CITY OF TITUSVILLE

CITY COUNCIL

AGENDA

Regular Meeting

October 28, 2025 - 6:30 PM

Council Chamber at City Hall

555 South Washington Avenue, Titusville, FL 32796

Any person who decides to appeal any decision of the City Council 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.

Applicants for land use and zoning related items are advised that the resumes of staff members who prepare applicable staff reports are on file in the City Clerk's Office.

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. **INVOCATION**

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

3. **PLEDGE OF ALLEGIANCE**

4. **APPROVAL OF MINUTES**

5. **SPECIAL RECOGNITIONS & PRESENTATIONS**

6. **BOARDS AND COMMISSIONS**

   A. **Historic Preservation Board**

   Reappoint four (4) regular members and one (1) alternate member to the Historic Preservation Board for two-year terms to expire on October 31, 2027.

   B. **North Brevard Commission on Parks and Recreation**

The North Brevard Commission on Parks and Recreation's semi-annual written report is included in the agenda packet. No action is requested.

C. **Planning and Zoning Commission - Leave of Absence**

Approve Planning and Zoning Commission Regular Member Theodore Garrod's request for a a leave of absence from the Planning and Zoning Commission meetings from October 15, 2025 - December 1, 2025.

D. **Titusville Environmental Commission**

Approve staff time to review and revise areas of Conservation Element (CE) Policy 1.16.2 in the Comprehensive Plan as well as other policies and related strategies that may help clarify and strengthen the intent of protecting wetlands on smaller parcels.

E. **Titusville Housing Authority**

The Titusville Housing Authority's semi-annual written report is included in the agenda packet. No action is requested.

7. PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT (NON-AGENDA ITEMS)

8. CONSENT AGENDA

A. **Economic Development Strategic Plan**

Adopt the updated Economic Development Strategic Plan as presented by the East Central Florida Regional Planning Council at the 5:30 p.m.presentation meeting.

B. **Award of Contract for Indian River Force Main Completion Project**

Approve award of a Contract for WO#2509 to SDV Service, LLC of Titusville, FL for the Indian River Force Main Completion Project in the amount of $893,000, approve and enter into the associated tender agreement, and authorize the Mayor to execute the Contract.

C. **Florida Department of Law Enforcement (FDLE) Drone Grant**

Approve the grant award for $24,999 that will pay for the entire cost amount of the drone. In addition, approve the purchase through Sourcewell contract #020625-BRNC and associated budget amendment.

9. ORDINANCES – SECOND READING, PUBLIC HEARING AND RELATED ACTION

A. **Transmittal of the Evaluation and Appraisal Review (EAR) Based Amendments to the Comprehensive Plan**

Approve the transmittal of the Evaluation and Appraisal Review (EAR) Based Amendments to the Comprehensive Plan to the State Land Planning Agency.

On October 8, 2025, the Planning and Zoning Commission, acting as the Local Planning Agency, recommended approval 6-1 for Transmittal of the Evaluation and Appraisal Review (EAR) based amendments to the Comprehensive Plan to the state's land planning agency with the

following changes: (1) Add the following language to Future Land Use Element Policy 1.5.8 "Encourage Brevard Native landscaping;" and (2) Delete Conservation Element Policy 1.6.8. One member voted no as he did not feel that the data used for growth projections were accurate and skewed the accuracy of the whole report.

THE FOLLOWING ITEMS ARE SUBJECT TO QUASI-JUDICIAL RULES OF PROCEDURE. ANYONE WISHING TO SPEAK ON AN ITEM MUST FIRST COMPLETE AN AGENDA SIGN-UP CARD AND SIGN THE OATH CONTAINED THEREON. THOSE SPEAKING IN FAVOR OF A REQUEST WILL BE HEARD FIRST. IF YOU HAVE PHOTOGRAPHS, SKETCHES, OR DOCUMENTS THAT YOU DESIRE FOR CITY COUNCIL TO CONSIDER, THEY MUST BE SUBMITTED INTO EVIDENCE AND WILL BE RETAINED BY THE CITY. SUBMIT THESE EXHIBITS TO THE CITY CLERK.

B. **Small Scale Amendment (SSA) Application No. 5-2025 - Sunset Development**

This item will be rescheduled and re-advertised.

C. **Small Scale Amendment (SSA) Application No. 6-2025 - Annexation, Small Scale Comprehensive Plan Map Amendment, and Rezoning of Golden Knights Boulevard Industrial**

Conduct the public hearing and second reading of ordinances for SSA No. 6-2025 to Annex, Small Scale Comprehensive Plan Map Amendment, and Rezone the property located at Golden Knights Boulevard.

Ordinance No. 32-2025 amending Section 7, Chapter 63-2001, Laws of Florida, special acts of 1963, by annexing certain property located south of Golden Knights Blvd and east of Tico Road having parcel ID numbers: 23-35-02-01-*-90, and 23-35-02-01-*-77 to be included within the City limits; providing for severability; providing for repeal of conflicting ordinances and providing for an effective date. This is a legislative item.

Ordinance No. 33-2025 amending the Code of Ordinances by amending Ordinance No. 60-1988, which adopted the Comprehensive Plan of the City of Titusville, by amending the future land use map, by changing the land use designation on approximately 9.18+/- acres of property located south of Golden Knights Blvd and east of Tico Road, having Brevard County parcel ID numbers 23-35-02-01-*-90, and 23-35-02-01-*-77, from the Industrial (Brevard County) future land use designation to the Industrial (City of Titusville) future land use designation; providing for severability; providing for repeal of conflicting ordinances; and providing for an effective date. This is a legislative item.

Ordinance No. 34-2025 Amending Ordinance No. 5-1993 of the City of Titusville, by amending the zoning map made a part of said ordinance by reference by changing the Light Industrial (IU) (Brevard County) zoning district to the Industrial (M-2) zoning district on approximately 9.18+/- acres of property located south of Golden Knights Blvd and east of Tico Road, having Brevard County parcel ID numbers 23-35-02-01-*-90, and 23-35-02-01-*-77; providing for severability; providing for repeal of conflicting ordinances; and providing for an effective date. This is a quasi-judicial item.

At their regular meeting on October 8, 2025, the Planning and Zoning Commission, acting as the Local Planning Agency, recommended the following: (1) Approval of the annexation of 9.18+/- acres, 7-0; (2) Approval of the Comprehensive Plan Land Use Amendment from Industrial (Brevard County) to the City's Industrial Future Land Use designation, 7-0; and (3) approval of the rezoning from Light Industrial IU (Brevard County) to the City's Industrial (M-2) zoning district, 7-0.

10. ORDINANCES - FIRST READING

A. Small Scale Amendment (SSA) Application No. 2-2024 - State Road 405 and Singleton Avenue - PD SOUTH

Conduct the first reading of the ordinances for Small Scale Amendment (SSA) Application No. 2-2024:

Ordinance No. 38-2025 - An ordinance of the City of Titusville, Florida, amending the Code of Ordinances by amending Ordinance No. 60-1988, which adopted the comprehensive plan of the City of Titusville, by amending the future land use designation on land located at the southeast corner of the intersection of South Singleton Avenue and S.R. 405/South Street from Low Density Residential to Conservation on 11.25+/- acres of property; and from Conservation to Low Density Residential on 0.44+/- acres of property having parcel id nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760; providing for severability; repeal of conflicting ordinances; and providing for an effective date. (This ordinance is a legislative item.)

and

Ordinance No. 39-2025 - An ordinance amending Ordinance No. 5-1993 of the City of Titusville, Florida, by amending the zoning map made a part of said ordinance by reference by changing the zoning classification on land located at the southeast corner of the intersection of south Singleton Avenue and S.R. 405/South Street from the General Use (GU) zoning district to the Planned Development (PD) zoning district on 27.99+/- acres of property; and from the Open Space Recreational (OR) zoning district to the Planned Development (PD) zoning district on 0.44+/- acres of property having parcel id nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760; providing for severability; repeal of conflicting ordinances; and providing for an effective date. (This is a quasi-judicial item.)

Conditions of approval of the master plan are described in the rezoning ordinance: (1) A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities, including interconnected stabilized sidewalks and walking trails within the open space areas, and confirms with the minimum required open space [1.6(a)]; (2) Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers shall be preserved with the submittal of the plat [1.11(a)]; (3) The developer shall work with the City to adjust the layout of the master plan to achieve the preservation of upland scrub,

pine and oaks where feasible. Heritage trees should, to the extent possible, be preserved with the submittal of the plat [1.11(c)]; (4) Buildings may be relocated or rearranged outside required landscape buffers within the area identified as the developable acreage as stated in condition 1.7 of the ordinance and as illustrated on the master plan in Exhibit B [1.13(d)]; and (5) Direct Impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan [1.13(e)].

This agenda item was originally scheduled for the City Council meetings on September 23, 2025 (First Reading) and on October 14, 2025 (Public Hearing). The item was rescheduled and re-advertised. This is the first reading of the ordinances. The City Council will hold a public hearing on this item on November 11, 2025.

At their regular meeting on October 22, 2025, the Planning and Zoning Commission, acting as the Local Planning Agency, recommended the following: (1) Amend the Comprehensive Plan Future Land Use Map by changing the future land use designation from the Low Density Residential to Conservation on 11.25+/- acres of property and from Conservation to Low-Density Residential on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759; and 22-35-05-00-760 for SSA#2-2024 – State Road 405 and Singleton Avenue. Approved with a 6 yes, 1 no vote and (2) Amend the rezoning from the General Use (GU) zoning district to the Planned Development (PD) zoning district on 27.99+/- acres of property; and the Open Space Recreational (OR) zoning district to the Planned Development (PD) zoning district on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760 with master plan and conditions of approval as described in the rezoning ordinance (staff conditions one (1) through five (5)). Three additional conditions are as follows: 1. The development must conform to the city's stormwater master plan. 2. The maximum building height allowed is forty (40) feet. 3. Cross-access to the Forest Hills Baptist Church parking lot be provided. Approved with a 6 yes, 1 no vote.

One Member voted no because he feels there will be a negative impact to the conservation land and the zoning does not match the area.

11. OLD BUSINESS

12. NEW BUSINESS

13. PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT (NON-AGENDA ITEMS)

14. MAYOR AND COUNCIL REPORTS

A. **Mayor's Report**

The Mayor will provide his individual report.

B. **Council Reports**

Council Members will provide their individual reports.

15. CITY MANAGER’S REPORT

A. City Manager's Report

The City Manager's Report is included in the agenda packet.

16. CITY ATTORNEY’S REPORT

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Historic Preservation Board**

Department/Office: City Clerk

Recommended Action:

Reappoint four (4) regular members and one (1) alternate member to the Historic Preservation Board for two-year terms to expire on October 31, 2027.

Summary Explanation & Background:

The Historic Preservation Board: There are seven regular members and two alternate members appointed by City Council. Whenever possible, members of the Board shall be residents of the City of Titusville for at least one year; however, to meet State Certified Local Government Guidelines, up to three of the seven regular members shall not be required to meet the residency requirements as outlined in the Code, Section 2-51. City Council shall appoint members to the Board that have an interest or experience in Historic Preservation. Whenever possible, City Council shall appoint members from the following organizations, professions, or groups: (1) Local historian, and/or architectural or art historian; (2) Architect; (3) Urban and regional planner; (4) Landscape architect; (5) Lawyer; (6) Engineer and/or building contractor; (7) Realtor and/or property appraiser; (8) Interested residents of City historic districts; and (9) Brevard County Historic Preservation Commission.

The terms of regular members Rosalie (Roz) Foster, William (Matt) Gaetjens, Allen Kiesel, Joseph Adams and one alternate member Ulla Rupp Crofton expire on October 31, 2025. They have all expressed their willingness and desire to continue to serve on this board and have requested reappointment for another two-year term to expire on October 31, 2027.

There are no other applications on file for consideration.

Alternatives:

Item Budgeted:

Source/Use of Funds/Budget Book Page:

Strategic Plan:

Strategic Plan Impact:

ATTACHMENTS:

1. Foster, Rosalie
2. Gaetjens, William
3. Kiesel, Allen
4. Adams, Joseph
5. Crofton, Ulla Board Application

CITY OF TITUSVILLE
BOARDS AND COMMISSIONS
APPLICANT INFORMATION FORM

Please Type, if possible (or print clearly) **Date:** 8-3-11

Name: FOSTER (Last) ROSALIE (ROZ) (First) M. (M.I.)

Address: Home: 3830 RAMBLING ACRES DR Zip Code: 32796
TITUSVILLE

Business: 306 Pine St Zip Code: ~~15~~
TITUSVILLE

Telephone: Home: 321-267-4480 Business: _____ Cell: _____

Employer: self

Position/Occupation: HISTORIAN How Long: 15 yrs

Education: Post secondary educational institutions attended:

Name & Location	Dates Attended	Degrees Earned
BCC - COCOA	1972	CLASSES
NATIONAL PRESERVATION INSTITUTE	2-9-07	FLORIDA BLDG CODE & HISTORIC PRESERVATION - CLASSES CERTIFICATE OF CERTIFICATION

Professional Licenses or Certificates Held:

Title	Date Issued	Issuing Authority
SECRETARY OF INTERIOR STANDARDS	12-18-05	NATIONAL PRESERVATION INSTITUTE
FLORIDA BLDG CODE & HISTORIC PRESERVATION	2-9-07	FLORIDA TRUST
PRESERVATION 101	11-16-06	FLORIA TRUST

Board(s) Preferred: I HAVE A HISTORIC BLDG NOW WHAT DO I DO 2-8-08 FLORIDA TRUST
HISTORIC PRESERVATION BOARD

Please answer the following questions:

1. Are you a City of Titusville Resident? Yes ____ No X
2. Are you a Registered Voter? Yes X No ____
   If yes – please give Registration Number: 101117048 and Date of Registration: 11-17-1995
3. Are you currently serving on a City Board? Yes ____ No X
4. Have you ever served on a City Board? Yes ____ No X
   If yes, which Board and when?

5. How long have you lived in Titusville? 22 Years
6. Do you feel you have adequate time to devote to this board/commission membership? Yes X No ____
7. May we submit your application each time a vacancy occurs rather than phone you? Yes X No ____

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Personal/Professional References:

Name	Address	Telephone
MR. KENSMITH ARCHITECTS INC.	8301 CYPRESS PLAZA DR SUITE 203 JAX FL 32256	
DR. RACHEL WENTZ FRAN	289-8634	904-281-6002

Work Experience:
RESTORED/DOCUMENTED HISTORIC LABRANCE CHURCH & CEMETERY DESIGNED HERITAGE PARK - SAVED 12 HISTORIC STRUCTURES FROM DEMOLITION, MEMBER OF SEVERAL NATIONAL STATE & LOCAL HISTORIC
Community Involvement: ORGANIZATIONS. FOUNDER & PRESIDENT OF N.BHF. RESTORATION OF HISTORIC PRITCARD HOUSE. MEMBER BREVARD COUNTY HIST. COMM FOR 20 YRS - WORKED ON HISTORIC RESTORATION PROJECTS THOUGHOUT
Interests/Activities: BREVARD COUNTY, WRITTEN VARIOUS ARTICLES ABOUT BREVARD COUNTY HISTORY. INTERESTS INCLUDE ACHAeology, HISTORY, ART, ARCHITECTURE, CONSERVATION & TRAVEL/ANTIQUES.
Why do you desire to serve on this/these Board(s)?:
TO ENSURE THE HISTORIC STRUCTURES & SITES ARE PRESERVED CORRECTLY FOR FUTURE GENERATIONS. ENCOURAGE ADAPTIVE REUSE OF EXISTING HISTORIC STRUCTURES.

NOTE: A resume or separate sheet with additional information may be included.

NORTH BREVARD HERITAGE FOUNDATION, INC.
(501C3 Non-Profit)

Roz Foster
Founder/President

PO Box 653
Titusville, FL 32781
www.pritchardhouse.com
(321) 267-4480
roz@callhenry.com

ICANT CERTIFICATION

lo hereby acknowledge that I understand the following:

en completed and filed with the City Clerk's Office, is a PUBLIC *Statutes*, and, therefore, is open to public inspection by any person. for keeping the information on this form current and that any can be made by calling, faxing, writing, or visiting the City

City and State law requires that members of certain boards orm.

NE YEAR from the date of receipt by the City Clerk's Office.

To be eligible for appointment, each member must be a registered voter and resident of the diately prior to the appointment.

2-52 of the Code of Ordinances, "Persons wishing to be file with the City Clerk's Office a statement of their interest later than five (5) days prior to the meeting at which the ne limit in this subsection may be waived when a position on pen or available for appointment for a period of fifteen (15) icant for the position.

rm is true and consent is hereby given the City Council or its any and/or all information provided.

Applicant Signature and date 8-3-11

BREVARD COUNTY HISTORICAL COMMISSION

ROZ FOSTER
Commissioner

801 Dixon Blvd. Suite 1119
Cocoa, FL 32922
E-mail: roz@callhenry.com
Phone: (321) 433-4415
Fax: (321) 433-4417
Home: (321) 267-4480

Date Application Received: _____
Receipt Acknowledged By: _____

January 2006
RETURN COMPLETED APPLICATIONS TO: City Clerk's Office, P.O. Box 2806, Titusville, FL 32781-2806 – 321 383-5774
Page 2 of 2

CITY OF TITUSVILLE
BOARDS AND COMMISSIONS
APPLICANT INFORMATION FORM

Please Type, if possible (or print clearly) **Date:** 1 AUG 11

Name: GAETJENS (Last) WILLIAM (MATT) (First) M (M.I.)

Address: Home: 2640 BOBCAT TRAIL Zip Code: 32780
TITUSVILLE FL
(WINDOVER FARMS)

Business: _____ Zip Code: _____

Telephone: Home: 321-269-2114 Business: _____ Cell: 321-298-1587

Employer: JUST RETIRED (UNITED SPACE ALLIANCE)

Position/Occupation: ASTRONAUT OFFICE How Long: 24 YRS

Education: Post secondary educational institutions attended:

Name & Location	Dates Attended	Degrees Earned
UNIVERSITY SOUTH FL	1971-1976	ENGINEERING

Professional Licenses or Certificates Held:

Title	Date Issued	Issuing Authority
MASTER WOOD WORKER	1986	CAL SCHOOL BOARD
ASE MASTER MECHANIC	1985	MOTOR AGE

Board(s) Preferred:
HISTORIC PRESERVATION BOARD

Please answer the following questions:

1. Are you a City of Titusville Resident? (WINDOVER FARMS) Yes ___ No ✓
2. Are you a Registered Voter? Yes ✓ No ___
   If yes – please give Registration Number: 101002245 and Date of Registration: JAN 1988
3. Are you currently serving on a City Board? Yes ___ No ✓
4. Have you ever served on a City Board? Yes ___ No ✓
   If yes, which Board and when? _____
5. How long have you lived in Titusville? 25 Years
6. Do you feel you have adequate time to devote to this board/commission membership? Yes ✓ No ___
7. May we submit your application each time a vacancy occurs rather than phone you? Yes ✓ No ___

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Personal/Professional References:

Name	Address	Telephone
JIM H TULLEY	TITUSVILLE	321-383-1268
MIKE KUTA	ROCKLEDGE	321-302-3883

Work Experience:

ENGINEER - 35 YRS - / HOTEL MAINTENANCE - 2 YEARS
FPL LINEMAN 2 YRS / PHOTOGRAPHER 30 YEARS

Community Involvement:

COACHED ALL LEVELS OF SPORTS (SOCCER - BASEBALL - BASKETBALL) HERE IN TITUSVILLE HIGH SCHOOL (THS) PROJECT GRADUATION - 4 YRS - RAISED 150,000 DOLLARS
UNITED SPACE ALLIANCE - MIDDLE SCHOOL MENTOR PROGRAM - 15 YRS

Interests/Activities:

WOOD WORKING - AUTO RESTORATION - BOATING/FISHING
GARDENING — PHOTOGRAPHY -

Why do you desire to serve on this/these Board(s)?:

MY PHOTOGRAPHIC, ENGINEERING AND WOODWORKING BACKGROUND GIVE ME A CONSTANT INTEREST IN THE PRESERVATION OF TITUSVILLE ARCHITECTURE!

- **NOTE: A resume or separate sheet with additional information may be included.**

APPLICANT CERTIFICATION

By placing my signature below, I do hereby acknowledge that I understand the following:

1. This Applicant Information Form, when completed and filed with the City Clerk's Office, is a PUBLIC RECORD under Chapter 119, *Florida Statutes*, and, therefore, is open to public inspection by any person.
2. As an applicant, I am responsible for keeping the information on this form current and that any changes or updates to this form can be made by calling, faxing, writing, or visiting the City Clerk's Office.
3. As an applicant, I am aware that City and State law requires that members of certain boards file a detailed financial disclosure form.
4. This application is effective for ONE YEAR from the date of receipt by the City Clerk's Office. To be eligible for appointment, each member must be a registered voter and resident of the City of Titusville for one year immediately prior to the appointment.
5. Under the provisions of Section 2-52 of the Code of Ordinances, "Persons wishing to be considered for appointments shall file with the City Clerk's Office a statement of their interest and comply with Section 2-51, no later than five (5) days prior to the meeting at which the appointment is scheduled. The time limit in this subsection may be waived when a position on a board or commission has been open or available for appointment for a period of fifteen (15) days and there is only one (1) applicant for the position.
6. The information provided on this form is true and consent is hereby given the City Council or its designated representative to verify any and/or all information provided.

W.M. Haeger 24AUG11
Applicant Signature and date

City Clerk's Office Use Only:

Date Application Received: _____
Receipt Acknowledged By: _____

CITY OF TITUSVILLE
BOARDS AND COMMISSIONS
APPLICANT INFORMATION FORM

Please Type, if possible (or print clearly) **Date:** 7/11/11

Name: Kiesel (Last) Allen (First) J (M.I.)

Address: Home: 1919 Malmsey Court Zip Code: 32796
Titusville, FL

Business: 415 S. Palm Ave. Zip Code: 32796
Titusville, FL

Telephone: Home: 321-383-2499 Business: 321-269-1366 Cell: _____

Employer: Mire Penney, Architect

Position/Occupation: Designer / Draftsman / Proj Mgr. How Long: 6 years

Education: Post secondary educational institutions attended:

Name & Location	Dates Attended	Degrees Earned
UNIVERSITY OF MIAMI	1986-1991	B. Architecture

Professional Licenses or Certificates Held:

Title	Date Issued	Issuing Authority

Board(s) Preferred:
HISTORIC PRESERVATION

Please answer the following questions:

1. Are you a City of Titusville Resident? Yes ____ No X
2. Are you a Registered Voter? Yes X No ____
   If yes – please give Registration Number: 2431965 and Date of Registration: 10/4/04
3. Are you currently serving on a City Board? Yes ____ No X
4. Have you ever served on a City Board? Yes ____ No X
   If yes, which Board and when? _____
5. How long have you lived in Titusville? N/A Years
6. Do you feel you have adequate time to devote to this board/commission membership? Yes X No ____
7. May we submit your application each time a vacancy occurs rather than phone you? Yes ____ No X

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Page 1 of 2

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Personal/Professional References:

Name	Address	Telephone
MIKE PENNEY	415 S. PALM AVE	321-269-1366

Work Experience:

ARCHITECT / DRAFTSMAN STYLE 1991

Community Involvement:

BOARD OF DIRECTORS SHERWOOD HOMEOWNERS ASSOCIATION

ARCHITECTURAL COMMITTEE " "

Interests/Activities:

GARDENING, WOOD WORKING, DIY

Why do you desire to serve on this/these Board(s)?:

INTEREST IN SERVING COMMUNITY, ARCHITECTURAL INTEGRITY OF COMMUNITY

- **NOTE: A resume or separate sheet with additional information may be included.**

APPLICANT CERTIFICATION

By placing my signature below, I do hereby acknowledge that I understand the following:

1. This Applicant Information Form, when completed and filed with the City Clerk's Office, is a PUBLIC RECORD under Chapter 119, *Florida Statutes*, and, therefore, is open to public inspection by any person.
2. As an applicant, I am responsible for keeping the information on this form current and that any changes or updates to this form can be made by calling, faxing, writing, or visiting the City Clerk's Office.
3. As an applicant, I am aware that City and State law requires that members of certain boards file a detailed financial disclosure form.
4. This application is effective for ONE YEAR from the date of receipt by the City Clerk's Office. To be eligible for appointment, each member must be a registered voter and resident of the City of Titusville for one year immediately prior to the appointment.
5. Under the provisions of Section 2-52 of the Code of Ordinances, "Persons wishing to be considered for appointments shall file with the City Clerk's Office a statement of their interest and comply with Section 2-51, no later than five (5) days prior to the meeting at which the appointment is scheduled. The time limit in this subsection may be waived when a position on a board or commission has been open or available for appointment for a period of fifteen (15) days and there is only one (1) applicant for the position.
6. The information provided on this form is true and consent is hereby given the City Council or its designated representative to verify any and/or all information provided.

7/11/11

Applicant Signature and date

City Clerk's Office Use Only:

Date Application Received: _____

Receipt Acknowledged By: _____

CITY OF TITUSVILLE
BOARDS AND COMMISSIONS
APPLICANT INFORMATION FORM

Please Type, if possible (or print clearly) **Date:** April 4, 2011

Name: Adams (Last) Joseph (First) K (M.I.)

Address: Home: 1850 S. Park Ave Apt D-2 Zip Code: 32780
Titusville, FL

Business: Fort Christmas Historical Park Zip Code: 32709
1300 Fort Christmas Road
Christmas FL.

Telephone: Home: 321 264-1479 Business: 407 568-4149 Cell: _____

Employer: Orange County BCC

Position/Occupation: Recreation Specialist How Long: 16 years

Education: Post secondary educational institutions attended:

Name & Location	Dates Attended	Degrees Earned
Mercer University Macon GA.	1985-1989	BA History

Professional Licenses or Certificates Held:

Title	Date Issued	Issuing Authority

Board(s) Preferred:
Historic Preservation

Please answer the following questions:

1. Are you a City of Titusville Resident? Yes ✓ No _____
2. Are you a Register Voter? Yes ✓ No _____
   If yes – please give Registration Number: 101181977 and Date of Registration: 10/26/98
3. Are you currently serving on a City Board? Yes _____ No ✓
4. Have you ever served on a City Board? Yes _____ No ✓
   If yes, which Board and when?

5. How long have you lived in Titusville? 12.5 Years
6. Do you feel you have adequate time to devote to this board/commission membership? Yes ✓ No _____
7. May we submit your application each time a vacancy occurs rather than phone you? Yes ✓ No _____

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Personal/Professional References:

Name	Address	Telephone
Vichie Prewett	1300 Ft. Christmas Road Christmas, FL	407 568-4149
Trudy Trask	1300 Ft Christmas Road Christmas, FL	407 568-4149

Work Experience:

Fort Christmas Historic Park — Christmas, FL

Orange County Historical Museum — Orlando, FL

Community Involvement:

Interests/Activities:

Museums, Reading

Why do you desire to serve on this/these Board(s)?:

Want to preserve history and protect Titusville

- **NOTE: A resume or separate sheet with additional information may be included.**

APPLICANT CERTIFICATION

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2. As an applicant, I am responsible for keeping the information on this form current and that any changes or updates to this form can be made by calling, faxing, writing, or visiting the City Clerk's Office.
3. As an applicant, I am aware that City and State law requires that members of certain boards file a detailed financial disclosure form.
4. This application is effective for ONE YEAR from the date of receipt by the City Clerk's Office. To be eligible for appointment, each member must be a registered voted and resident of the City of Titusville for one year immediately prior to the appointment.
5. Under the provisions of Section 2-52 of the Code of Ordinances, "Persons wishing to be considered for appointments shall file with the City Clerk's Office a statement of their interest and comply with Section 2-51, no later than five (5) days prior to the meeting at which the appointment is scheduled. The time limit is this subsection may be waived when a position on a board or commission has been open or available for appointment for a period of fifteen (15) days and there is only one (1) applicant for the position.
6. The information provided on this form is true and consent is hereby given the City Council or its designated representative to verify any and/or all information provided.

Joseph Adams

Applicant Signature and date

City Clerk's Office Use Only:

Date Application Received: _____

Receipt Acknowledged By: _____

RETURN COMPLETED APPLICATIONS TO: City Clerk's Office, P.O. Box 2806, Titusville, FL 32781-2806 – 321 383-5774

Joseph R. Adams

Personal Data:

Address: 1850 South Park Ave
Apartment D-2
Titusville, FL. 32780

Telephone: Home :(321) 264-1479 Work :(407) 568-4149

Education:

B.A. History 1989
Mercer University, Macon, GA.

Work Experience:

Recreation Specialist: Fort Christmas Historical Park
1300 Fort Christmas Road,
Christmas, FL.
Supervisor: Trudy Trask
Site Supervisor
October 1998 to Present

Responsibilities:
Coordinate and supervise museum interpretive staff
Help research and design museum education programs
Present education programs to the public
Develop and implement museum docent training programs
Coordinate museum docent volunteers
Advise staff on museum interpretation and education topics
Assist in the design and construction of museum exhibits
Assist will all museum special events
Perform the duties of the park ranger in his absence

Education Specialist: Orange County Historical Museum
812 E. Rollins Street, Orlando, FL.
Supervisor: Michelle Alexander
Curator of Education
December 1994 to October 1998

Responsibilities:
Coordinate and supervise education teaching staff.
Research, design, and write museum education programs
Present education programs to the public
Coordinate specific education projects and grants
Coordinate museum education volunteer
Promote museum education programs
Schedule education programs
Advise museum staff on museum education and related topics
Assist in the design and construction of museum exhibits

Education Assistant: Orange County Historical Museum
812 E. Rollins Street, Orlando, FL.
Supervisor: Michelle Alexander
Education Specialist
March 1992 to December 1994

Responsibilities:
Present education programs to the public
Research, design, and write museum education programs
Promote museum education programs
Assist in the design and construction of museum exhibits

Museum Intern: Georgia Agrirama
P.O. Box Q, Tifton, GA.
Supervisor: Patricia Phillips
Curator of Collections
June 1991 to August 1991

Responsibilities:
Research information on museum collections
Clean artifacts
Accession artifacts
Participate in an artifact collection excursion
Collect oral histories
Work on special events

Museum Intern: Georgia Agrirama
P.O. Box Q, Tifton, GA.
Supervisor: Patricia Phillips
Curator of Collections
June 1990 to August 1990

Responsibilities:
Research methods of museum site interpretation
Write Interpreter's Handbook for the museum site
Work on special events

Professional Affiliations:

Association for Living History, Farms, and Agricultural Museums

Additional Experience and Accomplishments:

2010 ***Presenter, Association for Living Historical Farms and Agricultural Museums Southeast Regional Conference.*** Presented paper, Our Town does not have a museum. This paper described how to work with area groups to promote your museum.

2006 ***Presenter, Association for Living Historical Farms and Agricultural Museums Southeast Regional Conference.*** Presented paper, Lost in Space: Creating a Museum of Spaceflight in the Local Mall.

2002- ***Volunteer Curator of Interpretation at U.S. Space Walk of Fame Museum Titusville, Florida.*** Research, design, and construct space history exhibits. Guide general public through the museum. Train volunteer docents. Help to keep collection records and track artifacts. Advise governing foundation on museum issues. Assist in the gift shop.

2001-2003 ***Homeschool Docent Apprenticeship Program.*** Designed and implemented a docent training program for local homeschool families. Four families were taught the fundamentals of museum interpretation, the history of the East Orange County, Florida community, and the guided tour of the historic homes at Fort Christmas Historical Park. Each person in the program progressed to greater responsibilities by demonstration of skills learned.

1999 ***Co-Curator, The History of Orange County Parks and Recreation exhibit at Orange County Administration building.*** Researched and constructed an exhibit on the history of Orange County parks and recreation for national recreation and parks month.

1998 ***Presenter, Association for Living Historical Farms and Agricultural Museums Southeast Regional Conference.*** Presented paper, Static Museums Don't Have to be Boring.

1997-1998 ***Member, Orange County Courthouse Re-Use Committee.*** Advise on historic preservation and museum issues in the salvage of materials from the demolition of the 1955 courthouse annex.

1997 ***Presenter, Florida Association of Museums Annual Conference.*** Presented paper, Archaeology Museum Education Project.

1996-1998 ***Member, Foundation for the Betterment of Mount La Verna Academy.*** Review scholarship applications and advise on school policy. Advise on all long range planning for the academy.

1996 ***Program coordinator, Florida Trust for Historic Preservation Conference, Orlando, FL.*** Assisted in the presentation of conference programs.

1996 ***Curator, "The Industrial Age of Florida: 1865-1910" exhibit at the Orange County Historical Museum.*** Oversaw the design and construction of an exhibit detailing the growth of industries in 1865-1910 Florida.

1996 ***Curator, "Learning Disabilities: A Different World" exhibit at the Orange County Historical Museum.*** Oversaw the design and construction of an exhibit discussing the challenges that children and young adults with learning disabilities face.

1995 ***Presenter, Florida Association of Museums Regional Workshop on museum accessibility for the disabled.*** Presented paper, "Exemplary Programs and Facility Models in Museum Accessibility."

1994-1995 ***Historical Museum program administrator and instructor for Lock Haven Park Cultural Consortium.*** Designed and taught programs to intersession students. Represented the historical museum in the cultural consortium meetings.

1994-1995 ***Administrator, Arts Services Grant.*** Developed and taught programs for Learning Disabled students as part of a pilot program at the museum. Coordinated the visit and talk of Sally L. Smith from the Lab School in Washington, D.C. at the Orange County Historical Museum.

1994 ***Curator, "Trails to Rails" exhibit, Oakland, FL.*** Designed and constructed an exhibit detailing the history of the Orange Belt Railway and the town of Oakland, FL.

1993-1998 ***Member, Orange County Courthouse Renovation and Conversion Task Force.*** Advised courthouse task force on interpretation, education, historic preservation, structural, and landscape projects and plans for the new courthouse museum in downtown Orlando, FL.

1993-1998 ***Member, Museum Education Advisory Committee for the Orange County Historical Museum.*** Advised on program design and implementation for the new downtown Orange County History Center.

1993-1994 ***Instructor, Orlando Sentinel Santa Holiday Fund Grant.*** Taught interactive Florida history programs to fourth grade students from economically disadvantaged schools.

1992-1994 ***Historical Museum program administrator and instructor for Lock Haven Park Cultural Consortium.*** Designed and taught programs for intersession students.

1991 ***Historic Preservation Consultant.*** Worked on structural and historic building report for the Governor Wilson Lumpkin House at the University of Georgia in Athens, GA. Directed all historical research on the building and interiors. Made recommendations for the preservation of both the interior and exterior of the building.

1989-1992 ***Master of Historic Preservation Candidate at the University of Georgia in Athens, GA.*** Took course in history of architecture, preservation advocacy, building materials conservation, preservation law, rural preservation, and cultural resource assessment.

1989 ***Student Teacher at Central High School in Macon, GA.*** Taught three world history classes and one French culture class. Prepared and implemented lesson plans, supervised classroom activities, interacted with students and faculty.

1988-1989 ***President of Kappa Delta Epsilon Education Honor Fraternity at Mercer University, Macon, GA.*** Coordinated regional meeting of fraternity and led special projects.

1988 ***Investigator, Sandy Run Creek Archaeology Survey, Warner Robins, GA.*** Participated in an archaeological field survey to determine the extent of historic and archaeological resources along a section of Sandy Run Creek in Warner Robins, GA.

1988 ***Co-Coordinator for Handicap Awareness Day, Mercer University in Macon, GA.*** Planned and implemented activities to increase campus awareness of abilities of disabled students.

1987-1989 ***Student Coordinator of Exceptional Student Services, Mercer University in Macon, GA.*** Provided on-campus assistance and mentoring for disabled students. Maintained student general records and contacted prospective students.

Research and Publications:

1990 "Interpreter's Handbook for the Historic Site of the Georgia Agrirama" Unpublished interpretation guide, on file at The Georgia Agrirama in Tifton, GA.

1991 "Governor Wilson Lumpkin House Structure Report" Unpublished report, on file at the Cooperative Extension Service, College of Agriculture, University of Georgia in Athens, GA.

1995 "Exemplary Programs and Facility Models in Museum Accessibility: Museum Programs for the Learning Disabled" paper presented at Florida Association of Museums Regional Workshop on June 29, 1995 in Tampa, FL. This paper published in the workshop proceedings.

2006 "Lost in Space: Creating a Museum of Spaceflight in the Local Mall" paper presented at Association for Living Historical Farms and Agricultural Museums Southeast Regional Conference February 2006 in Gainesville, Florida. This paper published in conference proceedings.

Awards

1993 Award of Outstanding Service for the Anne Frank in the World: 1929-1945 exhibit.

1996 National Association of Counties Achievement Award for Learning Disabled Museum Education Project.

1996 Award for Outstanding and Dedicated Service to Mount La Verna Academy for the 1995-1996 school year.

1997 National Association of Counties Achievement Award for Archeology Museum Education Project.

1997 Award for Outstanding and Dedicated Service to Mount La Verna Academy for the 1996-1997 school year.

1998 National Association of Counties Achievement Award for Community Histories Package.

1998 Award for Outstanding and Dedicated Service to Mount La Verna Academy for the 1997-1998 school year.

1999 Award for Outstanding and Dedicated Service to Mount La Verna Academy for the 1998-1999 school year.

*****References Available Upon Request*****

Joseph Adams

1850 South Park Ave.

Apt. D-2

Titusville, FL. 32780

Joseph Adams has been a resident of Titusville for the past twelve years and is a native of Florida. Joseph has a BA in history from Mercer University in Macon, Georgia. He has taken a course of study for a MA in Historic Preservation at the University of Georgia in Athens, Georgia. He is currently working at Fort Christmas Historical Park in Christmas, Florida. He has over 17 years in the historic museum field working at several different museums. He volunteers at the Space Walk of Fame Museum in Titusville. He is a member of the Association for Living History, Farms, and Agriculture Museums.

RECEIVED SEP 15 2022

CITY OF TITUSVILLE
BOARDS AND COMMISSIONS
APPLICANT INFORMATION FORM

Please Type, if possible (or print clearly) **Date:** 9/13/22

Name: CROFTON (Last) ULLA (First) RUPP (M.I.)

Address: Home: 1410 RIVERSIDE DR TITUSVILLE FL Zip Code: 32780

Business: REAL ESTATE Zip Code: _____

Telephone: Home: _____ Business: _____ Cell: 407.620.9044

Email Address: ULLA@LUXURYFLORIDAHOMES.COM

Employer: SELF

Position/Occupation: _____ How Long: 25-30 YRS.

Education: Post secondary educational institutions attended:

Name & Location	Dates Attended	Degrees Earned
SAN FRANCISCO STATE UNIV	1966-72	B.A. HISTORY
		M.A. HISTORY

Professional Licenses or Certificates Held:

Title	Date Issued	Issuing Authority
LIC. R.E. AGENT	1993 - PRESENT	F.R.E.C.

Board(s) Preferred:
HISTORIC PRESERVATION BOARD

Please answer the following questions:

1. Are you a City of Titusville Resident? Yes ✓ No ____
2. Are you a Registered Voter? Yes ✓ No ____
   If yes – please give Registration Number: _____ and Date of Registration: _____
3. Are you currently serving on a City Board? Yes ____ No ✓
4. Have you ever served on a City Board? Yes ____ No ✓
   If yes, which Board and when? _____
5. How long have you lived in Titusville? 46 Years
6. Do you feel you have adequate time to devote to this board/commission membership? Yes ✓ No ____
7. May we submit your application each time a vacancy occurs rather than phone you? Yes ____ No ✓

Personal/Professional References:

Name	Address	Telephone
SUSAN PALMA	1118 RIVERSIDE DR - T.	321.243.5213
KATHY MACMAHON	1114 INDIAN RIVER - T.	321.747.8566

Work Experience:
SELLING REAL ESTATE SINCE 1993 IN FLORIDA - MOSTLY LUXURY HOMES & RANCHES

Community Involvement:
ROTARY, P.E.O.

Interests/Activities:
INTERNATIONAL TRAVEL & READING

Why do you desire to serve on this/these Board(s)?:
I AM A TRAINED HISTORIAN & I WITNESSED A LOT OF TITUSVILLE HISTORY

- **NOTE: A resume or separate sheet with additional information may be included.**

APPLICANT CERTIFICATION

By placing my signature below, I do hereby acknowledge that I understand the following:

1. This Applicant Information Form, when completed and filed with the City Clerk's Office, is a PUBLIC RECORD under Chapter 119, *Florida Statutes*, and, therefore, is open to public inspection by any person.
2. As an applicant, I am responsible for keeping the information on this form current and that any changes or updates to this form can be made by calling, faxing, writing, or visiting the City Clerk's Office.
3. As an applicant, I am aware that City and State law requires that members of certain boards file a detailed financial disclosure form.
4. This application is effective for ONE YEAR from the date of receipt by the City Clerk's Office.
5. Under the provisions of Section 2-52 of the Code of Ordinances, "Persons wishing to be considered for appointments shall file with the City Clerk's Office a statement of their interest and comply with Section 2-51, no later than five (5) days prior to the meeting at which the appointment is scheduled. The time limit in this subsection may be waived when a position on a board or commission has been open or available for appointment for a period of fifteen (15) days and there is only one (1) applicant for the position.
6. The information provided on this form is true and consent is hereby given the City Council or its designated representative to verify any and/or all information provided.

9-13-22 — Date Signed

Applicant Signature

City Clerk's Office Use Only:

Date Application Received: 9-15-22
Receipt Acknowledged By: E. Campbell

RETURN COMPLETED APPLICATIONS TO: City Clerk's Office, P.O. Box 2806, Titusville, FL 32781-2806, Telephone Number – 321-567-3686

Historic Preservation Board

Supplemental Application

Name of Applicant: VILLA RUPP CROFTON **Date:** 9-13-22

If you wish to serve as a member to the Historic Preservation Board, please check the following that apply to your expertise/experience:

- ✓ **Local historian, and/or architectural or art historian**
- _____ **Architect**
- _____ **Urban and regional planner**
- _____ **Landscape architect**
- _____ **Lawyer**
- _____ **Engineer and/or building contractor**
- ✓ **Realtor and/or property appraiser**
- ✓ **Interested residents of City historic districts**
- _____ **Brevard County Historic Preservation Commission**

Please provide additional information regarding the expertise/experience above: _____

I LIVE IN THE HISTORIC PART OF TOWN IN A 100+ YR. OLD HOME!

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **North Brevard Commission on Parks and Recreation**

Department/Office: City Clerk

Recommended Action:
The North Brevard Commission on Parks and Recreation's semi-annual written 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:

Strategic Plan Impact:

ATTACHMENTS:
1. City of Titusville Semi-Annual Report October 2025

Parks and Recreation Department
North Area Parks Operations
919 Lane Avenue
Titusville, Florida 32780

BOARD OF COUNTY COMMISSIONERS

October 15, 2025

City of Titusville
Tom Abbate, City Manager
P.O. Box 2806
Titusville, FL 32781-2806

Dear Mr. Abbate:

The semi-annual report for the period of April 1, 2025 – September 30, 2025 on behalf of the North Brevard Commission on Parks and Recreation (NBCPR) is provided below.

The NBCPR meets quarterly with regular meetings held on the second Thursday in the months of January, April, July and October. Meetings begin at 4:00 p.m. and conclude by 5:00 p.m. The NBCPR has requested a waiver from the County Manager to increase the number of meetings to six per year.

Below are current members of the NBCPR who are assigned parks within the City of Titusville:

- Dan Diesel - Blanton Park, Gibson Gymnasium & Field, Isaac Campbell Sr. Park
- Koren Odermann – Blue Hole Park, Marina Park, Sandpoint Park, Space View Park
- Christopher Reynolds – Kennedy Point Park, Rails to Trails, W.W. James Park
- William Klein – Parrish Park – Titusville, Wuesthoff Park
- Unassigned – Rotary Riverfront Park, Stuart Park, William J. Manzo Park
- Kevin Rosa – Sherwood Park, Singleton Tennis Courts

The NBCPR continues to make regular visits to Parks prior to each advisory board meeting to offer recommendations for improvements and report any potential concerns. Specifically, the NBCPR is actively working on the following initiatives and goals:

- General maintenance and clean up that may be needed
- Identifying any potential ADA or safety concerns
- Recommending additional playground and walking trails
- Exploring the re-purposing of parks
- Acting as liaison with community groups that accomplished tree planting projects at Isaac Campbell Sr. Park and Blue Hole Park
- Acting as liaison with North Brevard youth sports groups
- Acting as liaison between Port St. John Community Foundation and the County for events to help improve the permitting process for special events

Phone (321) 264-5105; Fax (321) 264-6428
Website: www.brevardparks.com

- Partnering with community organizations on park beautification projects.
- Collaborating with park patrons and the local communities to add park amenities and re-purpose current parks based on public input.
- Supporting continuing upgrades to Park facilities

Respectfully,

Jeff Davis, Jr.
North Area Parks Operations Manager

cc: North Brevard Commission on Parks and Recreation
Ian Golden, Parks and Recreation Department Director

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Planning and Zoning Commission - Leave of Absence**

Department/Office: City Clerk

Recommended Action:
Approve Planning and Zoning Commission Regular Member Theodore Garrod's request for a a leave of absence from the Planning and Zoning Commission meetings from October 15, 2025 - December 1, 2025.

Summary Explanation & Background:
The request is to approve Planning and Zoning Commission Regular Member Theodore Garrod's request for a leave of absence from the Planning and Zoning Commission meetings from October 15, 2025 - December 1, 2025.

Regular Member Garrod will miss the following meetings: October 22, 2025, November 5, 2025 and November 19, 2025.

Alternatives:
1. Approve the request for a leave of absence.
2. Do not approve the request for a leave of absence.

Item Budgeted:

Source/Use of Funds/Budget Book Page:

Strategic Plan:

Strategic Plan Impact:

ATTACHMENTS:
1. P&Z Garrod Leave of Absence

Campbell, Emily

From: Galindo, Eddy
Sent: Thursday, October 9, 2025 9:17 AM
To: Campbell, Emily
Cc: Dargie, Laurie; Parrish, Bradley
Subject: FW: FW: Conditional Use Permit (CUP) 2-2025

Good morning Emily,

P&Z member Garrod is requesting a leave of absence starting next week through Dec 1. He will miss three meetings in a row.

Please let me know if you need anything else to have Council consider his request.

Thanks and have a great day,

Eddy Galindo, AICP
Principal Planner
City of Titusville, Florida
555 S. Washington Avenue
Titusville, FL 32781-2806
(321) 567-3976
eddy.galindo@titusville.com

For GIS Zoning & Future Land Use Interactive Map please visit: http://titusville.maps.arcgis.com/home/index.html

Please provide feedback on our service. The Community Development customer service survey is available at https://www.titusville.com/FormCenter/Community-Development-7/Customer-Satisfaction-Survey-55.

Titusville
Gateway to Nature & Space

Community Development
Planning

Please note: Florida has a very broad public records law. Most written communications to or from City employees regarding City business are public records available to the public and media upon request. Your email communications may therefore be subject to public disclosure.

From: Ted Garrod <tgarrod@cfl.rr.com>
Sent: Wednesday, October 8, 2025 2:59 PM
To: Galindo, Eddy <eddy.galindo@titusville.com>
Subject: RE: FW: Conditional Use Permit (CUP) 2-2025

Eddy

Thanks for the information. It will be a short agenda tonight.

FYI:

Please pass on to Brad and staff, I will be traveling beginning October 15, 2025, thru December 1, 2025. As a result of my extended travel plans, I will not be available for the P & Z meetings on October 22nd; November 5th & November 19, 2025.

I recall absenteeism for more than three meeting is criterion for service, however, I also recall, the last time I needed to be absent for 3 meetings, I was required to have my request for "leave of absence" authorized by the City Council. If my recall is correct in both instances, may I ask you to forward to City Council a request for leave of absence, or if preferred, I will prepare a letter and email it to the City Clerk, either way, thank you for your assistance.

Respectfully,
Ted Garrod

From: "Galindo, Eddy"
To: "City Attorney"
Cc: Laurie"
Sent: Wednesday October 8 2025 9:50:48AM
Subject: FW: Conditional Use Permit (CUP) 2-2025

Good morning,

The applicant for CUP#2-2025 Cold Spot has agreed to withdraw their application at this time to allow staff more time to work with them.

Thanks and have a great day,

Eddy Galindo, AICP

Principal Planner

City of Titusville, Florida

555 S. Washington Avenue

Titusville, FL 32781-2806

(321) 567-3976

eddy.galindo@titusville.com

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Titusville Environmental Commission**

Department/Office: Planning

Recommended Action:

Approve staff time to review and revise areas of Conservation Element (CE) Policy 1.16.2 in the Comprehensive Plan as well as other policies and related strategies that may help clarify and strengthen the intent of protecting wetlands on smaller parcels.

Summary Explanation & Background:

In 2025 City Council adopted the Natural Resources Public Engagement Summary and Recommended Strategies

During the September TEC meeting the board reviewed parts of the Natural Resources Report and voted to focus on the wetland-related recommendations and policies for the foreseeable future.

At the October 14th meeting, TEC Vice Chair Thompson brought this initiative before council during the October 14th City Council meeting and Council Member Stoeckel made a motion for staff to look into the rules and regulations in the City's code that account for development, flooding, and wetlands to ensure that we are protecting the environment, that we are making sure we have enough capacity, and make sure people are able to get to and from their homes and plan for rain and flooding to the best of our ability.

This was later followed up by the Mayor's amendment to include the roads owned by the county.

The summary statement later also included the motion for advisability for staff to look into our stormwater management plan and our policies regarding wetlands that include county roads.

Staff mentioned a need for further clarification.

Afterward, during the Oct 15th TEC meeting, Member Miller made a motion to recommend to City Council to have city staff look at Comprehensive Plan Conservation

Element (CE) Policy 1.16.2 and specifically into the language regarding conservation easements as well as a motion recommending that city staff review and when parcels less than five (5) acres are being considered that all available and appropriate data be used to determine if they are part of a larger wetland falling under the conservation requirements. There was a unanimous vote in favor.

The TEC's motion to ask for Staff time to review CE Policy 1.16.2 as well as amending parts of the Comprehensive Plan Future Land Use Element (FLUE) policies that protect smaller parcels than 5 acres also strongly aligns with the recommendations called out in the Natural Resources Plan. The Natural Resources Plan recommendations that are the most relevant to the approved City Council and TEC actions.

- Clarify the intent of the 5-acre rule to include adjacent properties. Wetlands 5 acres or larger are currently required to be designated by Conservation land use.
- Consider removing the FLUE Policy 1.16.2 that allows conservation easements in Planned Developments in lieu of Conservation land use designations for wetlands 5 acres or more in size.

The staff requests the City Council consider the TEC's recommendation.

Alternatives:
Don't approve staff time

Item Budgeted:

Source/Use of Funds/Budget Book Page:

Strategic Plan:
Natural Resources Public Engagement

- Clarify the intent of the 5-acre rule to include adjacent properties. Wetlands 5 acres or larger are currently required to be designated by Conservation land use.
- Consider removing the FLUE Policy 1.16.2 that allows conservation easements in Planned Developments in lieu of Conservation land use designations for wetlands 5 acres or more in size.

Sustainability Action Plan 2.1 Increase Natural resource acreage and habitat for threatened species and wetlands

Strategic Plan Impact:

ATTACHMENTS:

1. Titusville-Natural-Resources-Report Pg 33 and 34

Develop or amend existing wetland policies to clarify and create more limitation on wetland impacts.				
Strategy Considerations	***Implementation***	***Future Considerations & Resources***	***Comprehensive Plan Policy***	***Sustainability Action Plan***
			1. The use is ecologically sound; 2. The use is water dependent or water related and there is a documented public need; 3. The use is the least environmentally damaging alternative; 4. There is no practical alternative to insure reasonable use of the applicant's property; and 5. Any unavoidable damage or loss of wetland shall be mitigated to insure no net loss of wetlands and no loss of functional value.	
Implement a 1.8% maximum wetland impact for developments based on a threshold used at Viera for residential lots. ***Category:*** **LDR, CP**	This proposition may require a study to determine how this approach would affect development in the City.	Implementation may require additional staff resources or could be assisted by Brevard County through an interlocal agreement. The City may also consider conducting a study to determine a maximum wetland impact for developments.		
Clarify the intent of the 5-acre rule to include adjacent properties. Wetlands 5 acres or larger are currently	Strategy 1.6.3.2 needs to be clarified to limit the loopholes and how land is subdivided to	This provision has caused confusion with its implementation and developers have		**Ecosystem & Resiliency** **2.1** Increase natural resource acreage and

Develop or amend existing wetland policies to clarify and create more limitation on wetland impacts.				
Strategy Considerations	***Implementation***	***Future Considerations & Resources***	***Comprehensive Plan Policy***	***Sustainability Action Plan***
required to be designated by Conservation land use. ***Category:*** **CP**	circumvent this requirement. The wetland should be evaluated based on its overall importance and size rather than if it's less than 5 acres on a single site. An update of wetland protections should be considered. Functional values and better wetland delineation is needed. Explore the possibility of wetland protection through increased buffer requirements.	circumvented the requirement. More clarity on this will create more predictability and protect wetlands of high value.		habitat area for threatened species and wetlands
Consider removing the FLUE Policy 1.16.2 that allows conservation easements in Planned Developments in lieu of Conservation land use designations for wetlands 5 acres or more in size. ***Category:*** **LDR, CP**	Amend the Comprehensive Plan and LDRs to delete and clarify outdated language..	Conservation easements are *no longer guaranteed to be permanent***.** Conservation easements would need to be dedicated to an entity (i.e. City, SJRWMD, or other entities) in perpetuity on a plat or binding document. Conservation easements would require maintenance of the land, and occasional monitoring.		

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Titusville Housing Authority**

Department/Office: City Clerk

Recommended Action:
The Titusville Housing Authority's semi-annual written 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:

Strategic Plan Impact:

ATTACHMENTS:
1. HACTV Semi-annual Report October 2025 2

Titusville TOWERS
Assisted Living Facility
ALF License #AL10346

405 Indian River Ave. · Titusville, FL 32796
O 321.264.8965 · F 321.264.8966
HACTV.com

October 2025

Mayor Andrew Connors and City Council Members,

I am pleased to submit this updated semi-annual report on behalf of the Housing Authority of the City of Titusville (HACTV). We are proud to report continued progress in several key areas, with a renewed focus on capital improvements, service delivery, and resident well-being.

Our mission remains clear: to provide quality, affordable housing while supporting the health, safety, and dignity of our residents. Below are the most recent accomplishments and updates from April through October 2025.

1. Property Maintenance & Infrastructure Enhancements

We continue to prioritize safe, clean, and welcoming environments across all properties:

- **Collins Avenue Units:** Completed major improvements site-wide.
  - All roofs replaced (now all under five years old).
  - Finished exterior painting of all units within the project.
  - Conducted extensive tree trimming for storm preparedness and enhanced curb appeal.
- **Titusville Towers Assisted Living Facility (TT ALF):**
  - Contracted the installation of a new gazebo to enhance outdoor space for residents.
  - Pressure washed the entire facility to maintain cleanliness and aesthetics.
  - CIPI plumbing upgrades are underway, including sanitary stack lining (Cured-in-Place Pipe or CIPI), extending the lifespan of critical plumbing infrastructure.
- **Vacancy Prep Overhaul:**
  - Instituted a higher standard for vacancy preparation, including installation of new cabinets, flooring, and blinds to provide incoming families with a greater sense of home.
  - These improvements have reduced unit turnaround times and improved tenant satisfaction.

2. Fleet Expansion & Operational Efficiency

- **Fleet Expansion:** We added two new vehicles to our agency fleet, enhancing our ability to provide timely resident services and improve staff mobility across sites.

- **Maintenance Efficiencies:** Turnaround time for vacant units has been reduced and routine work orders are completed in an average of one day.

3. Financial Stewardship & Audit Success

- **Annual Audit:** Completed with no findings, reaffirming our commitment to fiscal transparency and strong internal controls.
- **Rent Collection:** We continue to achieve a 99% rent collection rate, ensuring sustainable revenue for reinvestment in housing and services.

4. Community & Resident Services

- **Resident Engagement at ALF:** Our ROSS Coordinator continues to enrich the lives of our elderly residents at the ALF with informative and engaging presentations, including:
    - Second Harvest Food Assistance Program
    - Road Safety and Defensive Driving for Seniors
    - Computer Literacy to support digital inclusion and daily tasks.

  These sessions are instrumental in promoting independence and daily living support.

- **New Vending Machine:** We are providing a new vending machine at our TT ALF to provide residents with convenient access to snacks and beverages.

5. Programs and Policy Development

- **HCV Program Updates:**
    - Opened the Section 8 Non-Elderly Disabled (NED) Housing Choice Voucher Wait List, which reached the 300-applicant cap within 4-hours, demonstrating continued high demand for accessible housing options.
    - Awarded five new VASH vouchers.
- **Waitlist Management:** We implemented a new waitlist management system to improve tracking, transparency, and reporting efficiency.
- **Admissions and Continued Occupancy Policy (ACOP) Updates:** Successfully updated the ACOP with public notice and formal Board approval, ensuring alignment with current HUD mandates and agency goals.
- **ADMIN Plan Updates:** Revisions are set to go before the Board at the October Board Meeting.
- **Emergency Safety & Security (ESS) Grant:** We have re-submitted our ESS Grant application per updated federal regulations and are currently awaiting award notifications. Funding would allow us to enhance security measures with the installation of a comprehensive security camera system

6. Rebranding

- **Rebranding Initiative:** Our new logos and visual identity have now been rolled out across all communications and signage. The new branding has increased community recognition and improved stakeholder engagement.

- **Website Launch:** Our new website was launched in April 2025 and continues to provide user-friendly access to information, applications, and resident resources.

7. Development & Long-Term Planning

- **Co-Developer:** Continuing outreach for a co-developer to assist in the redevelopment of our aging public housing stock, particularly focusing on long-term sustainability and improved livability.
- **5-Year PHA Plan & Capital Fund Action Plan:** Both plans are active and guiding our investments in modernization, accessibility, and energy efficiency upgrades.
- **High Performer Status Maintained:** HACTV continues to hold High Performer designations in both Public Housing and the Section 8 Housing Choice Voucher (HCV) Program under HUD's NSPIRE standards and SEMAP scoring.

As we enter the final quarter of 2025, the Housing Authority of the City of Titusville remains focused on our mission. We are committed to quality housing, responsive service, and meaningful resident engagement. With the support of the Mayor, Housing Authority Commissioners and our dedicated staff, we continue to meet the housing needs of our community with integrity and innovation.

Respectfully submitted,

Brian Clark

Brian Clark
Executive Director

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Economic Development Strategic Plan**

Department/Office: Economic Development

Recommended Action:
Adopt the updated Economic Development Strategic Plan as presented by the East Central Florida Regional Planning Council at the 5:30 p.m.presentation meeting.

Summary Explanation & Background:

On May 23, 2023, City Council directed the staff to update the Economic Development Strategic Plan. On December 12, 2023, the City executed an agreement with the East Central Florida Regional Planning Council (ECFRPC) to complete the update. Several stakeholder meetings were held, an existing conditions analysis was completed, and an implementation strategy was drafted. The priority strategies are industry diversification, infrastructure readiness, workforce development, business attraction and retention, downtown revitalization, and quality-of-life enhancements. Adoption of the plan will provide a clear roadmap for the City's economic development efforts and align resources and partnerships toward achieving measurable outcomes.

Alternatives:

- Adopt the Plan with changes.
- Do not adopt the plan.

Item Budgeted:
NA

Source/Use of Funds/Budget Book Page:
No expenditures at this time with the approval of the plan.

Strategic Plan:
Goal 4: Economic Development

Strategic Plan Impact:

Implementation of the plan may require future budget allocations and partnership funding, which will be brought to Council for approval as needed.

ATTACHMENTS:

1. Titusville Economic Development Strategic Plan 10.22.25 redux

East Central Florida
Regional Planning Council

CITY OF TITUSVILLE FLORIDA



CITY OF TITUSVILLE

Economic Development Strategic Plan

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Acknowledgements

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City of Titusville

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Cover Photo Credit– Aerial Image by City of Titusville

ABOUT THE EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

Established in 1962 as an area-wide association of local governments, the East Central Florida Regional Planning Council (ECFRPC) is one of Florida's ten regional planning councils. It is currently designated by the U.S Economic Development Administration as the region's Economic Development District (EDD). The EDD program provides economic technical assistance to public and private organizations located within its eight-county region. This includes performing economic impact analyses using the REMI model, assisting with grant applications, and developing economic strategic plans. Because of the ECFRPC, member governments have received more than $63 million in federal and state grants since 2011. This represents a return on investment of over $5 for every dollar paid in assessments.

ABOUT THE CITY OF TITUSVILLE

Incorporated in 1887, the City of Titusville is located in northern Brevard County, Florida, with a total land area of 34.31 square miles (U.S. Census). The City is situated between conservation areas to the west, and the Indian River to the east. It is best known for its proximity to the Kennedy Space Center in Merritt Island, and the Canaveral National Seashore. Archaeological evidence suggests that settlements in the area date back to the Archaic Period. During the early 20th century, Titusville played a large role in the citrus and commercial fishing industries. The arrival of the space program in the 1950s and 60s spurred significant growth, and today Titusville's economy thrives on tourism and the nearby aerospace industry. Currently, Titusville uses a Council-Manager type of government, which consists of a five-member Council elected at large.


EXISTING
CONDITIONS
ANALYSIS

EXISTING CONDITIONS ANALYSIS

This existing conditions report discusses the current demographic, workforce, business, and land use characteristics that influence Titusville's economic conditions. Analyzing the distribution of population and business activity within the City can help identify trends and opportunities to further Titusville's economic development prospects and overall resiliency. To complete this analysis, the ECFRPC used a variety of sources including the American Community Survey five-year estimates, the Data Axle/Infogroup business database, JobsEQ, and the City's business tax receipts and building permit data, among other sources.

The ECFRPC's approach to economic strategic planning encompasses three dimensions: People, Places, and Prosperity. The People pillar addresses the general needs of the population, workforce, and local organizations to help foster social cohesion, inclusiveness, and community welfare. Places focuses on the community's natural and built environments, infrastructure, place-based assets, local institutions, and governance systems to attract and retain economic activity, and improve the residents' health and well-being. Finally, the Prosperity pillar identifies ways to harness major industry assets and innovation systems to promote paths of wealth creation, investment, and inclusive economic development. Developing strategies, programs, and activities that address gaps within these three pillars should result in improvements to community well-being and long term economic prosperity.





PEOPLE

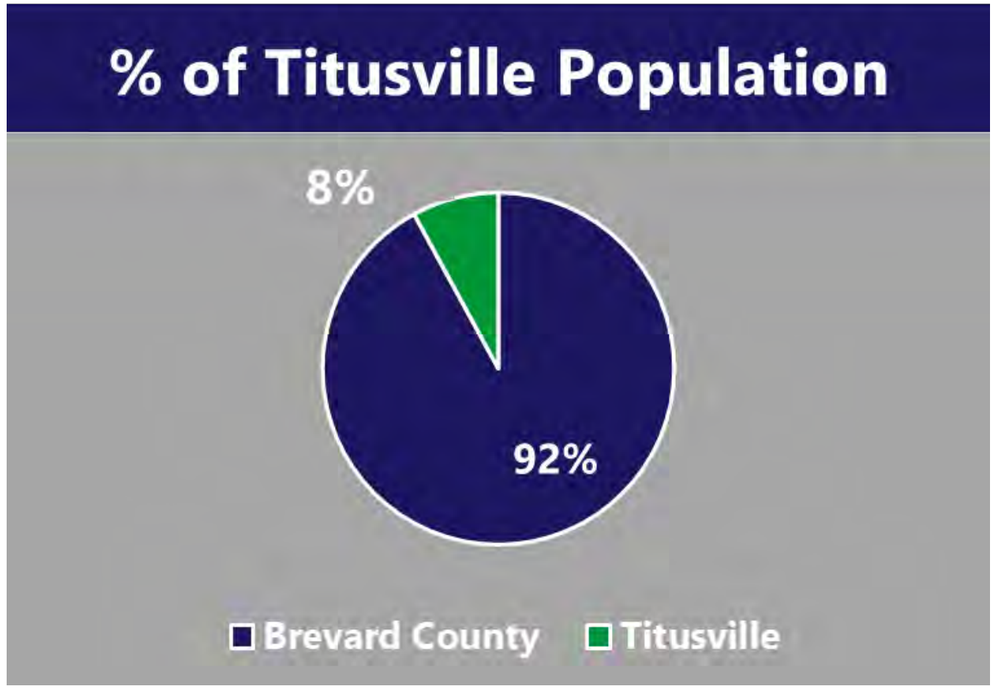
PEOPLE

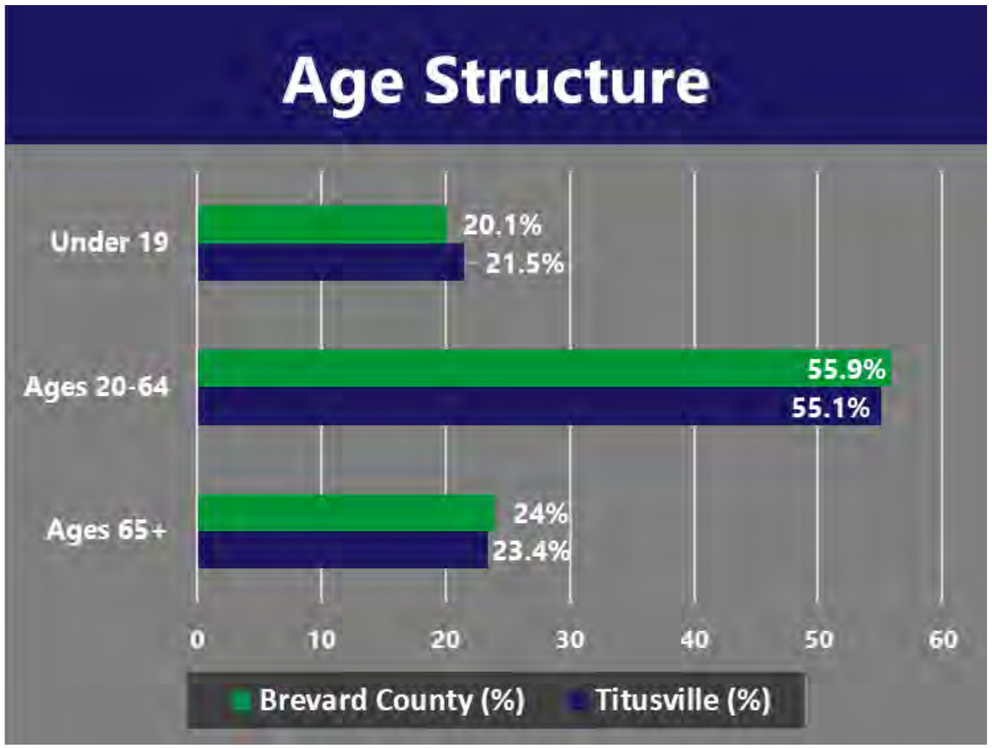
DEMOGRAPHICS

Human capital is the biggest driver of economic activity, and economic development is only possible when considering the conditions and needs of the community's people and workforce. According to the US Census Bureau, the total population of the City of Titusville was 48,595, which represents about eight percent of Brevard County's population. For economic development purposes, the ECFRPC divides population into three primary cohorts: Children (under 18), Working Age (18-64), and Retirees (65+). According to the U.S Census Bureau, 55 percent of the City's residents are of Working Age (ACS, 2018 -2022). While Titusville boasts a slightly lower proportion of residents within the working-age cohorts when compared to Brevard County, it also has a lower percentage of retirees. This demographic advantage is reflected in the City's median age (43.7), which is significantly lower than the County's (47.3), potentially indicating a more dynamic and productive population.

According to Census data, Titusville's labor force participation rate stands at approximately 54.9 percent. This figure, which represents the proportion of the population either working or actively seeking employment, is a key indicator of the City's economic activity. In comparison, Brevard County's labor force participation rate is slightly higher at 56.1 percent (ACS 2018-2022). However, both of these rates are much lower than the national average which stands around 62.6 percent.

Titusville Median Age: 43.7 years





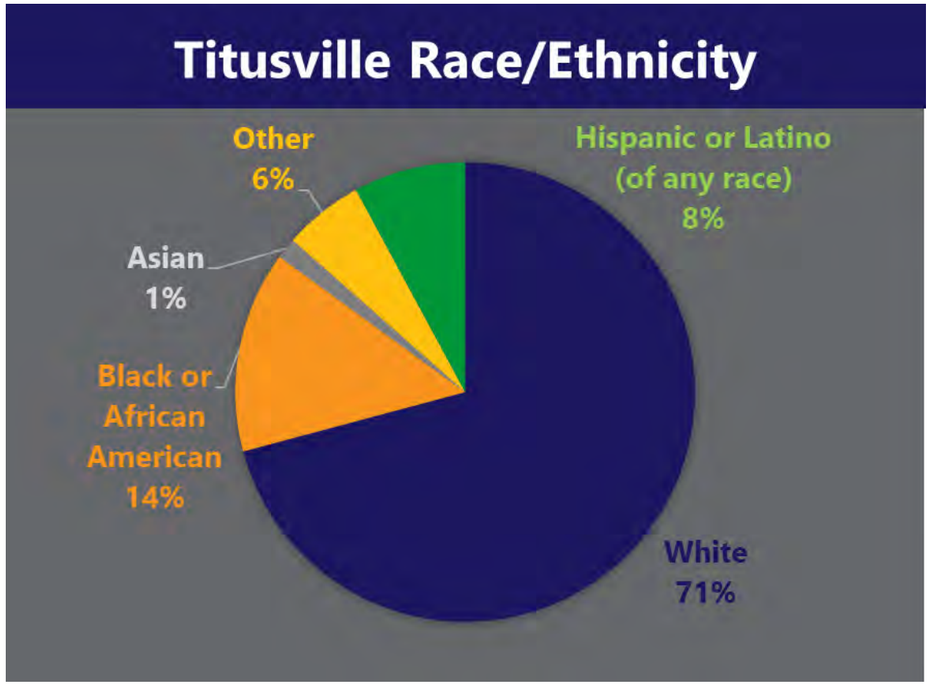
Source: ACS 2020, mySidewalk

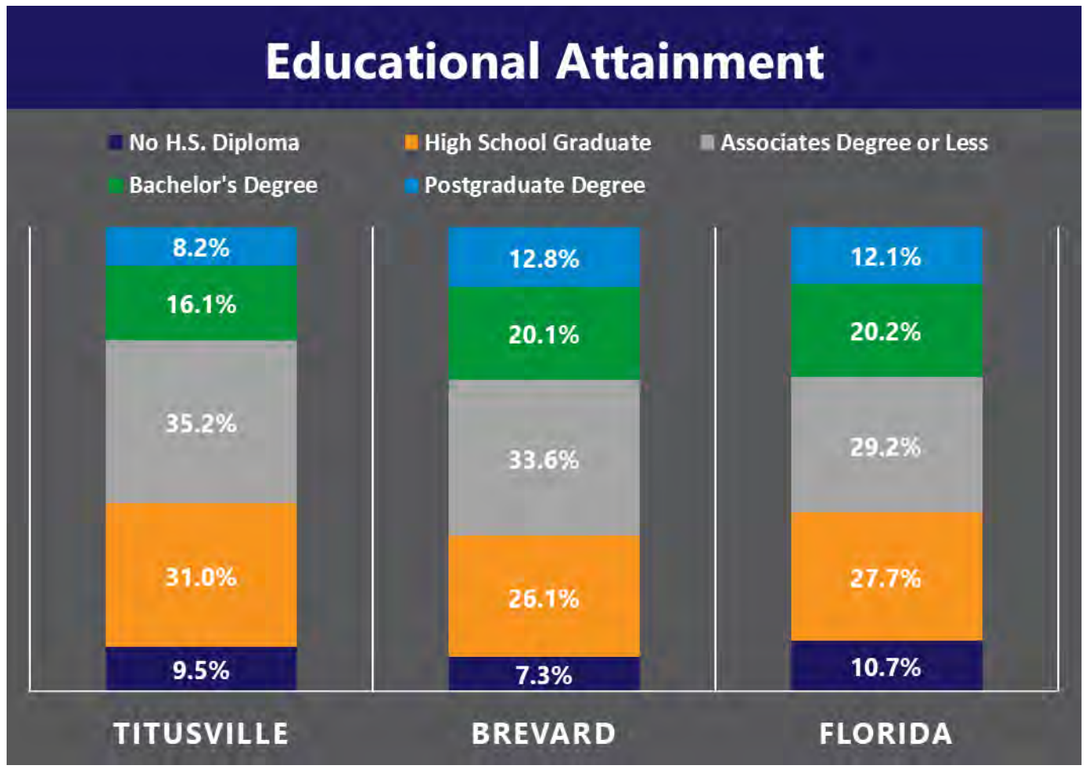
PEOPLE

DEMOGRAPHICS

The City of Titusville is home to a racially diverse population, especially in comparison to Brevard County. Seventy-one percent of Titusville residents are non-Hispanic whites, which is almost a one percent difference compared to the County average of 72 percent. Also, Titusville has a smaller percentage of Asians compared to Brevard County. On the other hand, Titusville has a higher proportion of residents who identify as Black or African American than the county as a whole.

A critical factor in economic development is educational attainment, which measures the highest level of education completed by individuals over the age of 25. Overall, when looking at the percentage of high school graduates and those with an Associate's degree or less, the educational attainment of Titusville's residents is higher when compared to Brevard County and the State of Florida. While about a third of the City's residents have completed a High School Diploma or equivalent, the percentage of the population with postgraduate degrees is much lower than the County and State, except for Associate Degrees, where the City surpasses both by about five points, on average. Over fifty-nine percent of the City's residents have an Associate's Degree or higher. This is about seven points lower than Brevard County. In the case of Florida, the difference is about two percentage points less. Approximately 7,600 of Titusville's residents have Some College but No Degree. According to the American Institutes for Research, this Census subcategory may include people who have earned a professional certification or license, often taking less than a year to complete. This type of credential is the most common entry-level requirement to work in various industries, such as architecture, engineering, and manufacturing.





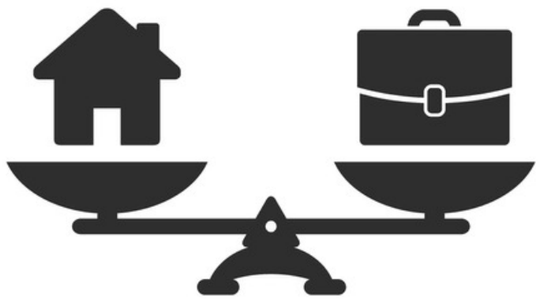
Source: ACS 2015-2019

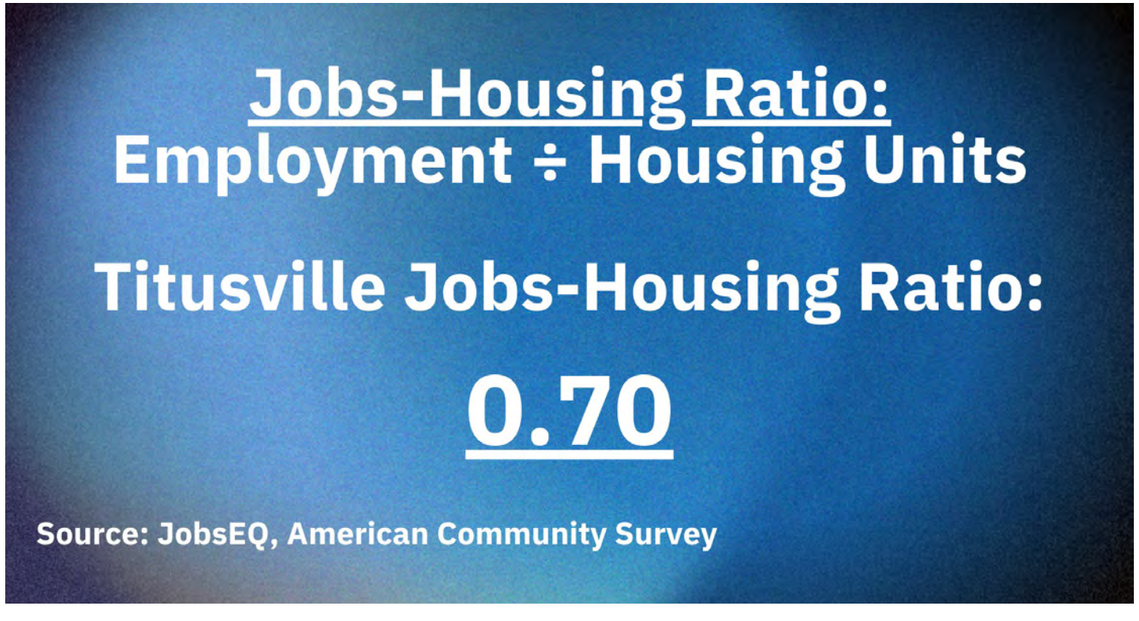
PEOPLE

JOBS-HOUSING BALANCE

The jobs-housing balance ratio compares the number of jobs in a community or municipality to the number of housing units. This balance can provide insight into the characteristics of a City's population, economy, and commuting patterns. For example, a City that serves as a large employment center will have a higher jobs-to-housing ratio. However, there are some limitations to the jobs-housing balance. While the jobs-housing balance can signify the availability of jobs, factors such as the proportion of retirees and other dependents can also affect the applicability of the ratio.

Titusville's job-to-housing ratio of 0.70 is much lower than the target ratio of 1.3-1.7 recommended by the American Planning Association. The slightly lower jobs-housing balance suggests that housing is more plentiful in Titusville than employment, and it also implies that some residents may need to travel outside the City to find work. However, it is also important to note that this number might be slightly skewed because of the large proportion of retirees and condos used for recreational purposes.







Above: Looking at the NASA Center across the Indian River. Source: Expedia.com

Left: Graphic by tatianasun, Shutterstock

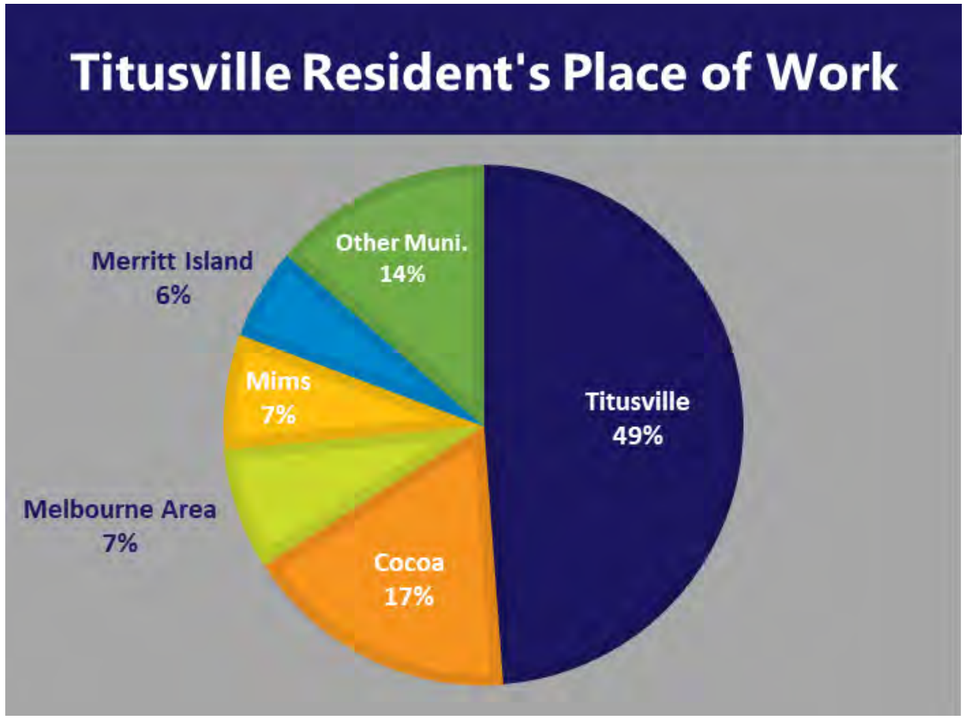
PEOPLE

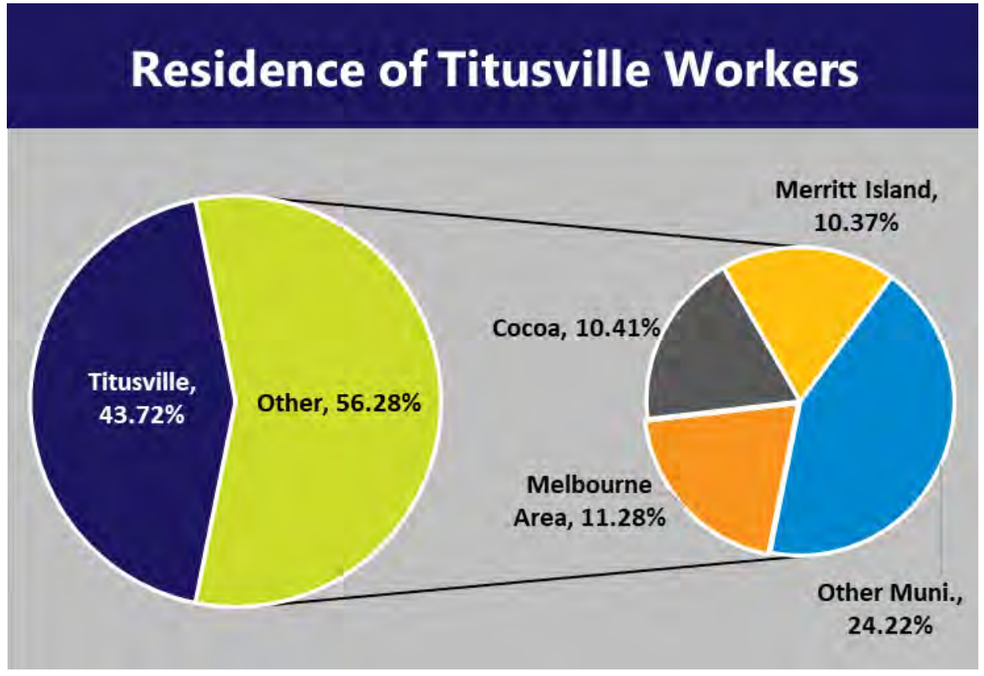
COMMUTING PATTERNS

Commuting patterns can provide insights into the economic relationship between the City of Titusville and its surrounding communities. For example, communities where most of the workforce commutes outside of the municipality can signify that there is a lack of job opportunities within a City or that it serves as a bedroom-community. Being a City with many visitors and large businesses, commuting patterns to and from Titusville significantly impact the region's economic vitality.

According to JobsEQ, 49 percent of the City's residents work within Titusville. This percentage is higher than other Brevard County municipalities studied by the ECFRPC such as Cocoa (41 percent) and Palm Bay (39 percent). This suggests that the skills of Titusville's residents are better matched with the type of jobs available in the community. Over half of the City's residents commute to nearby jurisdictions such as Cocoa (17 percent) and Melbourne (7 percent). There are many reasons why residents travel outside their community for work. This includes the type of jobs available within the jurisdiction, pay/ benefits, the general industry structure, among others. However, the City's low jobs to housing ratio implies that there is a need to have more jobs within the City of Titusville.

According to JobsEQ, about 9,789 workers commute to Titusville from neighboring cities including Melbourne, Cocoa, and Merritt Island. This represents about 56 percent of Titusville's workers. According to the American Community Survey, Titusville's mean commute time is 23.9 minutes.





Source: JobsEQ, 2024Q1

PEOPLE

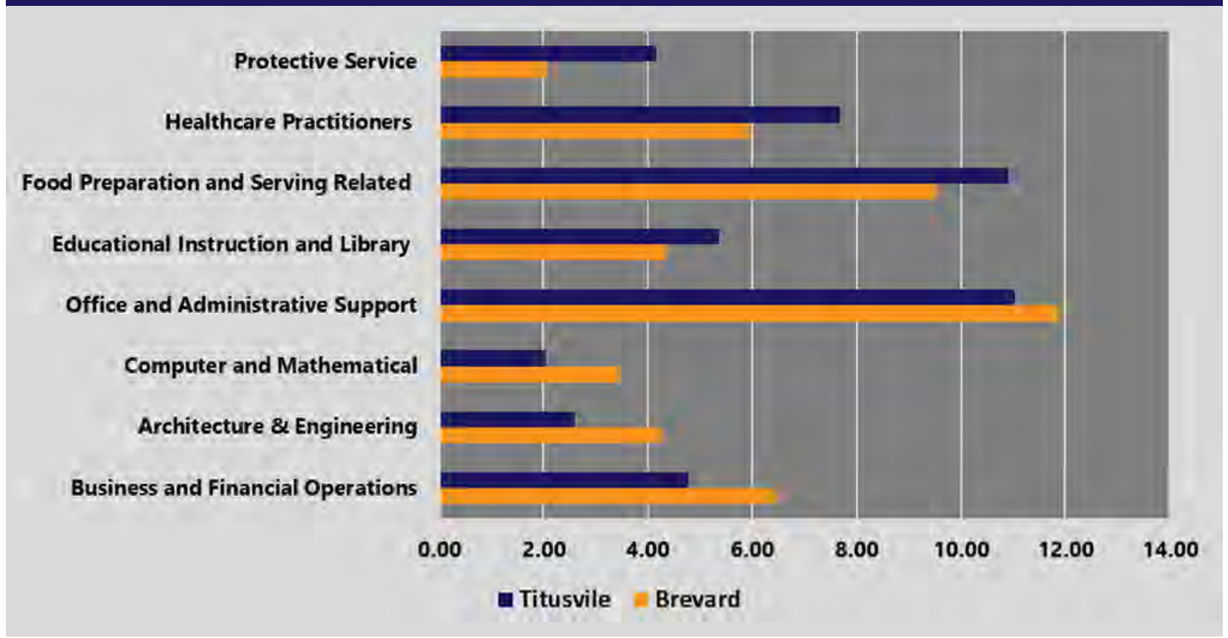
OCCUPATIONAL CHARACTERISTICS

The largest occupation in Titusville by number of employees is Office and Administrative Support, with 2,188 workers. Fast Food (Food Preparation) and Retail (Sales) are Titusville's second and third most common occupations (2,164 and 1,972 workers respectively). The mean annual income for these three occupations is below $44,000.

Regarding occupations, there are some notable differences between Titusville and Brevard County. As a percentage of the total employment, Titusville has a much lower prevalence of occupations in Protective Services (-2.1 percent), Healthcare Practitioners (-1.7 percent), Food Preparation (-1.4 percent), and Educational Instruction and Library Services. (-1.0 percent). On the other hand, the City has a higher share of workers within the Business and Financial Operations (+1.7 percent), Architecture & Engineering (+1.7 percent), Computer and Mathematical (+1.4 percent), and Office and Administrative Support (+0.8 percent) professions.

Another way of examining occupations is by measuring their concentration. A Location Quotient (LQ) measures the relative strength of an industry or occupation compared to the national average. Hence, an occupation with an LQ of more than 1 shows local strength over the national average. Of the occupations with the highest LQ in Titusville, several of them have a significant presence in the manufacturing and aviation industries. These include Fiberglass Laminators and Fabricators, Airfield Operations Specialists, Aircraft Service Attendants, and Fire Inspectors and Investigators. It is also important to note that several of these occupations have on-site training, while others require only between a few months to two years of post graduate education or that the worker joins an apprenticeship program.

Occupational Groups with Highest Percentage Differences



Source: JobsEQ 2024Q1

Occupation	LQ	Mean Annual Wages	Employment
Fiberglass Laminators and Fabricators	29.05	$40,800	83
Airfield Operations Specialists	7.42	$64,200	14
Aircraft Service Attendants	6.72	$39,700	18
Fire Inspectors and Investigators	6.60	$61,200	12
Jewelers and Precious Stone and Metal Workers	5.13	$42,900	29
Marine Engineers and Naval Architects	5.07	$108,100	5

Source: JobsEQ 2024Q1


PLACES

PLACES

PLACE-BASED ASSETS

Place-based assets are community sites that significantly contribute to the unique identity and overall development of the City and its inhabitants. These assets can be both natural features as well as human-made structures. Place-based community assets are also deeply intertwined with the people and prosperity of Titusville. Human capital directly contributes to the construction and maintenance of these assets. Place-based assets can also influence the prosperity of the City by providing sites that attract visitors and, therefore, economic activity. These identifiable places can catalyze economic development by serving demand directly related to the function of the community asset or inducing other economic activities from its recognizability.

The City of Titusville is in a privileged geographical location that offers easy access to a variety of natural features including the Indian River Lagoon, the Canaveral National Seashore, and the Enchanted Forest Sanctuary. These places offer passive and active recreational opportunities for all ages. Titusville was also the second City in Florida to be designated as a “trail town” by the Florida Greenways and Trails Council. Currently three major multi-use trail networks converge within the City of Titusville: the Coast to Coast Trail, the St. John’s River to Sea Loop, and the East Coast Greenway.

The City of Titusville also has several built environment assets that contribute to its economic and cultural growth. These include several museums, the Space Coast Regional Airport, several spots to watch rocket launches, and two anchor institutions: Eastern Florida State College and Parrish Medical Center. These assets are described in more detail in this part of the report.



St. Johns River basin in the coast of Titusville.

Source: *https://www.titusville.com/328/St-Johns-Basin*

PLACES

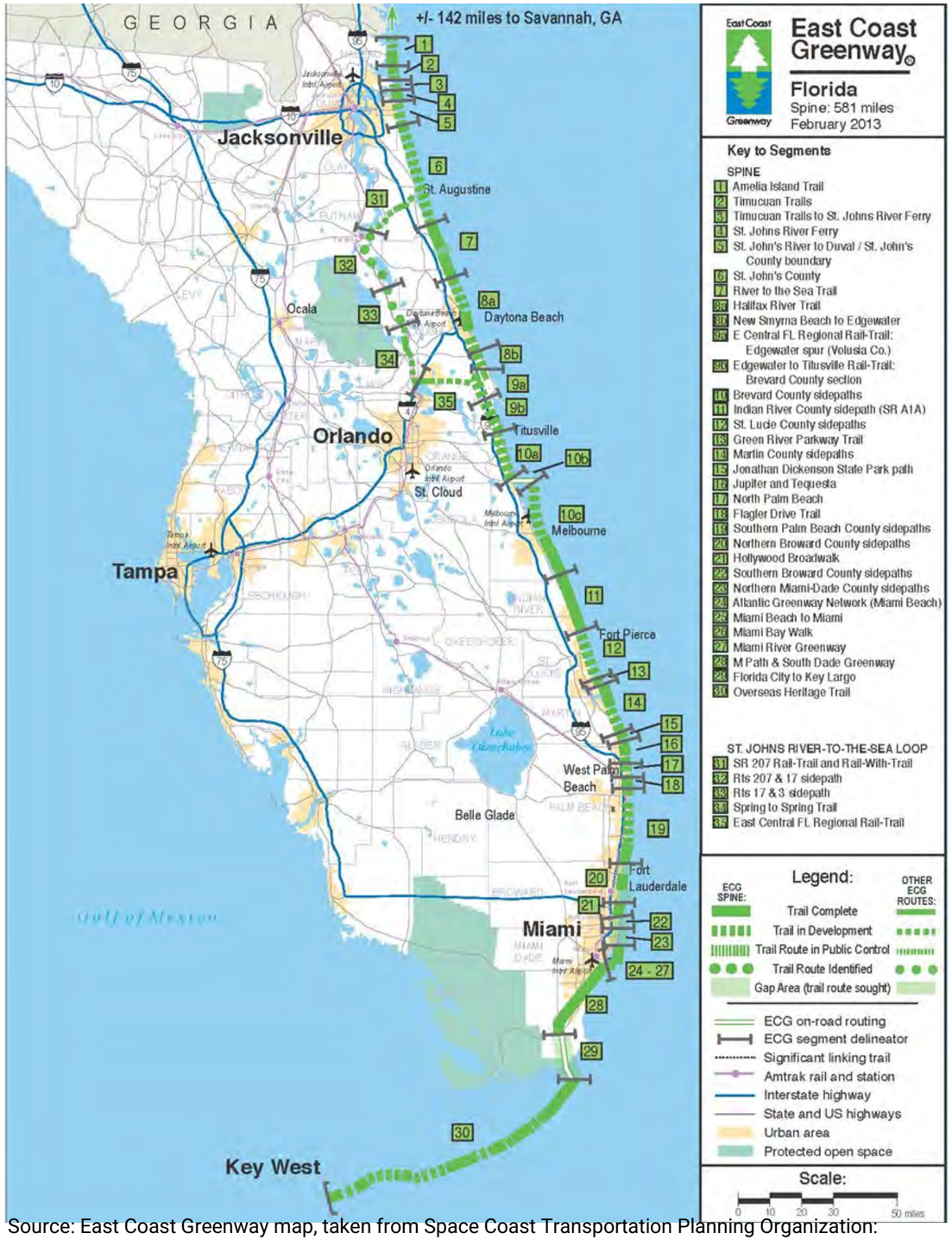
EAST CENTRAL FLORIDA REGIONAL TRAIL

The City of Titusville has an extensive trail network that includes parts of the East Central Regional Rail Trail, the Brevard Coast to Coast Trail, the East Coast Greenway (located in Brevard County), and Titusville to Edgewater (proposed ECG alternate). The East Regional Rail Trail extends 57 miles from Volusia County to Titusville. Its width and conditions are ideal for biking. The segments located in Titusville total about 15 miles and feature the maritime landscape of the Max Brewer Bridge and Parrish Park. The study segment location is unusual as the trail connects users to several waterfront launch-viewing spots (e.g., Gemini Park, Veteran's Memorial Park, Sand Pointe Park, Max Brewer Causeway), which are significant local and visitor attractions



Parrish Park and Max Brewer Bridge view.

Source: Space Coast Florida, Brevard County website. *https://www.brevardfl.gov/ParksAndRecreation/ParksByCity/ParksInTitusville/Parrish-Titusville*



Source: East Coast Greenway map, taken from Space Coast Transportation Planning Organization: *https://www.spacecoasttpo.com/what-we-do/planning/trails-program/east-coast-greenway*

PLACES

ENCHANTED FOREST SANCTUARY

The Enchanted Forest Sanctuary offers a variety of experiences including an educational center and recreational activities for locals and visitors. The sanctuary has boardwalk trails and natural paths that allow interaction with natural resources, including a butterfly garden. The interconnections of trails include accessible walking routes that fluctuate between 0.3 to 1.1 miles. The trails are Coquina Trail, Mesic Trail, Tomoka Trail, Magnolia Loop, Tortoise Trail, Ridge Trail, and Enchanted Crossing.





Enchanted Forest Sanctuary view. Source: Space Coast Florida, Brevard County.

https://brevardfl.gov/EELProgram/Sanctuaries/EnchantedForestSanctuary



Enchanted Forest Sanctuary Trails map. Source: Space Coast Florida, Brevard County.

https://brevardfl.gov/docs/default-source/eel-documents/not-508-publications/trail-map-enchanted-forest-sanctuary.pdf?sfvrsn=4fb21b23_2

PLACES

CANAVERAL NATIONAL SEASHORE

The Canaveral National Seashore is a park consisting of a 24-mile-long beach located between the cities of New Smyrna Beach and Titusville in Volusia and Brevard counties. The National Park Service manages the park, which contains nearly 58,000 acres of barrier island, open lagoon, coastal hammock, pine flatwoods, and offshore water. Two-thirds of the park is in the Mosquito Lagoon, one of the most productive estuaries in the United States. In Titusville, visitors can access the park through South Washington Avenue.



Playa Linda Beach, Canaveral National Seashore. Source: Google.com



Source: Space Coast Daily, December 29, 2023. *Brevard History: Canaveral National Seashore Contains Cultural Resources that Reflect History in Florida since 2000 BC.*

https://spacecoastdaily.com/2023/12/brevard-history-canaveral-national-seashore-contains-cultural-resources-that-reflect-history-in-florida-since-2000-bc-2/

PLACES

BLUE HERON WATER RECLAMATION FACILITY AND WETLAND AREA

Although the principal function of this wetland is to treat the City's reclaimed water, Blue Heron is also a bird-watching and photography spot. The site hosts a variety of birds, such as the Great and Little Blue Herons and Purple Gallinules, which are common in the area year-round. American Bitterns arrive in winter, and Blue-winged Teal come in small flocks from late October to February. Visitors are required to make an appointment to access the Blue Wetland Treatment System facility. Another time to access is during the annual Space Coast Birding and Wildlife Festival.



Great Blue Heron, image taken from Guide Salter Grove.

Source: https://www.saltergrove.org/great-blue-heron/



Purple Gallinules, photo taken from Birder's Journey, February 11, 2023*:*

Always a treat to see the Purple Gallinules.

https://birdersjourney.com/2024/02/11/im-so-happy-the-purple-gallinules-are-back/



Blue Heron Water Reclamation Facility and Wetland Area. Source: Fish & Wildlife Foundation of Florida, Inc*. https://floridabirdingtrail.com/trail/trail-sections/east-section/blue-heron-wetlands/*

PLACES

SPACE COAST REGIONAL AIRPORT

The City is home to Space Coast Regional Airport (TIX), which includes 1,650 acres located on the southern part of the City. Originally built in 1943, the airport's governance was transferred to the Titusville-Cocoa Airport Authority twenty years later. The closest airport to Kennedy Space Center. TIX is home to two full service fixed based operators that assist with commercial and corporate air travel, aircraft fueling and maintenance, helicopter flight training, and aircraft sales, among other services. Located near the airport is Space Port Commerce Park, a large industrial park managed by the City of Titusville. This area is home to several high tech companies.

The State of Florida has designated TIX as one of seven spaceport territories. This designation seeks to help the area become a hub for the development of future aviation and aerospace activity. To this effect, the Airport Authority received a $5.8 million state grant to pay for a new road that would lead to the future Space Coast Innovation Park which would feature 1.4 million square feet of industrial and commercial uses.



Source: *Google.com*





Source: Hines/Key Group

PLACES

HISTORIC PRITCHARD HOUSE

Located at 424 South Washington Avenue, the Historic Pritchard House represents Queen Anne-style architecture. Built in 1891 for Captain James Pritchard, a prominent figure in Titusville's history, it was added to the U.S. National Register of Historic Places in 1990. Brevard County purchased the property in 2005 and operates it as a house museum, restored by the North Brevard Heritage Foundation and furnished with period pieces. It is also used to host events and gatherings that contribute to the community.



Historic Pritchard House. Source: CityofTitusville.com

THE AMERICAN POLICE HALL OF FAME MUSEUM

The American Police Hall of Fame Museum was founded in 1960. It’s the first national law enforcement museum and memorial dedicated to over 11,500 officers killed in the line of duty. The museum has simulators and interactive displays related to the history and actual trends in American law enforcement. Visitors may experience a replica of a prison cell, police cars, and information about procedures for forensic investigations and crime scenes.



American Police Hall of Fame Museum. Source: https://www.aphf.org/about

AMERICAN SPACE MUSEUM AND WALK OF FAME

Once named the “U.S. Space Walk of Fame,” the museum offers visitors a remarkable history collection in space exploration. It houses hundreds of artifacts, photos, hardware, flight suits, and equipment related to astronaut training and space exploration missions. In addition, monuments dedicated to the Mercury, Gemini, Apollo, and Space Shuttle programs surround the exterior pool. The Walk of Fame outdoor plaza features monuments dedicated to astronauts, NASA personnel, and contractors who made crewed spaceflight possible.

PLACES

VALIANT AIR COMMAND, INC WARBIRD MUSEUM

Located at the Space Coast Regional Airport since 1977, the Valiant Air Command, Inc., Warbird Air Museum is an airplane museum" that caters to aviation fanatics enthusiasts, veterans, and pilots who have collected historic airplanes from pivotal times throughout America's history." The 501c(3) educational organization includes a collection of vintage aircraft and a 30,000-foot hangar restaurant area. It also has a collection of fixed and rotary-wing aircraft from World War I until the present, fight gear, dress uniforms, weapons, and other artifacts.



Source: Space Coast webpage, https://www.visitspacecoast.com/profile/titusville/things-to-do/valiant-air-command-warbird-museum/

HARRY T & HARRIETTE V MOORE CULTURAL CENTER

This cultural center offers visual, literary, performing arts, and outreach exhibits. It is also a meeting place for community organizations. The Moore Museum principally explores the history of the Moore family. It provides interactive exhibits and the history of the Civil Rights Movement, both in Florida and nationally. Harry T. Moore and his wife, Harriette V. Moore, were educators and civil rights activists who helped register over 100,000 black voters in Florida and brought them together to champion civil rights.



View of the Moore Museum. Source: Brevard County, *https://www.brevardfl.gov/ParksAndRecreation/ParksByCity/ParksInMims/MooreMemorial*

PLACES

ROCKET LAUNCHES

Titusville is a haven for rocket enthusiasts, offering unparalleled views of launches. Some of the favorite go-to spots are Kirk Point Park, Max Brewer Bridge, Municipal Marina, Rotary Riverfront Park, Sand Point Park, Space View Park, and William J. Manzo Park. Each location provides an exceptional perspective, from the intimate charm of smaller parks to the expansive vistas the riverfront offers.

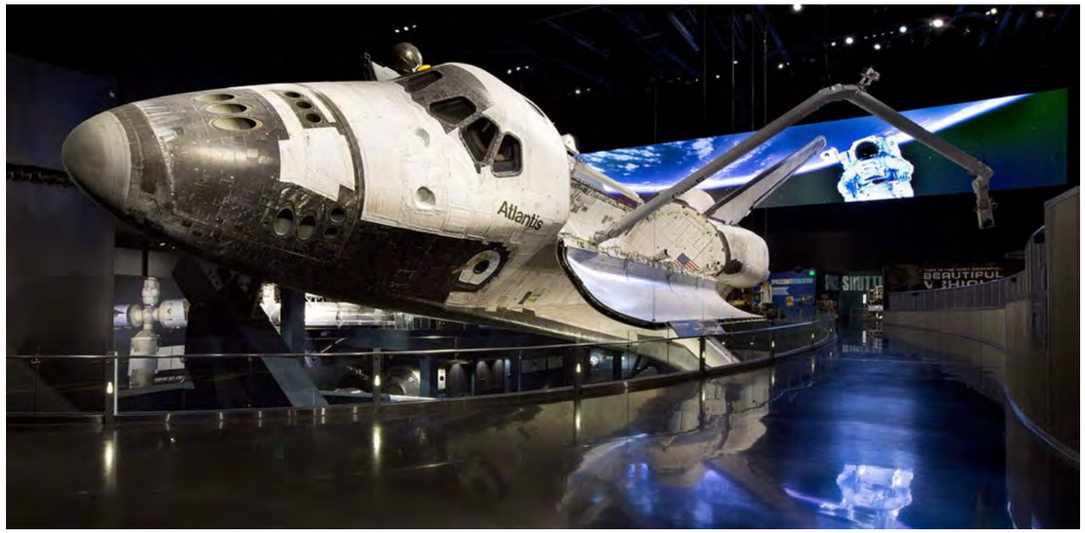


Image of the Artemis Launch. Source: Kennedy Space Center, Instagram.

KENNEDY SPACE CENTER VISITOR COMPLEX

The Visitor Center is located on Merritt Island, but it directly adjoins the City of Titusville. The Kennedy Space Center Visitor Complex is one of ten NASA field centers and its main rocket launch site. From this center, NASA resupplies the International Space Station under a partnership with two American companies. It features exhibitions of historic spacecraft, educational activities, and a shuttle launch experience simulation, among other rides.

Visitors are invited to immerse themselves in the world of NASA research projects and historic missions to outer space. The center offers a dynamic experience, with technology and interactive exhibits that bring the wonders of space exploration to life. The outside areas are adorned with many rockets, and the Space Shuttle Atlantis® is a permanent inside display, further enhancing the interactive journey.



Atlantis Transborder display, Kennedy Space Center.

Source: https://media.kennedyspacecenter.com/atlantis-payload-doors/

PLACES

ANCHOR INSTITUTIONS

An anchor institution is a place-based, mission-driven entity such as a hospital, university, or a government agency that can leverage its economic power and resources to improve the long-term health and social welfare of the community where it is located. These organizations tend to be among the community's largest employers and spend millions of dollars on goods and services. These conditions make anchors ideal partners for fostering redevelopment and economic opportunities.

EASTERN FLORIDA STATE COLLEGE

Situated in North Brevard County, the Titusville campus offers a wide array of educational programs, spanning from marketing, business and management, sciences, computer information systems, applied health sciences and nursing, arts, to education. The school is currently developing the Aerospace Center of Excellence to train students for careers on space exploration, advanced manufacturing, aviation, and other high-tech careers.



Eastern Florida State College, Titusville Campus map.

Source: https://www.easternflorida.edu/

PARRISH MEDICAL CENTER

Parrish Medical Center is a public, non-profit general hospital founded in 1958 by Jess Parrish. The 210-bed facility also has 24-hour emergency room, image center, lab services, primary care, robotic assisted surgery, hyperbaric medicine. The medical center has been designated by NASA as an official medical receiving facility and nationally recognized as one of America's Healing Environments.



Parrish Medical Center facility in Titusville. Source: Google Images

PLACES

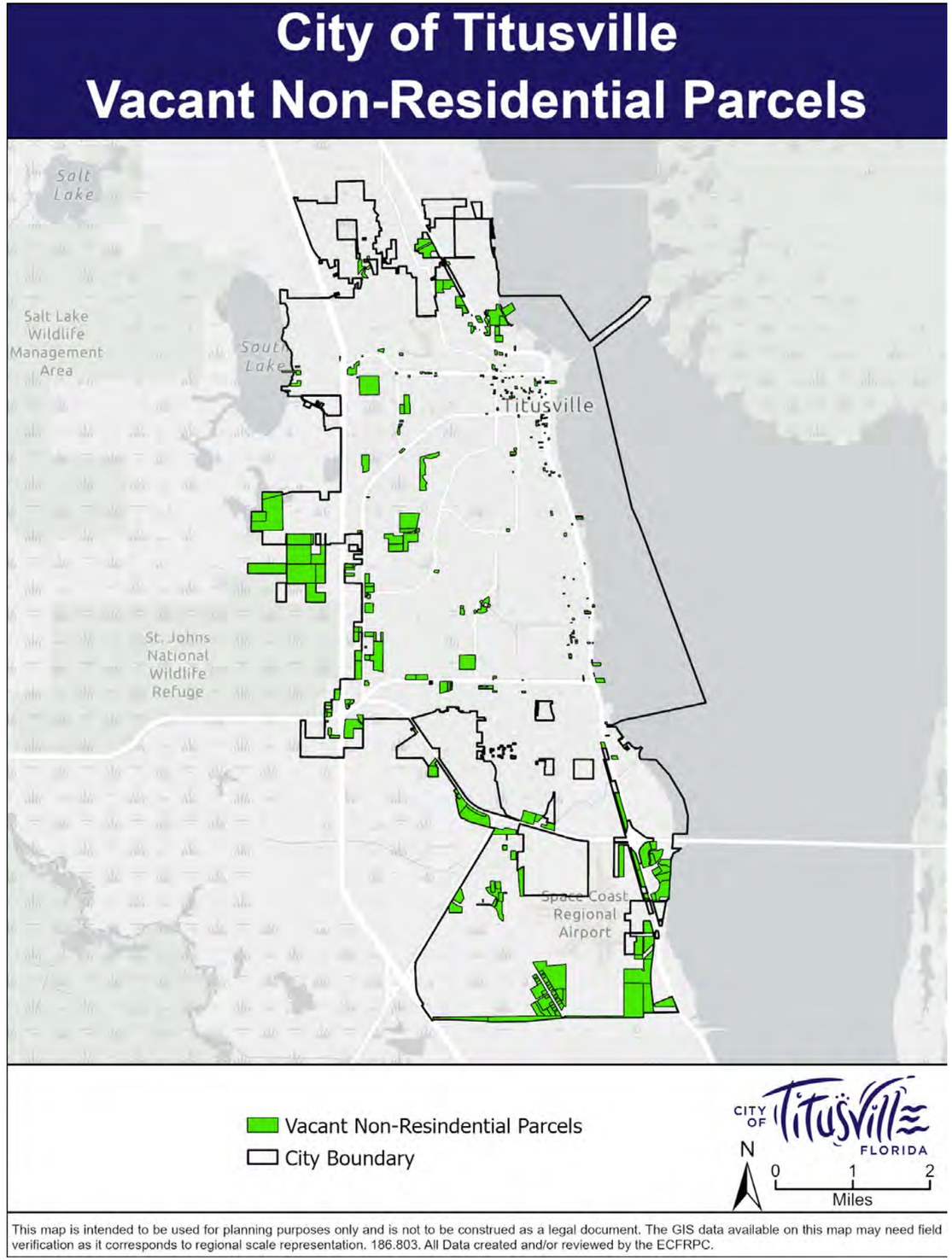
VACANT LAND ANALYSIS

The presence of vacant parcels within and outside commercial corridors can provide important insight into the potential opportunities for economic growth. Non-residential development is key to promoting the creation of jobs, investment, and revenues for the municipality. Multiple factors influence a parcel's flexibility and potential use, including its land use, entitlements, size, and ownership.

According to the Brevard County Property Appraiser, there are 368 vacant non-residential parcels within Titusville that amount to 1,754 acres of land. Geographically, these parcels are distributed across the entire City. Parcels classified as Vacant Commercial Land comprise over 33 percent of the total vacant acreage within the City. Vacant Industrial Land accounts for almost another 30 percent. Most of these vacant parcels are located on the southern and western edges of the City, with a smaller cluster in the North. Overall, the industrial parcels tend to be larger than average (over 8 acres). On the other hand, almost 80 percent of the City's vacant parcels are less than five acres in size. This includes 203 (55 percent) parcels that are less than one acre in size. Their small size could present a challenge for developing these properties.

Vacant Acreage by Size		
Parcel Size	**Total Acreage**	**Parcel Count**
<5 Acres	274.8	290
5 to 10 Acres	210.6	30
>10 Acres	1,269.1	46

Source: Brevard County Property Appraiser



Source: Brevard County Property Appraiser

PLACES

VACANT LAND ENTITLEMENTS

This section focuses on the future land use designations for vacant non-residential properties within the City of Titusville. Future Land Use (FLU) is an important designation used by municipalities to help guide future development. Of the total acreage of non-residential vacant parcels, over 20 percent were designated as Commercial-High Intensity and almost 20 percent were designated as Residential 1, which allows one dwelling unit per acre. Other significant entitlements include Industrial (15.7 percent), Conservation (14.1 percent), and Planned Industrial Park (10.3 percent).

While residential land uses in the City are important to accommodate for expected population growth, this land use already dominates the City along with Institutional uses. Too much vacant land devoted to residential uses limits the opportunity for commercial growth which is essential to support a growing population. With this being said, it is important to acknowledge the Commercial-High Intensity and Industrial entitlements as they will provide a pivot away from residential land uses and provide much needed economic opportunities for the City. Other land use entitlements of interest are Planned Industrial Park and Commercial-Low Intensity land uses. Together, they encompass over 15 percent of the vacant land entitlements.

Vacant Land Entitlements

Future Land Use	Total
Commercial-High Intensity	22.0%
Residential 1	19.2%
Industrial	15.7%
Conservation	14.1%
Planned Industrial Park	10.3%
Low Density Residential	7.8%
Commercial-Low Intensity	4.2%
High Density Residential	2.6%
Downtown Mixed Use	1.9%
Shoreline Mixed Use	0.8%
Medium Density Residential	0.6%
Urban Mixed Use	0.3%
US1 Corridor	0.3%
Public/Semi-Public	0.1%

Source: Brevard County Property Appraiser, City of Titusville, ECFRPC Analysis

PLACES

PROPERTY OWNERSHIP

By assessing the ownership of non-residential vacant parcels, a better idea of the use and availability of these parcels become apparent. The largest owner of non-residential vacant parcels is Strickland, Grady L at 243 acres which accounts for almost 14 percent of the vacant land within the City. These contiguous parcels lie on the western side of the City, just north of the St. Johns National Wildlife Refuge. Due to the large amount of acreage and their contiguous nature, these parcels provide an economic opportunity for the City.

Modern Inc., Brightline Trains LLC, and FECI Property LLC are the following largest property owners. All of these entities own over 100 acres each, which in total represents 13 percent of the non-residential vacant land. The eight properties owned by Brightline Trains Florida LLC and FECI Property LLC are located in the southern portion of the City and are also contiguous. Modern Inc. parcels fall all on the western portion of the City and are more scattered.

Each of the other vacant parcel owners own less than five percent of the total acreage for the non-residential vacant parcels. These lots are smaller and are scattered throughout the City with some following State Road 405 and US-1 Highway.

Vacant Land Ownership

Owner	Acreage	Parcel Count
Strickland, Grady L	243.0	3
Modern Inc	133.9	5
Brightline Trains Florida LLC	108.1	3
FECI Property LLC	100.1	5
East Willow Creek Development LLC	80.5	12
Flagler Development Company LLC	52.3	2
Brevard County	45.1	8
Baliunas, Algis Frank	39.9	1
O Dean Madison Revocable Trust	34.5	3
Chance Tv Land Owner LLC	32.6	1
Mediland Inc	31.3	1
Lifepointe Ministries Inc	29.5	1
Grissom Plaza LLC	28.1	2
Russo Family Trust	27.1	1
Windover Farms Inc	25.9	1

Source: Brevard County Property Appraiser



PROSPERITY

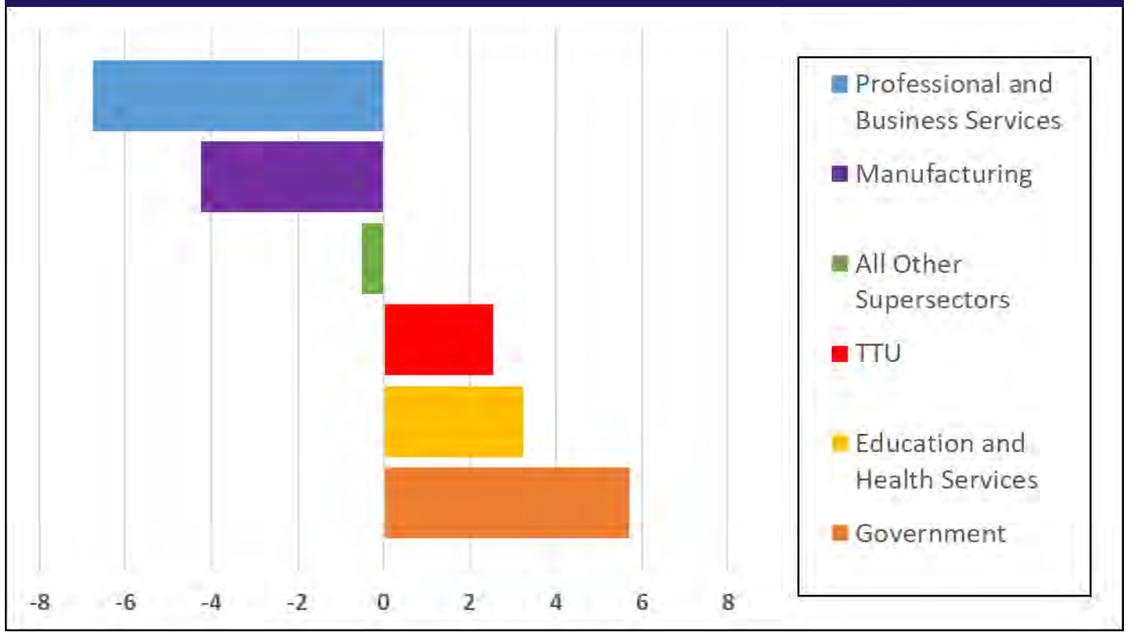
PROSPERITY

EMPLOYMENT PROFILE BY INDUSTRY

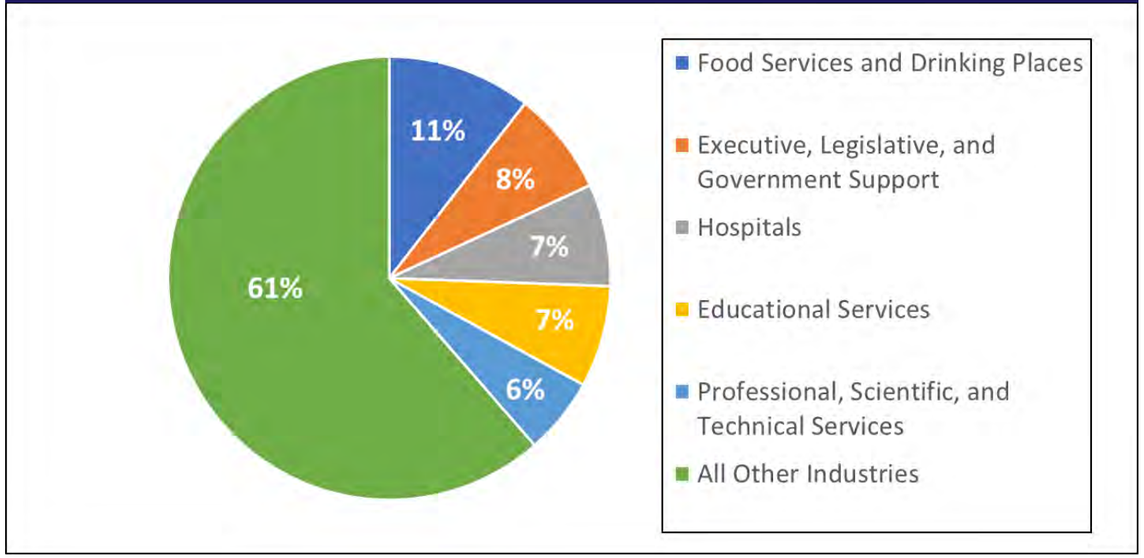
The City of Titusville is home to nearly 20,000 jobs (Jobs EQ). This represents about eight percent of the jobs in Brevard County. Understanding how the distribution of these jobs varies by industry is key to the development of sound economic goals and strategies. Compared to the County, the City of Titusville has a higher concentration of jobs in the Government, Education and Health Services, and Trade, Transportation, and Utilities (TTU) NAICS Super Sectors. On the other hand, Brevard County has a much larger concentration of jobs in Manufacturing and Professional Business Services. The definitions of these Super Sectors are available in the Appendix.

The ECFRPC divided this employment data into sub groups to provide a better overview of the City's economic structure. Five industry subsectors provide 39 percent of all employment within the City of Titusville. According to JobsEQ, 11 percent of the City's jobs are in the Food Services and Drinking Places sector. This category includes both limited and full-service restaurants. This is followed by Executive, Legislative, and Government Support jobs, including those providing governmental services. This is unsurprising as the City served as Brevard's county seat for many years. Thus, eight percent of the City's jobs are in this industry. Another 14 percent of Titusville's workers are employed by Hospitals and Educational Services establishments. Parrish Medical Center is a large employer and one of Titusville's prominent anchor institutions. Brevard Public Schools is also a large employer within the area with 14 school campuses. The Educational Services category also includes many private instruction service providers. Finally, the Professional, Scientific, and Technical Services subsector comprises industries offering a wide range of skills and expertise, such as legal, accounting, and architectural and engineering services.

Percent Difference in Job Distribution by Super Sector



Largest Industries in Titusville



Source: JobsEQ, ECFRPC Analysis

PROSPERITY

BUSINESS STRUCTURE

Business structure describes the general characteristics of the firms within the community. For this analysis, the ECFRPC primarily relied on the Data Axle/Infogroup business database to develop an economic business profile for the City. This information was supplemented with Business Tax Receipt data from the City of Titusville. The ECFRPC verified this information using Jobs EQ and the Google search option. Based on this methodology, the ECFRPC identified just over 1,700 nonresidential businesses located within the City of Titusville. Seventy-seven percent of these firms could be considered independent businesses rather than national chains/franchises. Another essential characteristic of these firms is that they are relatively small, with the average size being less than 15 employees. The City does have some large private employers, including John F. Kennedy Space Center (1,800), Parrish Medical Center (1,000), and the Knight Armament Company (250), among others.

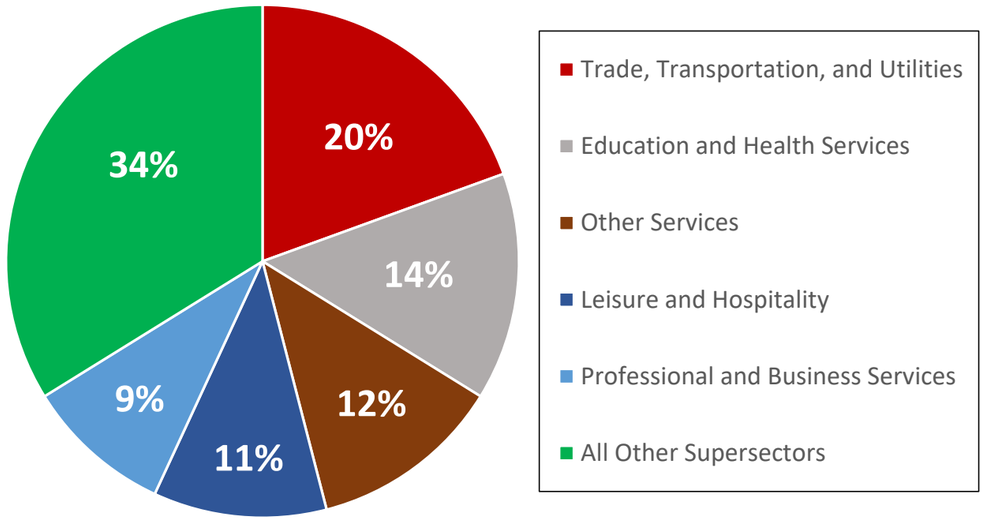
An essential aspect of business structure is the distribution of establishments by industry. To facilitate visualization, the ECFRPC aggregated all establishments using the Bureau of Labor Statistics Supersector groupings (see Appendix). Based on this framework, nearly 50 percent of Titusville's establishments fall within three Supersectors: Trade, Transportation & Utilities (20 percent), Education & Health Services (14 percent), and Other Services (12 percent). These are followed by Leisure and Hospitality (11 percent) and Professional and Business Services (9 percent). All these are considered service-providing industries. Most of these establishments are there to serve the needs of residents. However, economic activity is driven by businesses within traded industries. These establishments produce goods and services to export outside the region.

Largest Employers

Employer	Estimated Employees
John F Kennedy Space Center	1,800
Parrish Medical Center	1,000
Knight Armament Company	250

Source: Data Axle/Infogroup, JobsEQ,, ECFRPC Research

Distribution of Businesses by Super Sector



Source: JobsEQ, City of Titusville, ECFRPC Analysis

PROSPERITY

ECONOMIC COMPETITIVENESS

Communities need to understand the industries where they have a competitive advantage to boost economic development efforts. Economists use the Location Quotient (LQ) methodology to measure a jurisdiction's competitiveness. This analytical statistic compares the industrial specialization of a local jurisdiction relative to a larger geographic area, typically the nation. A concentration higher than one implies that the jurisdiction is competitive in that industry. The assumption is that any excess capacity produced by local businesses is exported.

According to JobsEQ, the City of Titusville has over 100 industries with a high LQ. Because of this reason, the ECFRPC focused on those that employed at least 25 people. Not surprisingly, the ten highest LQs belonged to an array of manufacturing industry subsectors: Wood Products (NAICS 321), Fabricated Metal Products (NAICS 332), Machinery (NAICS 333), Computer and Electronic Products (NAICS 334), Electrical Equipment (NAICS 335), Transportation Equipment (NAICS 336), and other Miscellaneous manufacturers (NAICS 339). Besides these seven industries, Titusville also shows a high concentration of jobs in flight instruction and facility support services.

The LQ analysis suggests the industries where the City of Titusville is economically competitive. While they do not employ the most significant number of people, these industries generate economic wealth. The next step in this economic development analysis is identifying how these industries relate to each other. It is well known that similar and inter-related firms tend to cluster together to work more efficiently and maintain a competitive edge at national and international levels.

Top Industries by Location Quotient

Industry	LQ	# Firms
335131— Residential Electric Lighting Fixture Mfg.	97.97	1
336612 — Boat Building	44.10	3
339910—Jewelry & Silverware Manufacturing	21.26	1
611512- Flight Training	19.78	2
334511—Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System & Instrument Mfg.	17.41	6
333612—Speed Changer, High-Speed Drive & Gear Mfg.	16.95	1
321215—Engineered Wood Member Mfg.	11.81	1
333611—Turbine & Turbine Generator Set Units Mfg.	11.77	1
332994—Small Arms, Ordnance & Accessories Mfg.	7.40	2
561210—Facilities Support Services	7.35	3

Source: JobsEQ, Data Axle/Infogroup, ECFRPC Analysis

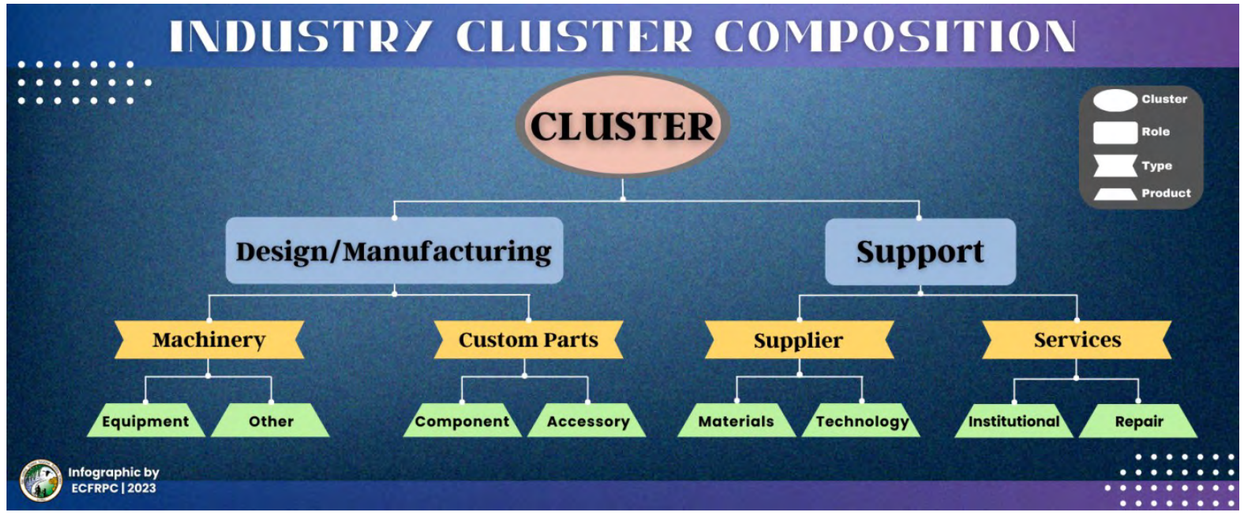
PROSPERITY

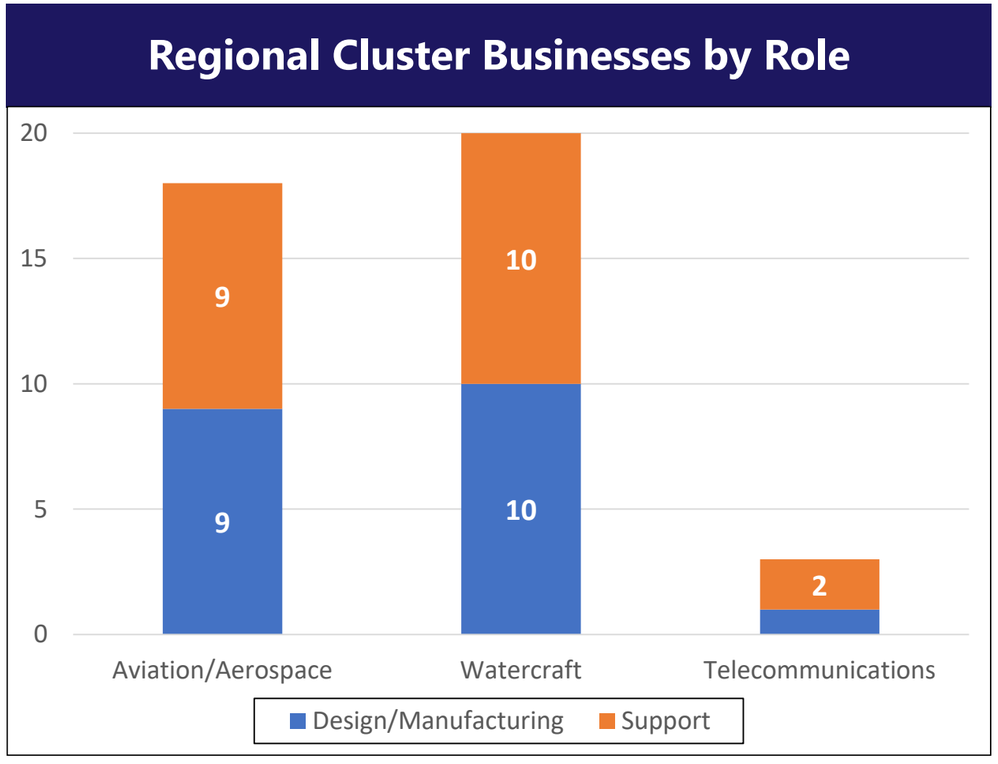
ECONOMIC CLUSTERING

Industry clusters are important regional jobs and wealth generators and are also responsible for developing critical technological innovations. As part of its work with the U.S. Economic Development Administration, the ECFRPC has identified seven regional innovation clusters. Three of these clusters are present within the City of Titusville: Aviation/ Aerospace, Telecommunications, and Watercraft.

Cluster establishments can be classified based on their role within the overall agglomeration. Design and manufacturing firms are directly involved in the research, development, and fabrication of products and technologies, including machinery and custom parts. Conversely, support establishments play a crucial role by supplying a diverse range of goods and services to design/manufacturing firms. These include raw materials, ancillary technologies, equipment repair, and other business services, highlighting the comprehensive nature of the cluster ecosystem. It's worth noting that several of these establishments serve more than one cluster.

Titusville's Aviation/Aerospace cluster is comprised of 18 firms. Half of these establishments can be classified as design/manufacturers. Most of these businesses are machine shops and similar establishments that develop custom parts and components. The support establishments provide a variety of services, including the construction of facilities, cleaning, and software. Watercraft is the City's largest cluster, comprising 20 establishments. It includes three boat/skiff manufacturers, seven firms that specialize in fabricating custom parts and accessories, and ten companies that provide technology, installation, and repair services.





Source: Data Axle/Infogroup, ECFRPC Analysis

PROSPERITY

Finally, the Telecommunications cluster is the smallest in Titusville. It is very closely aligned with the aviation cluster, but these establishments mainly support radar and inflight communications services. For this reason, the ECFRPC is treating them separately for this analysis.

Besides these three regional clusters, the ECFRPC also identified other business agglomerations. While tourism is a regional industry, Titusville has developed a niche in recreational and ecotourism because of its privileged location near the Indian River Lagoon and the Merritt Island National Wildlife Refuge. The City is currently home to several campgrounds and RV resorts that attract visitors worldwide. The City's designation as a trail town and the rocket launches also bring visitors to the area.

There are also other business agglomerations that are unique to Titusville. These are much smaller than the regional clusters, and they don't seem to have attracted any support establishments. The aviation and marine industries have spurred the development of a sub cluster of companies dedicated to fabricating chillers and other cooling systems. The ECFRPC identified four such companies within the City of Titusville. The ECFRPC also found two companies that specialize in the design and manufacture of military/civilian fire arms and their accessories. Finally, the City is home to two manufacturers of string and wind instruments. Developing both the regional and local industry clusters is crucial to furthering prosperity within the City of Titusville.

Industry Agglomeration	# Establishments
Recreation and Ecotourism	30
Chillers	4
Fire Arms	2
Musical Instruments	2

Source: Data Axle/Infogroup, ECFRPC Analysis



Illustration by *The <img>,* IconSource.com

CORRIDORS

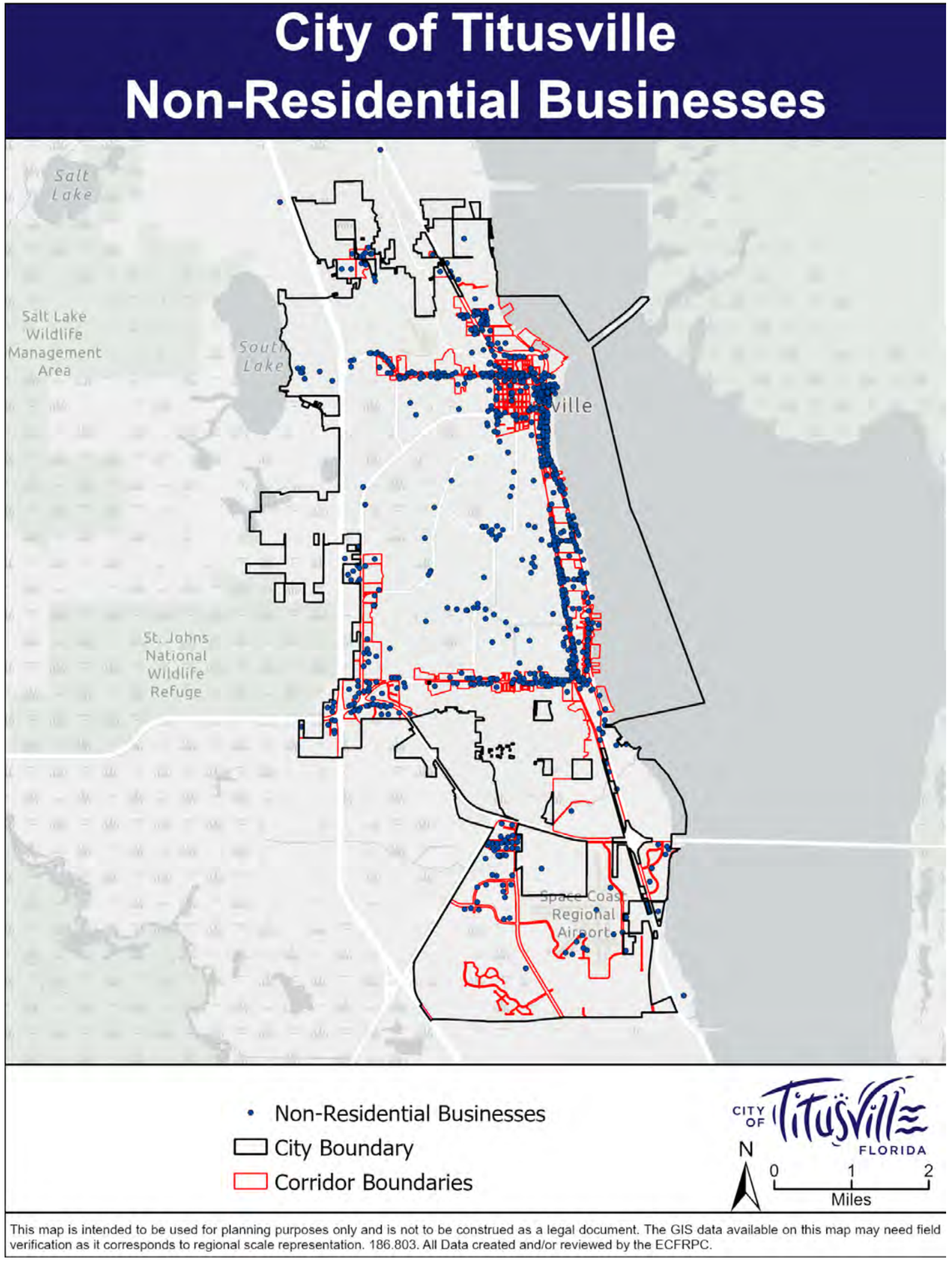
PROSPERITY

TITUSVILLE'S BUSINESS CORRIDORS

One of the most significant parts of building economic resiliency is understanding the City's most important hubs of commercial activity. While urban sprawl has spurred the abandonment of traditional urban centers in favor of road-oriented development, businesses still tend to collocate to reap the many benefits of agglomeration, including lower transportation costs, greater access to clients, and an ample supply of labor.

Developing strategies to enhance the strengths and address the weaknesses of these commercial corridors is a fundamental task in maintaining the City's economic health. The first step in this analysis was the identification of Titusville's most significant commercial corridors. This was accomplished by geocoding the addresses of all the City's businesses using Geographic Information Systems (GIS) software. Like many jurisdictions across the nation, Titusville's businesses are dispersed throughout City limits but tend to follow major thoroughfares.

Using this information, the ECFRPC designated ten major business corridors within the City of Titusville: 405, Cheney Highway, Dairy Road, Garden Street, Hopkins, I-95 Interchange, NASA Causeway, Parrish, Space Coast, and U.S. 1. Each of these business corridors plays a distinct role in the City's economy. These ten corridors are home to about 83 percent of the City's businesses and just over 15,000 jobs. The ECFRPC developed metrics to compare the performance of these business corridors, which are described in the Appendix.



PROSPERITY

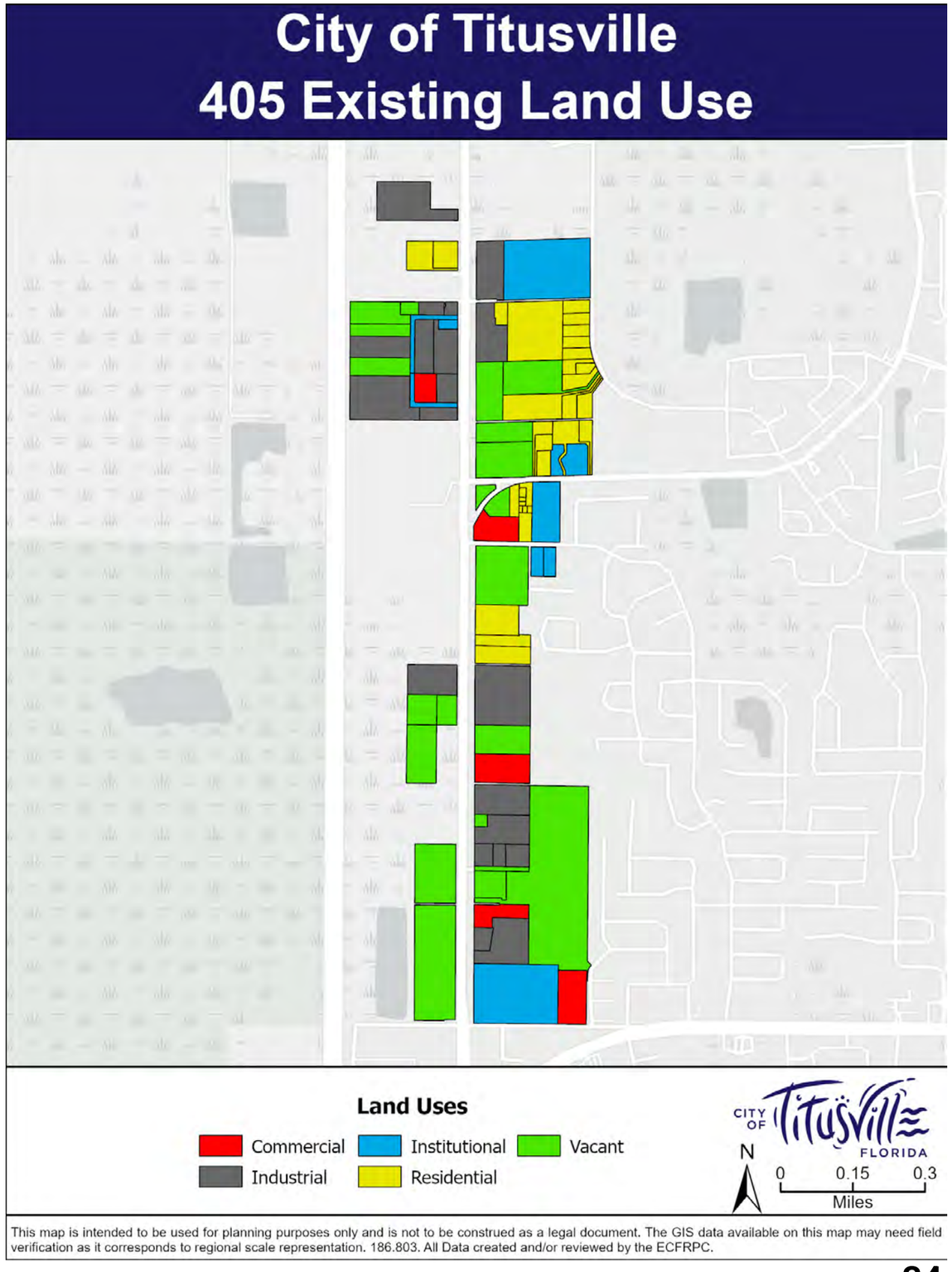
405 BUSINESS CORRIDOR

The 405 Corridor boundaries are as follows: the west border is along I-95, north to Fox Lake Road, south to Foley Road, and the east boundary is Knox McRae Drive. The principal road within the corridor is South Street.

General Land Use Characteristics

The 405 Corridor contains 275.6 acres, split between 86 parcels. The average parcel size in this corridor is 3.2 acres. Just over 24 percent of the corridor's land is used for industrial uses. Another 6 percent of the corridor is commercial, and about 15 percent represents institutional uses. Close to 39 percent of the corridor's land is vacant, and 16 percent of the land use is identified as residential.

Land Use Characteristics				
Land Use Classifications	**Parcel Count**	**Parcel %**	**Acreage**	**Acreage %**
Commercial	5	5.8%	16.2	5.9%
Industrial	20	23.3%	66.9	24.3%
Institutional	9	10.5%	40.9	14.8%
Office	0	0%	0	0%
Residential	32	37.2%	44.6	16.2%
Vacant	20	23.3%	107.1	38.9%
Total	86	100%	275.7	100%



PROSPERITY

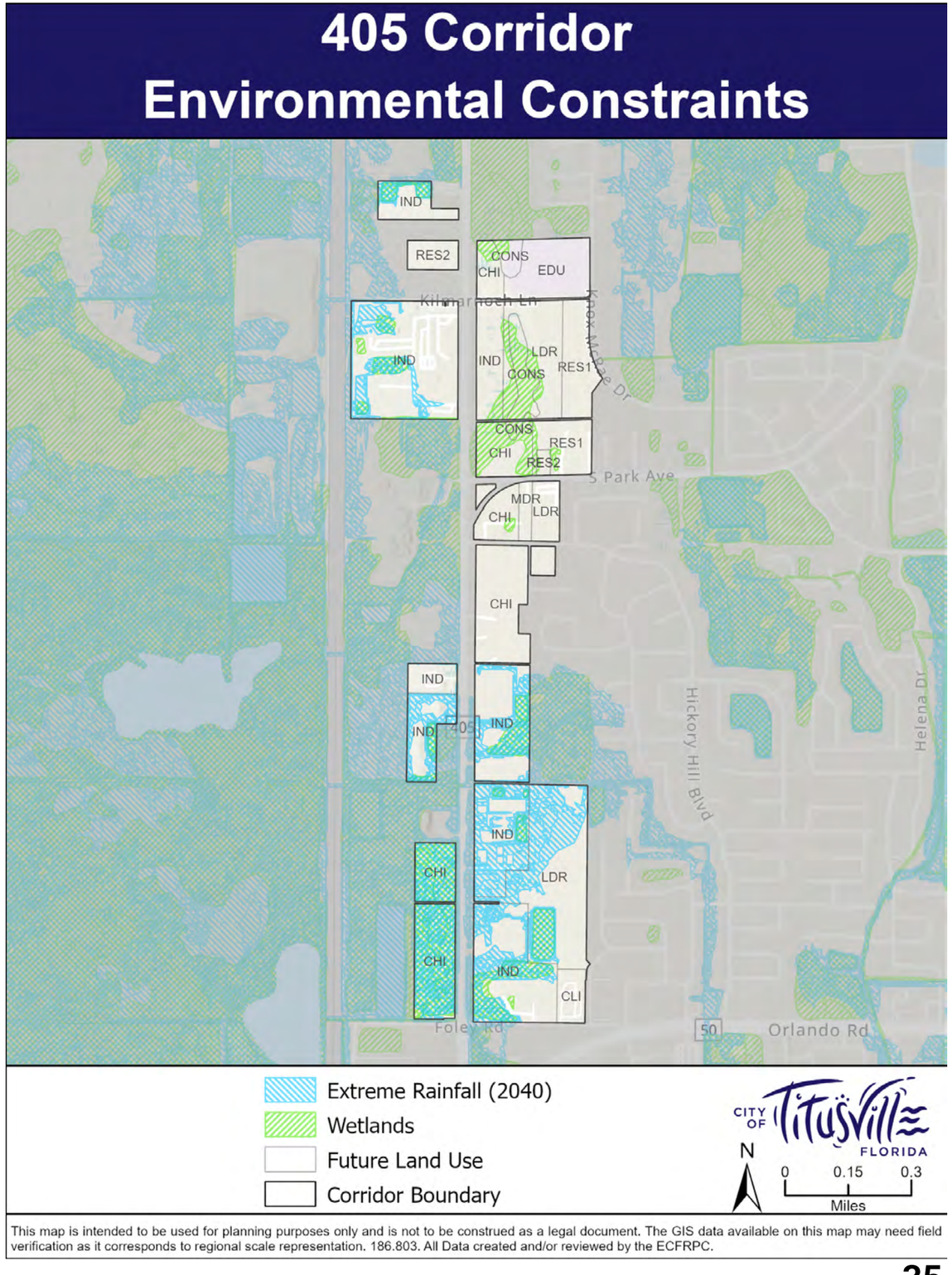
405 BUSINESS CORRIDOR

Environmental Constraints

Although the 405 corridor presents itself as an opportunity to expand upon commercial and industrial uses, it is largely affected by wetlands and future extreme rainfall (2040) that would require mitigation efforts in the development of the corridor. Wetlands cover roughly 20% of the corridor with extreme rainfall affecting over 40% of the corridor. Moreover, the corridor is made up of 54 acres of impervious surface which exacerbate the effects of extreme rainfall. Due to its location, the corridor is not affected by sea-level rise or storm surge.

Although largely affected by these environmental factors , the corridor, paired with sustainable development practices, could leverage its proximity to state road 405 for the success of commercial and industrial uses.

Constraint	Coverage	
	Acreage	Percent
Wetlands	53.8	19.4%
Extreme Rainfall	42.8	19.2%
SLR + Storm Surge	0.0	0.0%
Impervious Surface	53.6	19.4%



PROSPERITY

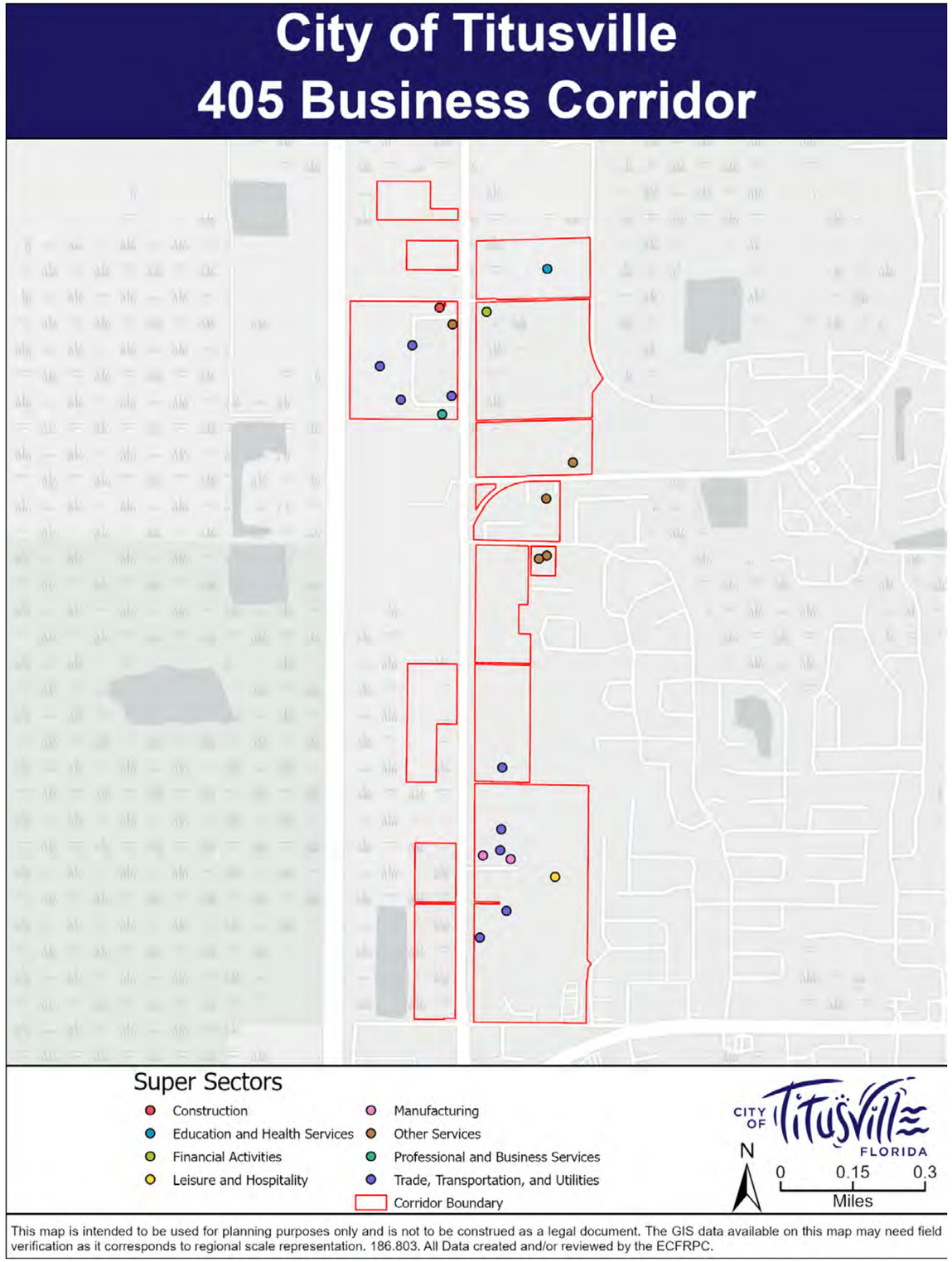
405 BUSINESS CORRIDOR

Economic Vitality

The 405 corridor has 281 employees distributed within 33 businesses. The corridor's dominant industry is Personal Services. The average business age is 19 years, and the business size is nine employees. About 88 percent of the businesses observed are local (or independent), with the remaining 18 percent falling under the classification of chain businesses. The corridor overall denotes an average annual sales of $1.39 million, totaling $46.02 million estimated sales.

The largest employer is Apollo Elementary School with about 100 employees. Other large employers include Trusswood Inc., a wood product manufacturer, with 55 employees, and the Brevard Uniform Company, a clothes wholesaler with 15 employees.

Economic Vitality	
Total Number of Businesses	33
Average Business Age (Years)	19
Total Number of Employees	281
Business Size	9
Total Sales (Millions)	$46,029,626
Average Sales	$1,394,837
Dominant Industry	Personal Services
Independent %	88%
Traded %	18%
Cluster Businesses	3
Private Investments (Millions)	TBD



PROSPERITY

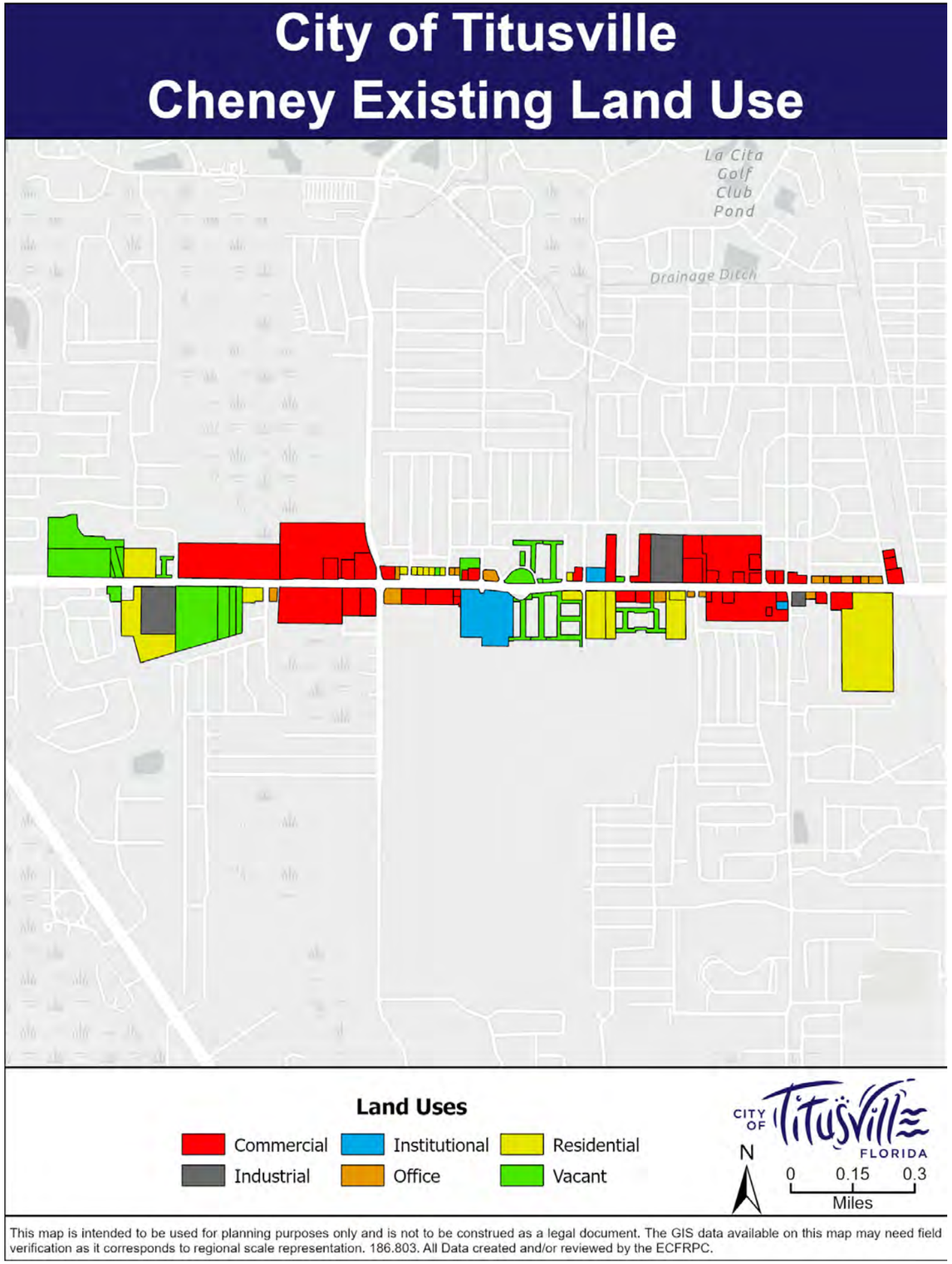
CHENEY HIGHWAY BUSINESS CORRIDOR

The Cheney Highway corridor, located in the City's heart, encompasses a general suburban scape, with many residential subdivisions surrounding this business corridor. The corridor begins by Winchester Drive on the west border, while the east border ends at the north-south railroad line, parallel to the U.S. 1 route.

General Land Use Characteristics

The Cheney corridor contains 112 parcels with a calculated total acreage of 193.3. The average size of parcels is estimated at 1.7 acres. About 37.5 percent of the corridor is used for commercial purposes and 25 percent for office purposes. Vacant parcels represent about 18 percent of all land within the corridor.

Land Use Characteristics				
Land Use Classifications	Parcel Count	Parcel %	Acreage	Acreage %
Commercial	42	37.5%	82.6	42.7%
Industrial	3	2.7%	12.7	6.6%
Institutional	3	2.7%	9.9	5.1%
Office	28	25%	6.7	3.5%
Residential	16	14.3%	40.8	21.1%
Vacant	20	17.9%	40.7	21.0%
Total	112	100%	193.3	100%



PROSPERITY

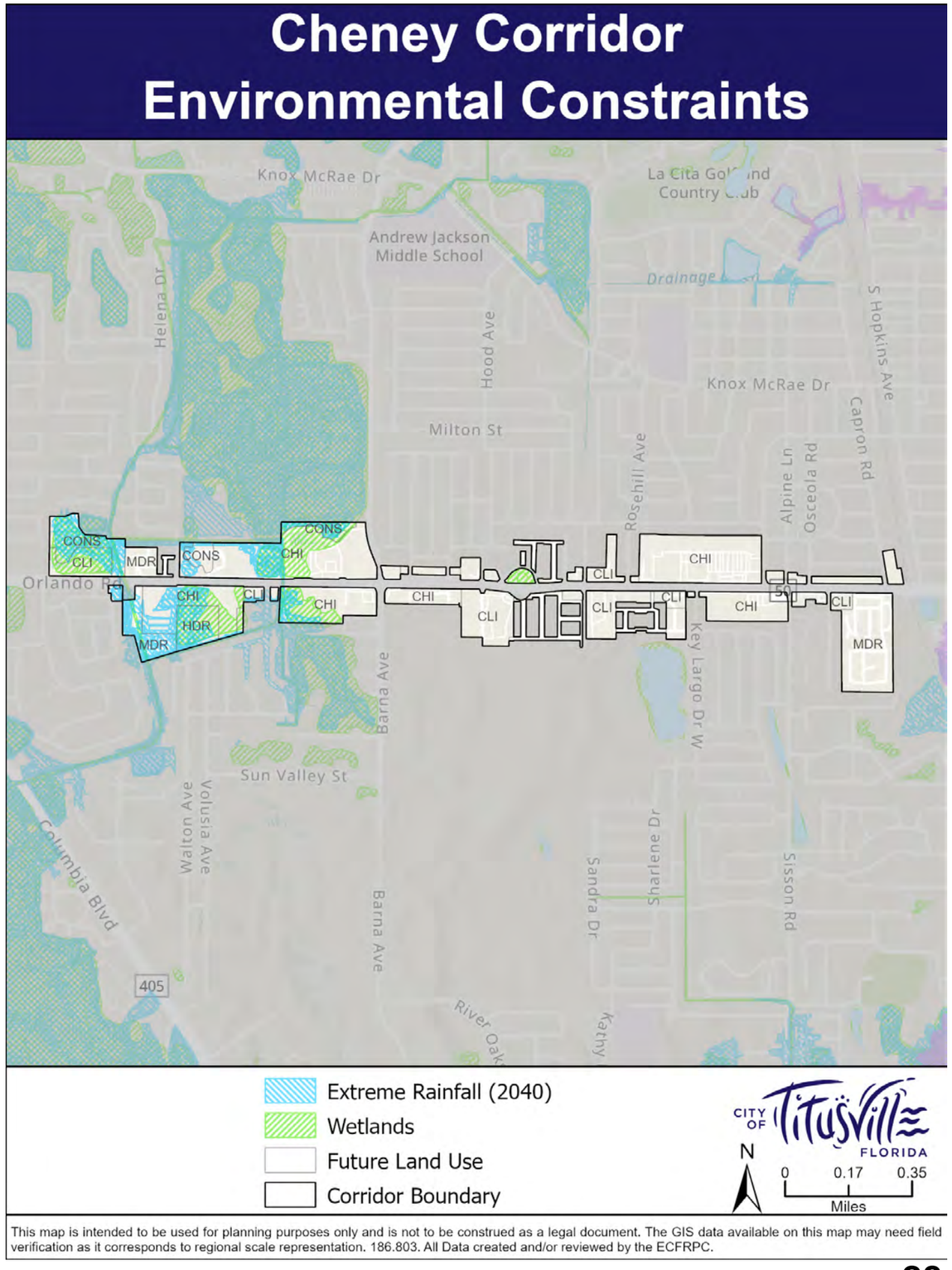
CHENEY HIGHWAY BUSINESS CORRIDOR

Environmental Constraints

The Cheney corridor is mildly constrained by environmental factors, and much of the impact is seen on the western portion of the corridor. In the corridor, wetlands cover nearly 40 acres of land, or nearly 20% of the corridor. Future extreme rainfall (2040) impacts nearly 15 acres of land, or almost 10% of the corridor. Moreover, due to the corridors proximity to the coast, it is not affected by sea-level rise or storm surge. In assessing the environmental constraints, impervious surfaces were taken into account. The Cheney corridor is over 40% impervious surface.

Adaptation and mitigation efforts will need to be implemented to address flooding, especially in the western portion of the corridor. These efforts will need to take into account the large amount of impervious surface and how that can worsen the effects of flooding.

Constraint	Coverage	
	Acreage	Percent
Wetlands	37.4	19.2%
Extreme Rainfall	14.6	9.3%
SLR + Storm Surge	0.0	0.0%
Impervious Surface	83.2	42.8%



PROSPERITY

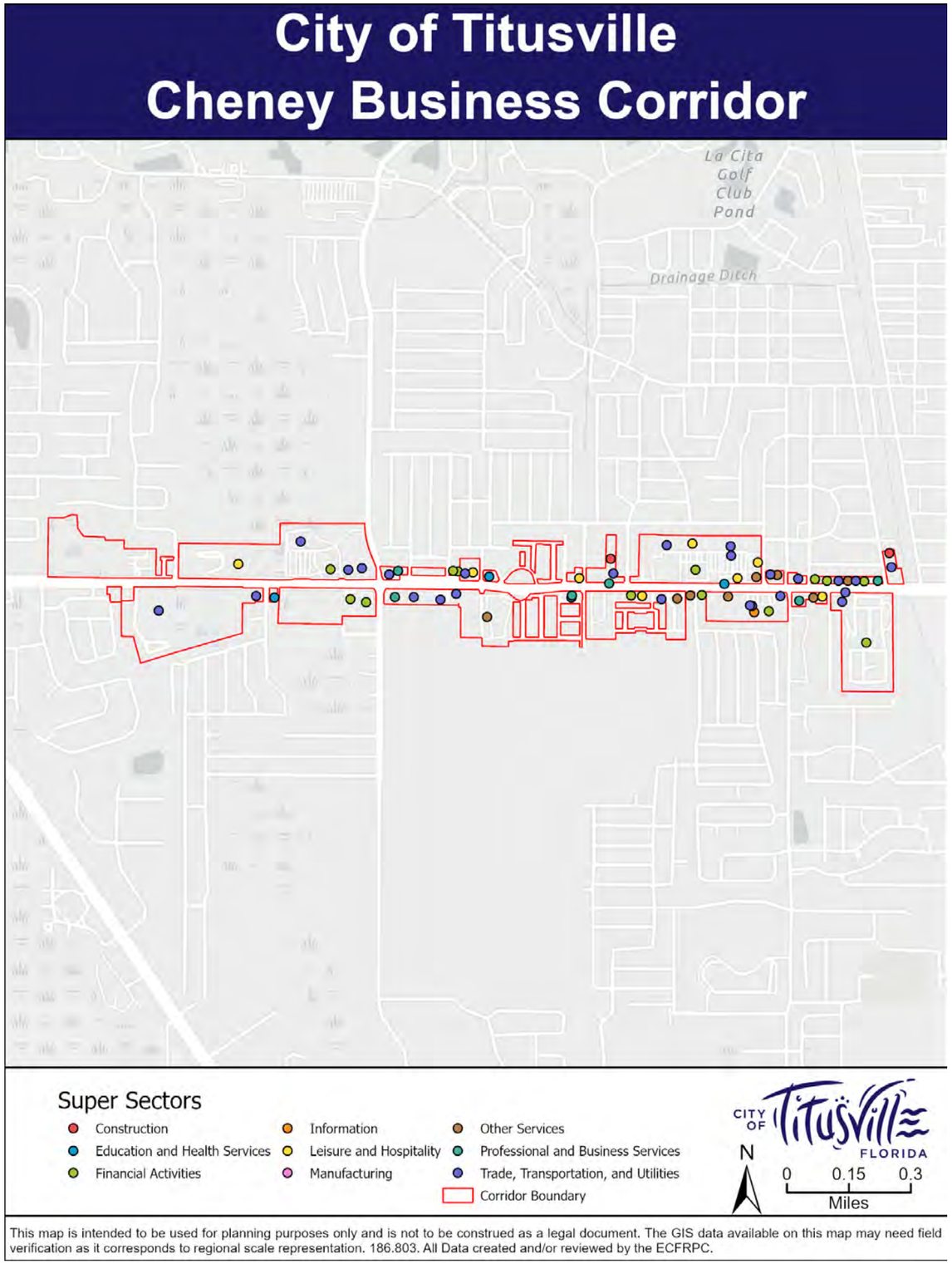
CHENEY HIGHWAY BUSINESS CORRIDOR

Economic Vitality

There are 124 establishments within this corridor which employ just over 1,000 people. The total sales in the Cheney Street corridor represent just over $152.6 million in total sales, with the average sales per establishment being $1.2 million. The average longevity of these firms is about 15 years, with a business size of eight employees. The businesses along the corridor are 65 percent independent or local. The dominant industry is Retail Trade.

Publix Supermarket is the largest employer within this corridor (134 employees). It is followed by the Cheney Animal Clinic (54 employees) and CVS Pharmacy (37 employees).

Economic Vitality	
Total Number of Businesses	124
Average Business Age (Years)	15
Total Number of Employees	1,004
Business Size	8
Total Sales (Millions)	$152,676,551
Average Sales	$1,231,263
Dominant Industry	Retail
Independent %	65%
Traded %	3%
Cluster Businesses	None
Private investments (Millions)	TBD



PROSPERITY

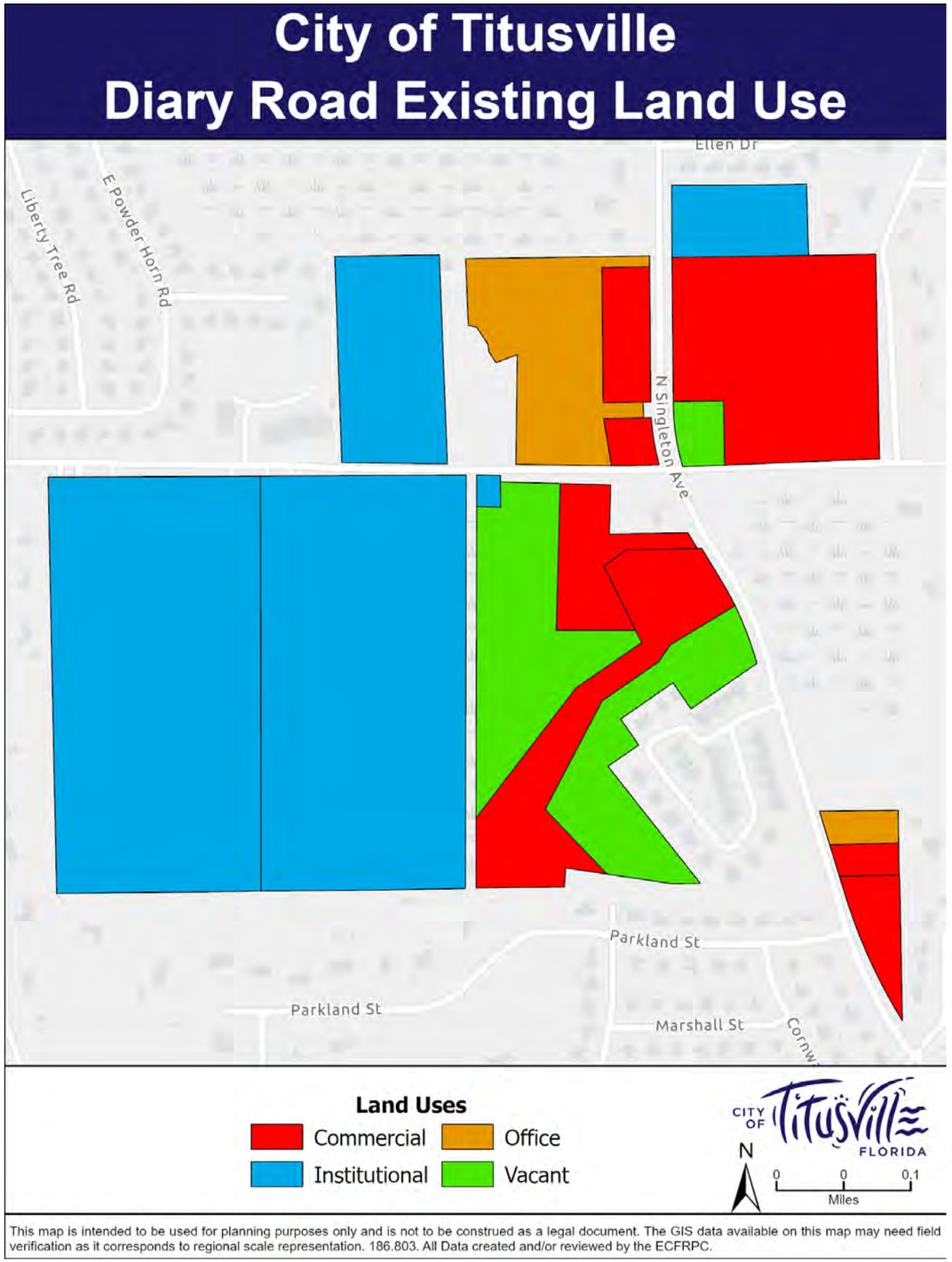
DAIRY ROAD BUSINESS CORRIDOR

The Dairy Road corridor begins on the east side of State Highway 9 and is bounded by Diamond Road. The boundary of the corridor is also limited to the south by the Dale Drive and North Singleton Avenue intersections. Furthermore, Dairy Road Corridor includes two key locations, Oak Park Elementary and Madison Middle School.

General Land Use Characteristics

The corridor comprises 22 parcels, covering approximately 98 acres. It is worth noting that it is the smallest corridor in total area. The primary land use classifications along the corridor are commercial and vacant. Because of the high percentage of vacant and commercial land, the average parcel size is 4.5 acres. Specifically, eight parcels are classified as commercial properties, accounting for approximately 21 percent of the corridors' land use. While seven vacant parcels cover roughly 26 percent of the total land use. The total assessed value of the properties within the Dairy Road Corridor is around $23 million, with an average assessed value of $105,009 per parcel. The total taxable value of the Dairy Road corridor is $9.5 million, with an average taxable value of $435,600 per parcel.

Dairy Road Land Use Characteristics				
Land Use Classifications	Parcel Count	Parcel %	Acreage	Acreage %
Commercial	7	43.8%	19.9	23.2%
Industrial	0	0%	0.0	0%
Institutional	5	31.3%	46.4	54.2%
Office	2	12.5%	6.0	7.0%
Residential	0	0%	0	0%
Vacant	2	12.5%	13.3	15.5%
Total	16	100%	85.5	100%



PROSPERITY

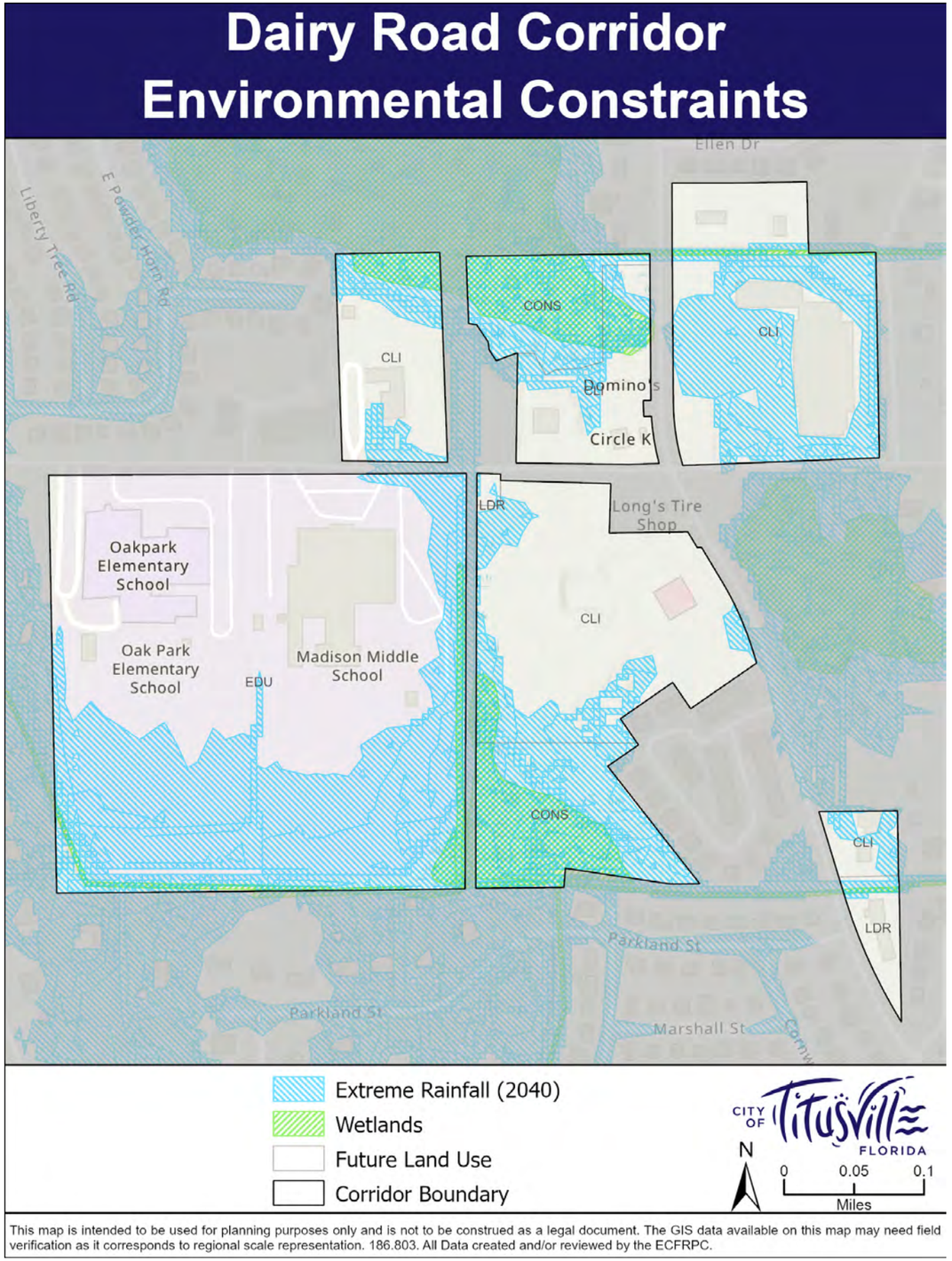
DAIRY ROAD BUSINESS CORRIDOR

Environmental Constraints

Dairy road corridor is slightly affected by environmental constraints. Wetlands cover nearly 10% of the corridor. However, the map distinguished many of these areas with a conservation future land use designation. This limits even further the affect that these wetlands would have on any development in the area. Future extreme rainfall (2040) affects nearly 30% of the corridor. These affected areas align primarily with the wetlands, but further expand out as exemplified in the map. The effects of the extreme rainfall would be exacerbated by the nearly 23 acres of impervious surface, encompassing nearly 30% of the corridor. Situated on the western portion of the city near I-95, sea-level rise and storm surge have no effect on this corridor.

With wetlands and some of the extreme rainfall already falling within conservation future land use designations, the corridor proposes itself with development opportunities for commercial uses. With extreme rainfall covering over 40 acres of the corridor, sustainable development practices, such as green stormwater infrastructure and/or low impact development, ought to be incorporated into any development of the Dairy Road corridor.

Constraint	Coverage	
	Acreage	Percent
Wetlands	7.6	9.1%
Extreme Rainfall	29.8	39.3%
SLR + Storm Surge	0.0	0.0%
Impervious Surface	23.0	27.6%



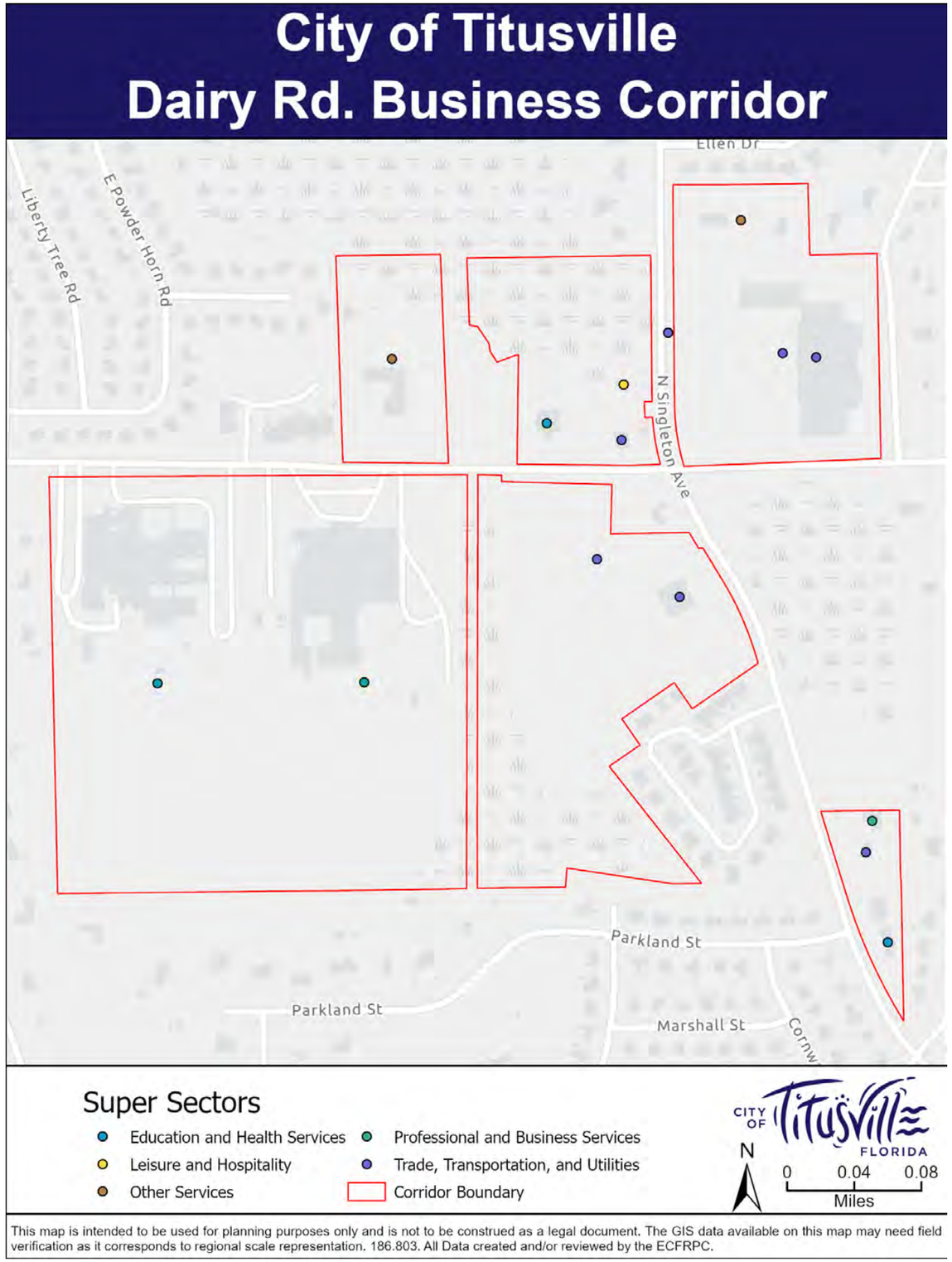
PROSPERITY

DAIRY ROAD BUSINESS CORRIDOR

Economic Vitality

The corridor features 22 businesses employing approximately 458 people. Independent businesses comprise 64 percent of the establishments, while none of them are traded (export businesses). The largest employer is Oak Park Elementary, with 103 employees. Other significant employers include Madison Middle School, with 86 employees, and grocery store Winn-Dixie with 100 employees. These three employers account for about 63 percent of the corridor's total employment. The remaining businesses are smaller wholesale and retail establishments, typically with 20 employees or less. The average age of these establishments is 22 years, the highest among all corridors. The businesses within the corridor are estimated to generate approximately $46.8 million in annual sales, with the average business producing $2.7 million in sales. Compared to other corridors, Dairy Road has the second lowest annual sales amount.

Economic Vitality	
Total Number of Businesses	22
Average Business Age (Years)	22
Total Number of Employees	458
Business Size	20
Total Sales (Millions)	$46,831,784
Average Sales	$2,705,352.
Dominant Industry	Retail
Independent %	64%
Traded %	0%
Cluster Businesses	None
Private investments (Millions)	TBD



PROSPERITY

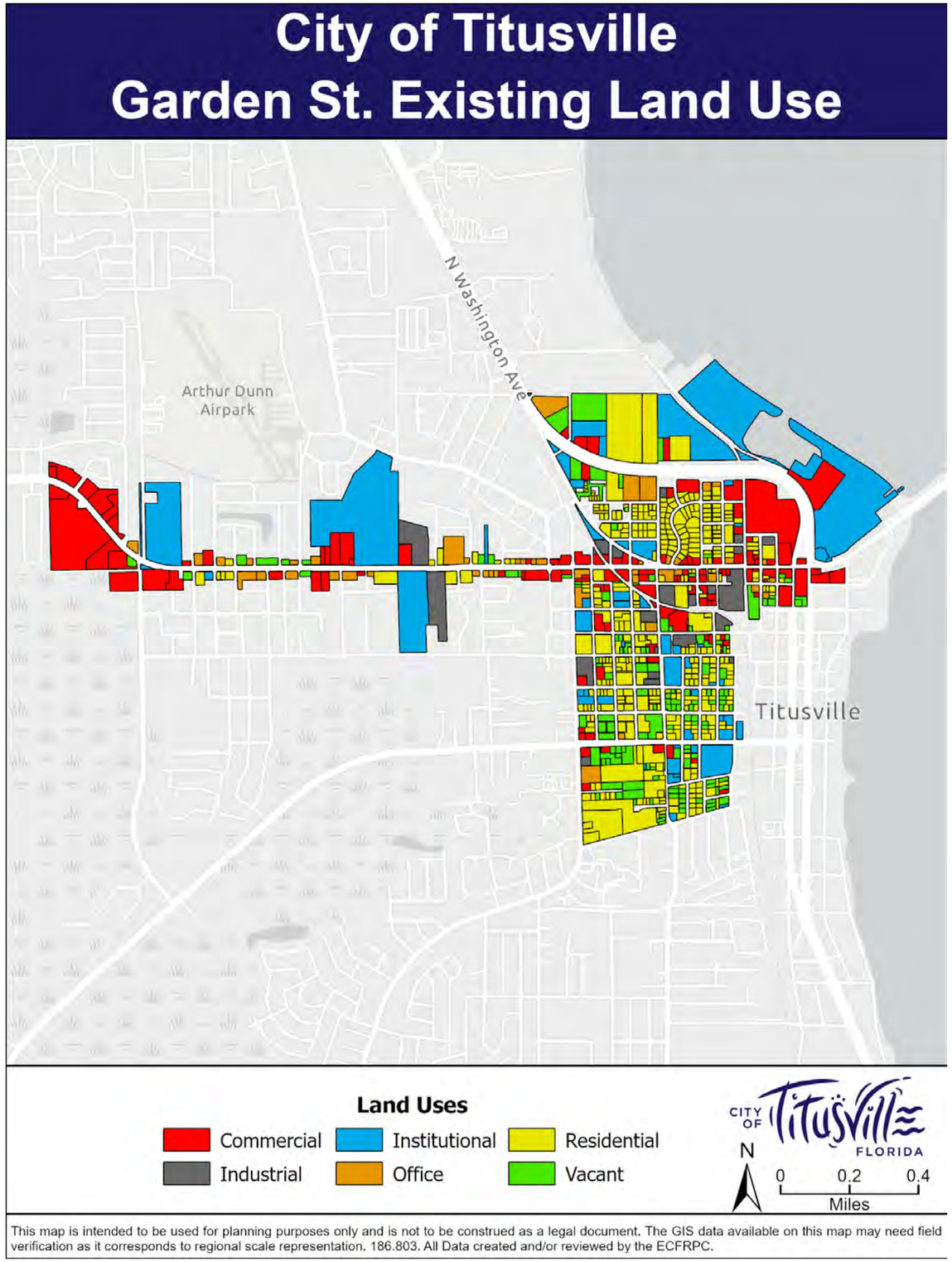
GARDEN STREET BUSINESS CORRIDOR

The Garden Street Corridor primarily covers Garden Street from west to east, southern sections of North Washington Avenue, and Marina Road. The north boundary is Main Street; the south is Maxwell Street, extending west to South Park Avenue. It is also bounded by South Lake on the west and the Indian River Lagoon on the east.

General Land Use Characteristics

The Garden Street corridor is comprised of 830 parcels spread over almost 537.2 acres, with an average parcel size of 0.65 acres. The largest land use by acreage is institutional which comprises just over 32 percent of the corridor's land area. About 27 percent of the corridor's land is used for commercial and office uses, and five percent for industrial uses. Only nine percent of the corridor's land is considered vacant. Residential uses comprise 26 percent of the corridor's land.

Land Use Characteristics				
Land Use Classifications	Parcel Count	Parcel %	Acreage	Acreage %
Commercial	126	15.2%	112.2	20.9%
Industrial	22	2.7%	29.3	5.4%
Institutional	47	5.7%	173.6	32.3%
Office	76	9.2%	31.8	5.9%
Residential	414	49.9%	140.2	26.1%
Vacant	145	17.5%	50.1	9.3%
Total	830	100%	537.2	100%



PROSPERITY

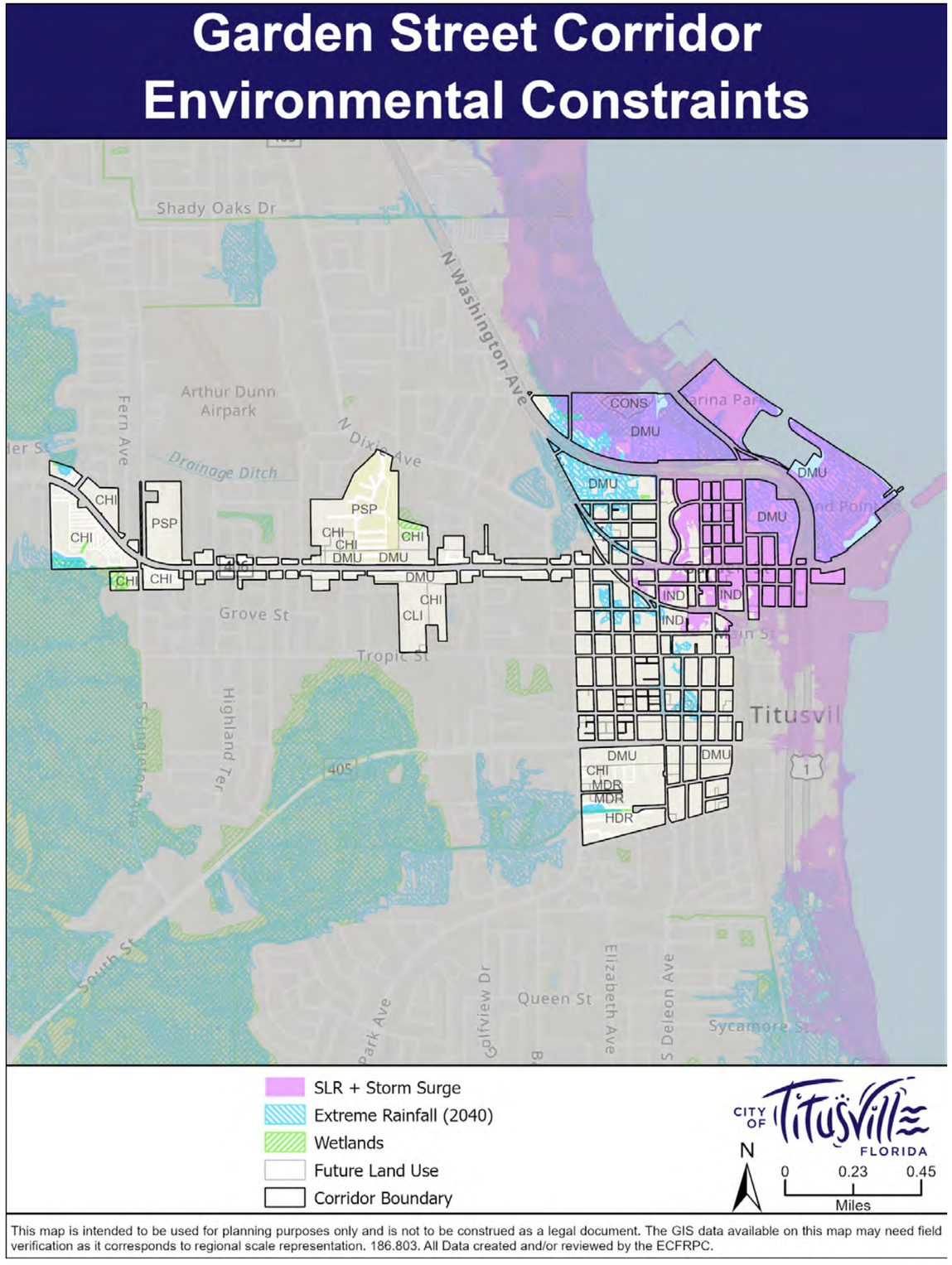
GARDEN STREET BUSINESS CORRIDOR

Environmental Constraints

The Garden Street corridor, with its proximity to the coast, is constrained by many environmental factors. The eastern portion of the corridor is heavily affected by sea-level rise and storm surge, covering nearly 150 acres of land or 30% of the corridor. Future extreme rainfall impacts the corridor less than that of sea-level rise and storm surge, impacting over 90 acres of land, or just under 20% of the corridor. Wetlands encompass 5% of the corridor, primarily on the western portion near Garden Street. Lastly, the corridor contains 180 acres of impervious surface.

With future extreme rainfall having such a large impact on the Garden Street corridor, flood mitigation and adaptation strategies will need to be implemented. The areas affected by extreme rainfall are simultaneously affected by sea-level rise and storm surge, thus sustainable practices would need to address these two environmental constraints.

Constraint	Coverage	
	Acreage	Percent
Wetlands	26.8	5.1%
Extreme Rainfall	93.6	18.9%
SLR + Storm Surge	148.1	29.8%
Impervious Surface	181.6	34.7%



PROSPERITY

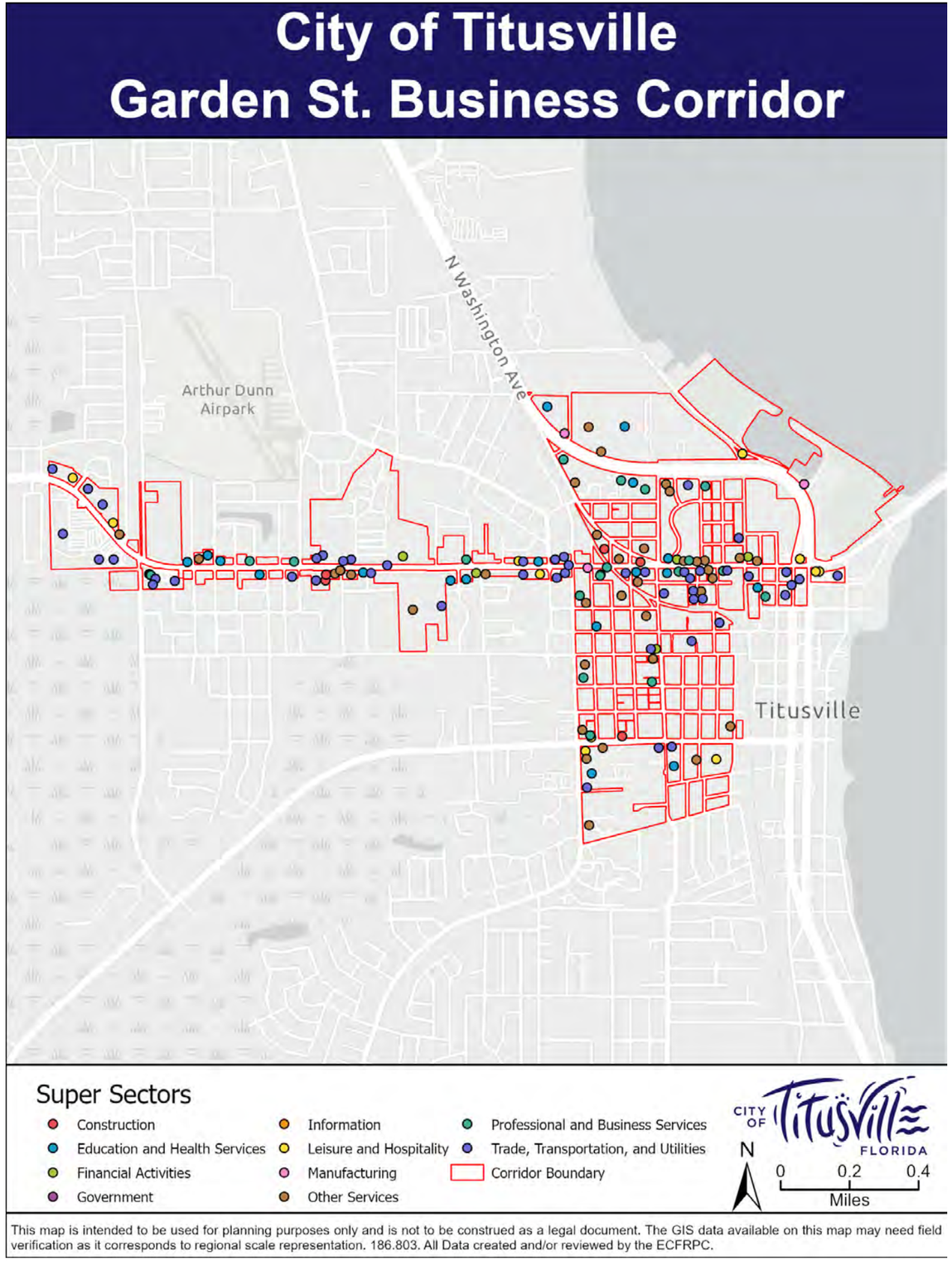
GARDEN STREET BUSINESS CORRIDOR

Economic Vitality

There are just over 225 businesses within this corridor. These establishments employ almost 2,400 people. The average age of the businesses in the corridor is about 16 years, with a business size of ten employees. Eighty-eight percent of these businesses are independent or local with the vast majority of them serving the local market.

The estimated sales in the Garden Street corridor amount to $405.7 million with the average being almost $1.8 million per establishment. The dominant industry is Health Care and Social Assistance, followed by Retail Trade, and Other Personal Services. Publix Supermarket is the largest employer (280 employees distributed into two locations). In second place is the Addington Place of Titusville, assisted living facility with an estimated 105 employees. The third largest employer is the Healthfirst Cancer Institute, with an estimated 101 employees.

Economic Vitality	
Total Number of Businesses	229
Average Business Age (Years)	16
Total Number of Employees	2,388
Business Size	10
Total Sales (Millions)	$405,716,294
Average Sales	$1,771,687
Dominant Industry	Health Care and Social Assistance
Independent %	88%
Traded %	1%
Cluster Businesses	Three
Private investments (Millions)	TBD



PROSPERITY

HOPKINS BUSINESS CORRIDOR

The Hopkins Corridor is a long and slim corridor that runs parallel to US 1. This corridor is delimited by Broad Street on the north, Willow Street on the south, and various residential side streets on the east and west sides.

General Land Use Characteristics

The Hopkins corridor is comprised of 266 parcels over 147 acres. The corridor's average parcel size is 24.5 acres. However, most lots on the southern part of the corridor are much smaller. Some of the large parcels in this corridor are used for institutional purposes including Titusville High School, Titusville Public Library, and the Brevard County Clerk of the Court.

Over 33 percent of the corridor is home to commercial uses, four percent to industrial uses, and about thirteen and a half percent to office uses. Close to seven percent of the corridor is currently vacant.

Land Use Characteristics				
Land Use Classifications	**Parcel Count**	**Parcel %**	**Acreage**	**Acreage %**
Commercial	89	33.5%	51.2	34.8%
Industrial	11	4.1%	7.5	5.1%
Institutional	14	5.3%	48.6	33%
Office	36	13.5%	11.6	7.9%
Residential	83	31.2%	18.2	12.4%
Vacant	33	12.4%	10.0	6.8%
Total	266	100%	147	100%



PROSPERITY

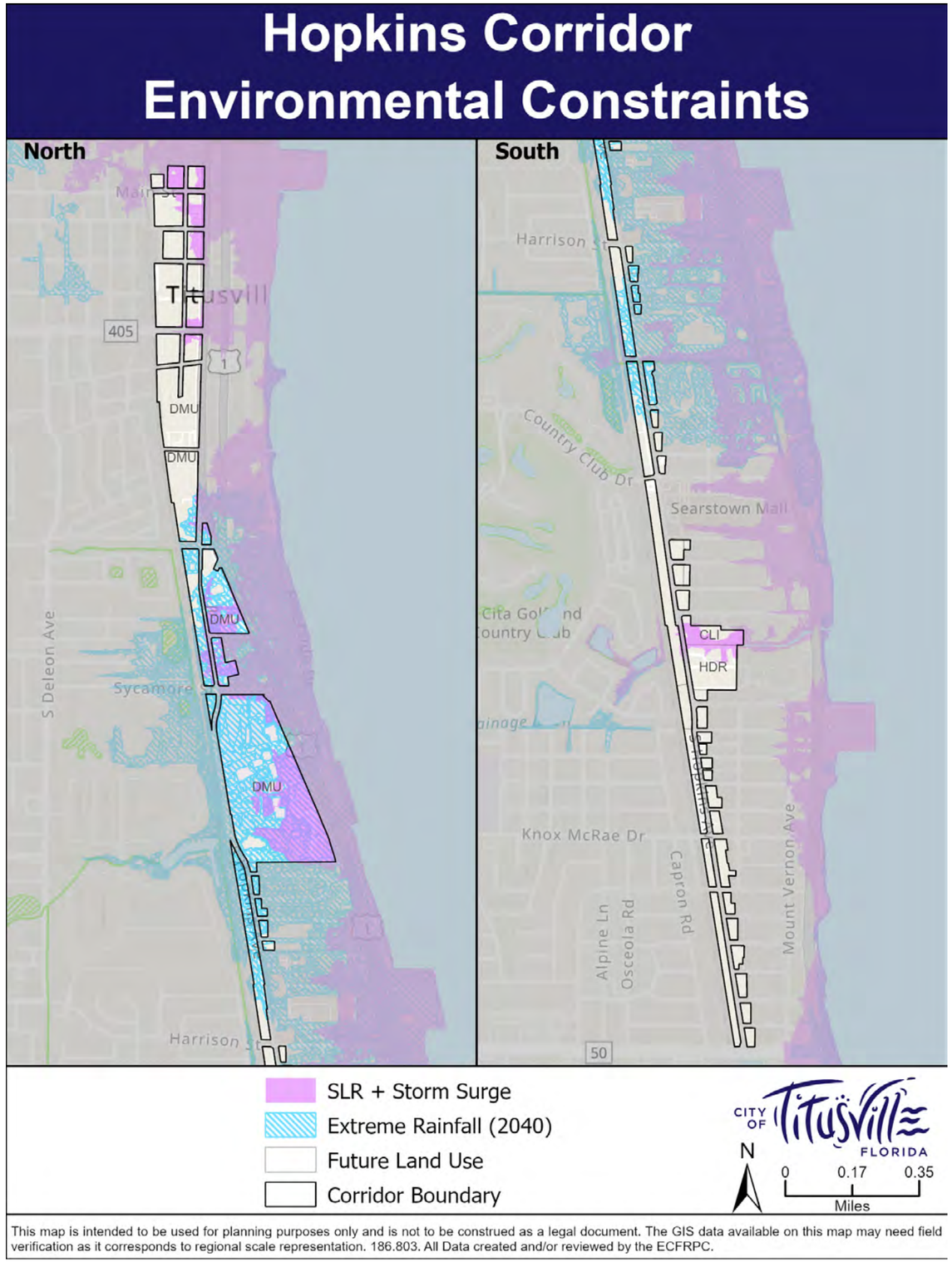
HOPKINS BUSINESS CORRIDOR

Environmental Constraints

Situated near the coast, the Hopkins corridor finds itself heavily affected by extreme rainfall and sea-level rise and storm surge. Sea-level rise and storm surge affect nearly 20% of the corridor, or 32 acres of land. Extreme rainfall affects over 60 acres of land, or 38% of the corridor. Moreover, nearly 60% of the corridor being impervious surface will further exacerbate the affects of these environmental constraints.

The revitalization of the Hopkins corridor will need to take into account sustainable development practices to mitigate the effects of flooding from sea-level rise and future extreme rainfall. Green storm water infrastructure and low impact development could alleviate the impacts of flooding. Any revitalization could focus on hardening structures as well.

Constraint	Coverage	
	Acreage	Percent
Wetlands	0.1	0%
Extreme Rainfall	61.5	37.8%
SLR + Storm Surge	32.7	20.1%
Impervious Surface	95.2	58.5%



PROSPERITY

HOPKINS BUSINESS CORRIDOR

Economic Vitality

The Hopkins Corridor is home to 185 businesses. Eighty-four percent of these businesses are locally owned. Two percent of the businesses are traded, with the average business age being 11 years old. The corridor's firms bring an annual total sales of $320.6 million, with average sales coming up at $1.7 million. Total employment within the corridor is just over 2,000 people with most of them working in the Services industry sector. The average business size is 17 employees.

The largest employers within the Hopkins corridor are Titusville High School (150 employees), JB Enterprises of Titusville, and LED Creations LLC (110 employees each). This first company is a wholesale distributor and the second establishment specializes on installing LED lights and features on vehicles.

Economic Vitality	
Total Number of Businesses	185
Average Business Age (Years)	11
Total Number of Employees	2,024
Business Size	17
Total Sales (Millions)	$320,608,327
Average Sales	$1,733,018
Dominant Industry	Services
Independent %	84%
Traded %	2%
Cluster Businesses	Four
Private investments (Millions)	



PROSPERITY

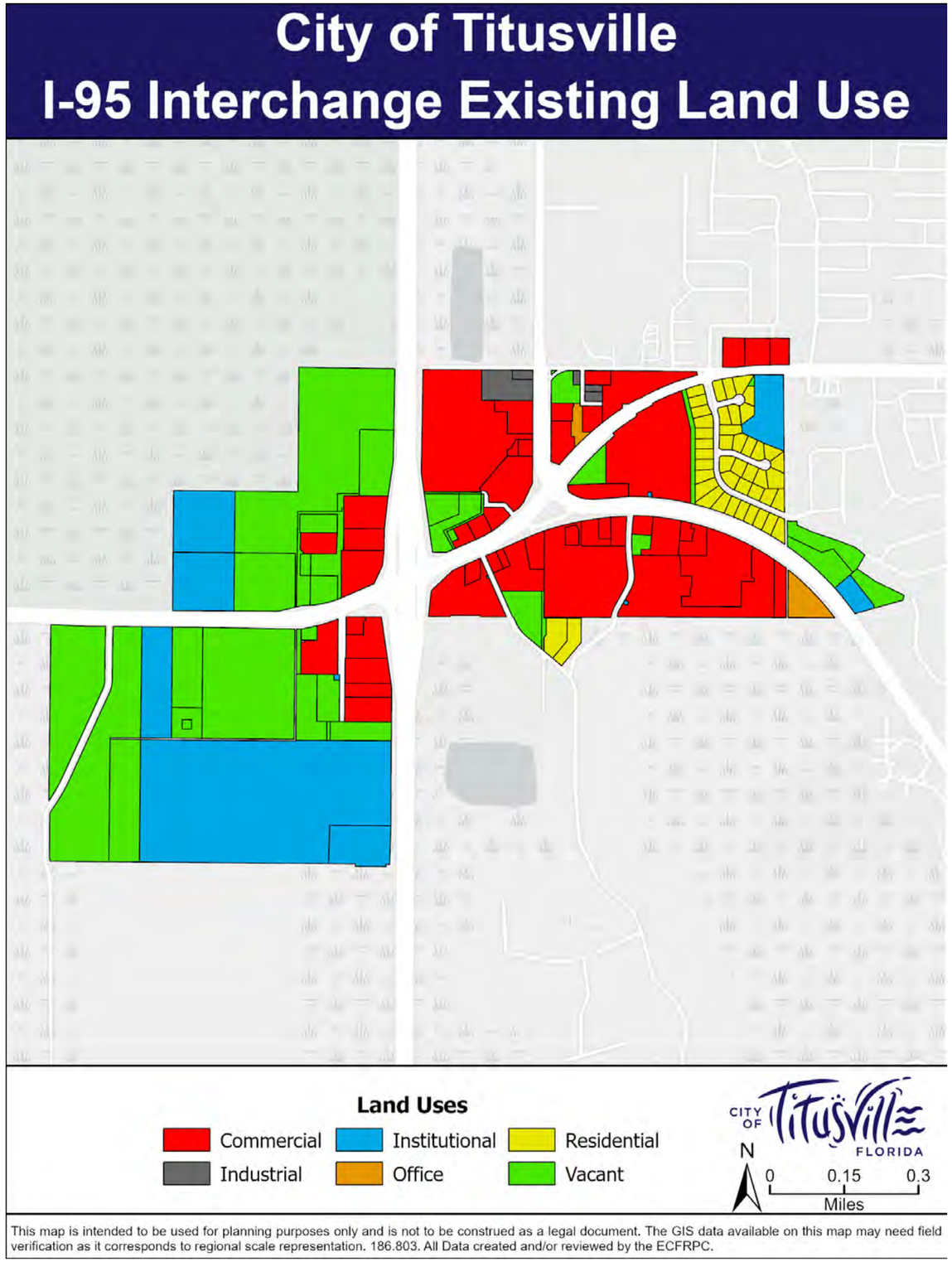
I-95 INTERCHANGE BUSINESS CORRIDOR

The I-95 corridor is the third largest corridor within Titusville. It is located in the middle of the City. Plantation Drive bounds it on the east and runs along Cheney Highway until it intersects with Winchester Drive on the east.

General Land Use Characteristics

The I-95 Interchange business corridor includes 186 parcels over nearly 572 acres, making it the third largest business corridor in Titusville. The average parcel size in this corridor is three acres. Similarly to the Dairy Road corridor, the I-95 business corridor's leading land use classifications are commercial and vacant. This corridor is also the second least developed, with 218 acres or 38 percent of its land being vacant. Commercial use within the corridor accounts for nearly 178 acres, or 31 percent. Just over 21 percent of this corridor is currently used for institutional purposes (120 acres). The total assessed value of the I-95 corridor is $167 million, the second highest of all corridors. The average assessed value per parcel is $2,021,050, the highest average for all corridors. The total taxable value of the I-95 corridor is $155 million, with the average taxable value per parcel being $837,730.

Land Use Characteristics				
Land Use Classifications	Parcel Count	Parcel %	Acreage	Acreage %
Commercial	46	35.1%	167.4	48.0%
Industrial	5	3.8%	5.1	1.5%
Institutional	8	6.1%	95	27.2%
Office	2	1.5%	4.1	1.2%
Residential	42	32.1%	23.4	6.7%
Vacant	28	21.4%	54	15.5%
Total	131	100%	349	100%



PROSPERITY

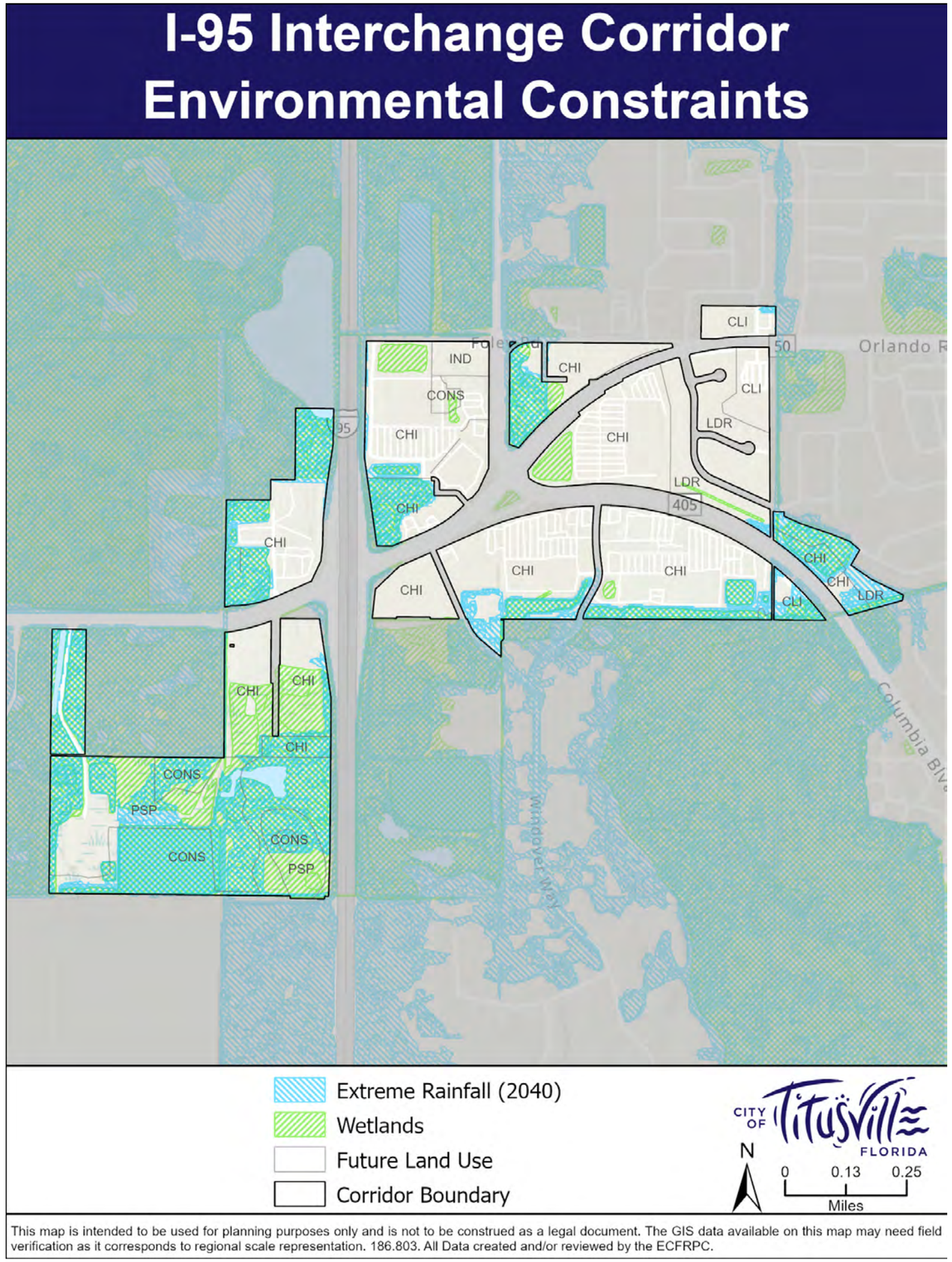
I-95 INTERCHANGE BUSINESS CORRIDOR

Environmental Constraints

Being the third largest business corridor, it is important to understand the environmental constraints in the I-95 interchange corridor. Intersected by I-95 and situated on the western portion of the city, the corridor is heavily covered by wetlands and vulnerable to future extreme rainfall. Wetlands cover nearly 40% of the corridor, encompassing 134 acres of land. Future extreme rainfall affects an additional 18 acres of land. Moreover, with 125 acres of impervious surface, the effects of extreme rainfall will worsen. Sea-level rise and storm surge do not affect this corridor because of its inland location.

With its proximity to Interstate 95 and being the third largest business corridor, it is paramount to understand and mitigate and adapt to the effects that wetlands and extreme rainfall could have on the corridor. Implementing green stormwater infrastructure and low impact development are possible mitigation and adaptation efforts. With the western portion of the corridor so heavily affected, transfer of development rights may also be an adaptation strategy.

Constraint	Coverage	
	Acreage	Percent
Wetlands	134.3	38.5%
Extreme Rainfall	18.0	8.4%
SLR + Storm Surge	0.0	0.0%
Impervious Surface	125.0	35.8%



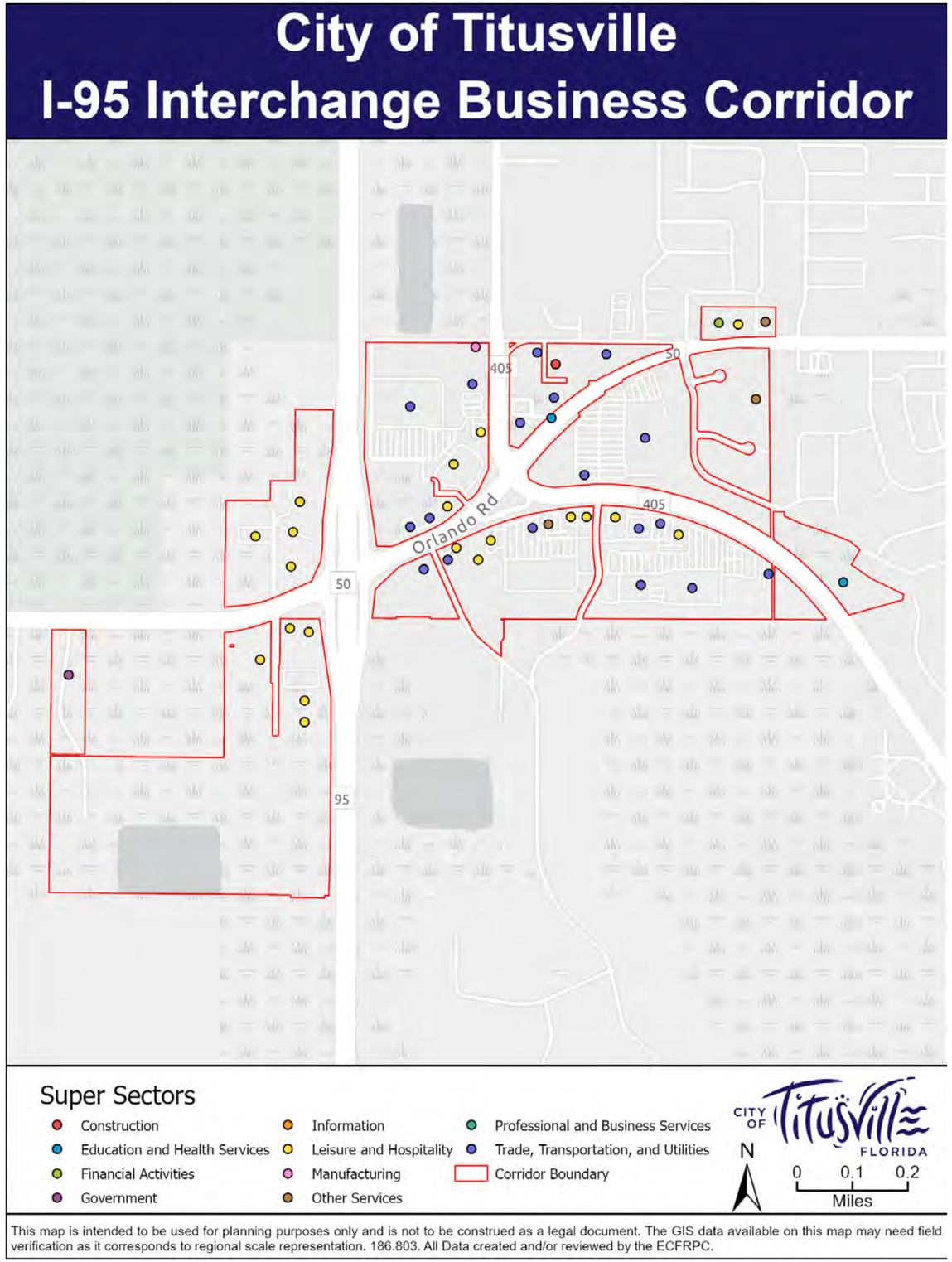
PROSPERITY

I-95 INTERCHANGE BUSINESS CORRIDOR

Economic Vitality

The corridor is home to 71 businesses, collectively employing just over 1,600 people. Of these establishments, 21 percent are independent businesses, while four percent are traded. The largest employers are Lowes Home Improvement (190 employees), Target (150 employees) and The Canopy of Hickory Creek assisted living facility (105 employees). The dominant industry within this corridor is Retail Trade, as demonstrated by the top two employers. In addition to retail trade, the business base includes accommodation and food services, such as hotels and full-service restaurants. The average age of these establishments is 18 years. It is estimated that these businesses generate approximately $285 million in annual sales, with the average business producing $3.3 million in sales. This corridor boasts the second largest average sales output per business.

Economic Vitality	
Total Number of Businesses	71
Average Business Age (Years)	18
Total Number of Employees	1,653
Business Size	23
Total Sales (Millions)	$257,554,910
Average Sales	$3,627,534
Dominant Industry	Retail Trade
Independent %	14%
Traded %	10%
Cluster Businesses	One
Private investments (Millions)	



PROSPERITY

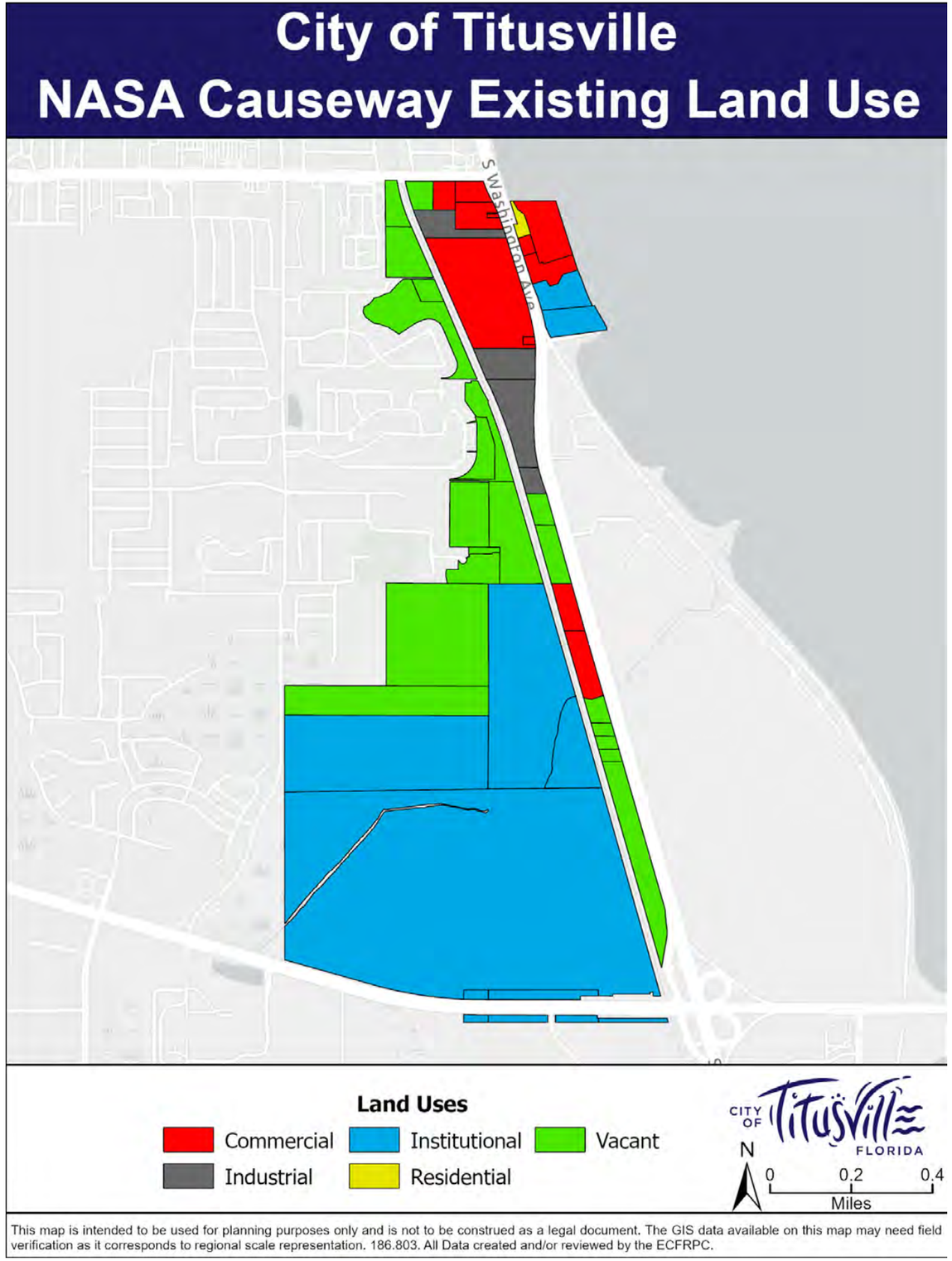
NASA CAUSEWAY BUSINESS CORRIDOR

The NASA Causeway corridor is a small corridor that includes properties near South Washington Avenue and Riveredge Drive. The boundaries are the Indian River Lagoon at the east and Sisson Road in the southwest portion. The north boundary is Cheney Highway, and the south is the NASA Causeway Bridge.

General Land Use Characteristics

The NASA Causeway corridor has 80 parcels distributed over 605.8 acres of land. The average parcel size is 7.57 acres. Land use assessments resulted in over 67% institutional uses, in contrast with commercial uses, representing around 10% of the land use. The vacant segment is the second largest land use category, ascending to 18 percent of the parcels. Industrial uses represent another four percent of the land.

Land Use Characteristics				
Land Use Classifications	**Parcel Count**	**Parcel %**	**Acreage**	**Acreage %**
Commercial	11	13.8%	62.7	10.3%
Industrial	4	5%	24.4	4.%
Institutional	8	10%	407.9	67.3%
Office	0	0	0	0
Residential	43	53.8%	2.5	0.4%
Vacant	14	17.5%	108.2	17.9%
Total	80	100%	605.8	100%



PROSPERITY

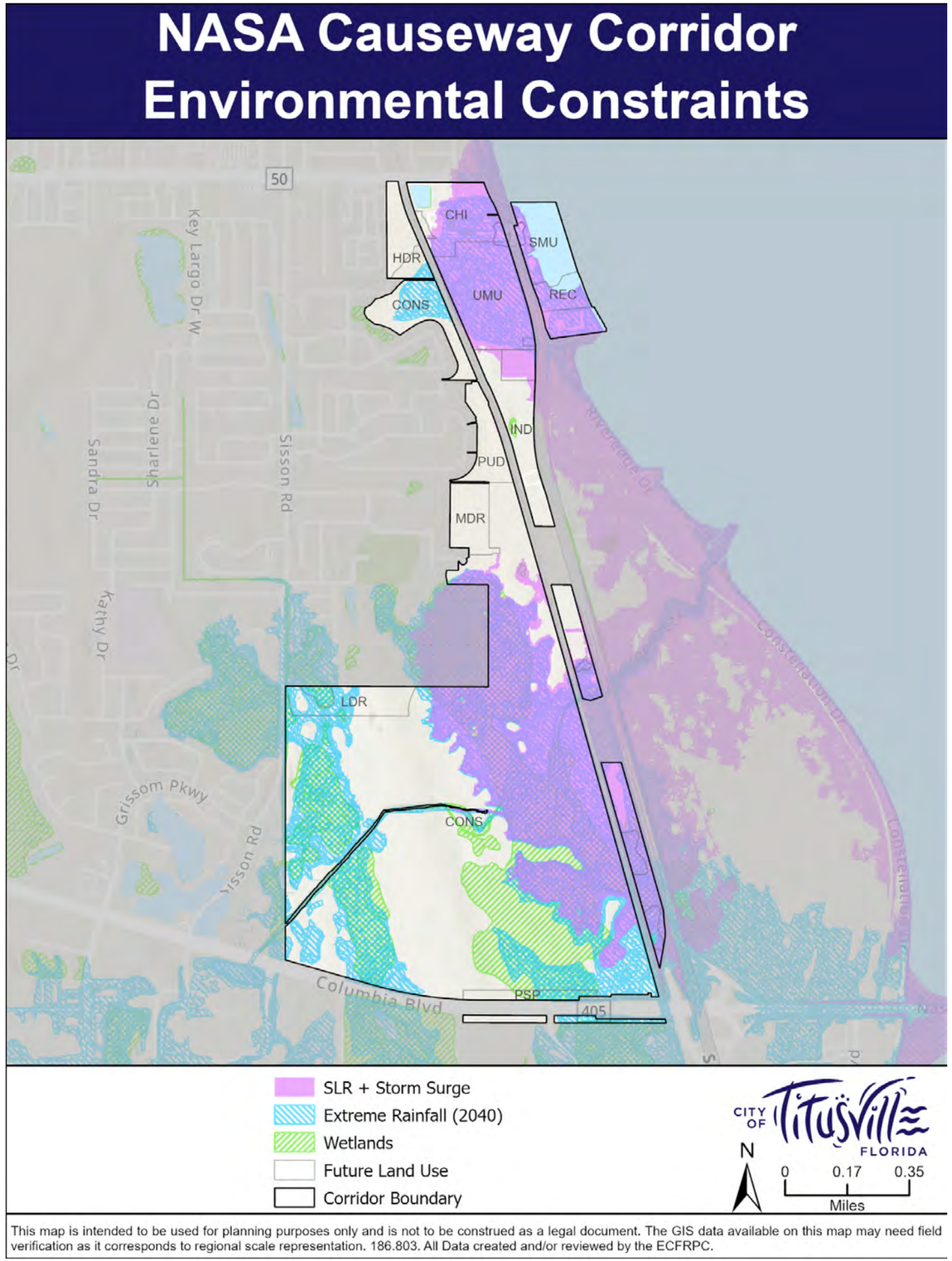
NASA CAUSEWAY BUSINESS CORRIDOR

Environmental Constraints

The NASA Causeway corridor is largely affected by wetlands, future extreme rainfall and sea-level rise and storm surge. All affect over 100 acres of land. Wetlands encompass 185 acres of the corridor while future extreme rainfall affects 165 additional acres or 39% of the corridor. On the eastern portion of the corridor, sea-level rise and storm surge affect 135 acres of the corridor.

This corridor finds itself situated near the coast. The southern portion of the corridor has conservation as a future land use designation, minimizing the impacts that could occur if this area were developed. In the northern portion of the corridor, there are commercial and mixed use future land use designations that are largely affected by these environmental factors. These areas will require mitigation efforts for development to occur.

Constraint	Coverage	
	Acreage	Percent
Wetlands	185.2	30.4%
Extreme Rainfall	165.4	39.1%
SLR + Storm Surge	135.8	32.1%
Impervious Surface	29.1	4.8%



PROSPERITY

NASA CAUSEWAY BUSINESS CORRIDOR

Economic Vitality

The NASA Causeway corridor is home to 16 businesses, of which 82 percent are independent. Six percent of these companies export their services. The average business age is five years, and the average business size is 12 employees. The total annual sales amounted to almost $22.5 million, with an average sales figure of $1.32 million per firm.

This corridor offers employment to just over 212 people. Health Care and Social Assistance is the most dominant industry within this area. According to Data Axle, the largest employers are the Orlando Health Arnold Palmer Center for Digestive Health Nutrition (35 employees), Genh2 Corporation (34 employees), and Walgreens Pharmacy (25 employees).

Economic Vitality	
Total Number of Businesses	17
Average Business Age (Years)	5
Total Number of Employees	212
Business Size	11
Total Sales (Millions)	$22,482,820
Average Sales	$1,322,518
Dominant Industry	Health Care and Social Assistance
Independent %	82%
Traded %	6%
Cluster Establishments	One
Private investments (Millions)	TBD



PROSPERITY

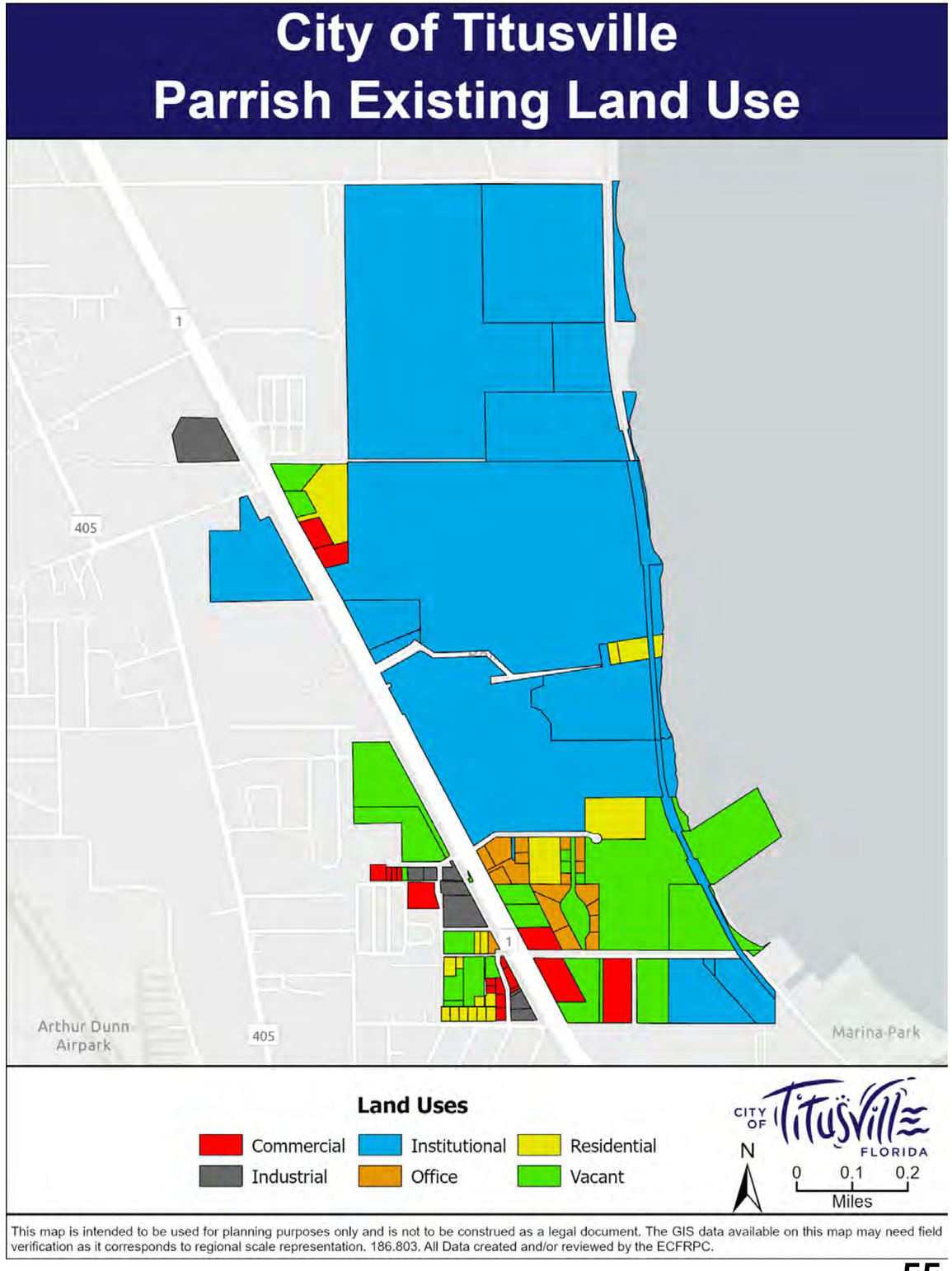
PARRISH BUSINESS CORRIDOR

The Parrish corridor encompasses a small area north of downtown Titusville that is anchored by Parrish Medical Center and Brevard Community College. North Washington Avenue/U.S. 1 runs through the middle, with E Jay Jay Road and Malinda Lane being the northern and southern boundaries. The Indian River and the Florida East Coast Railroad run through the east portion of Parrish, with a few residential side streets running through on the west side.

General Land Use Characteristics

The Parrish corridor contains 102 parcels that comprise 528.7 acres. The average parcel size in the Parrish corridor is 88.1 acres. The largest land use is institutional, coming in at a whopping 395.3 acres. More than 17.6 percent of the corridor is used for commercial purposes, 16.7 percent for industrial purposes, and about 17.6 percent for office purposes. About 24 percent of the corridor is currently vacant.

Land Use Characteristics				
Land Use Classifications	Parcel Count	Parcel %	Acreage	Acreage %
Commercial	18	17.6%	15.0	2.8%
Industrial	8	7.8%	10.1	1.9%
Institutional	17	16.7%	395.3	74.8%
Office	18	17.6%	10.3	1.9%
Residential	17	16.7%	18.7	3.5%
Vacant	24	23.5%	79.2	15.0%
Total	102	100%	528.7	100%



PROSPERITY

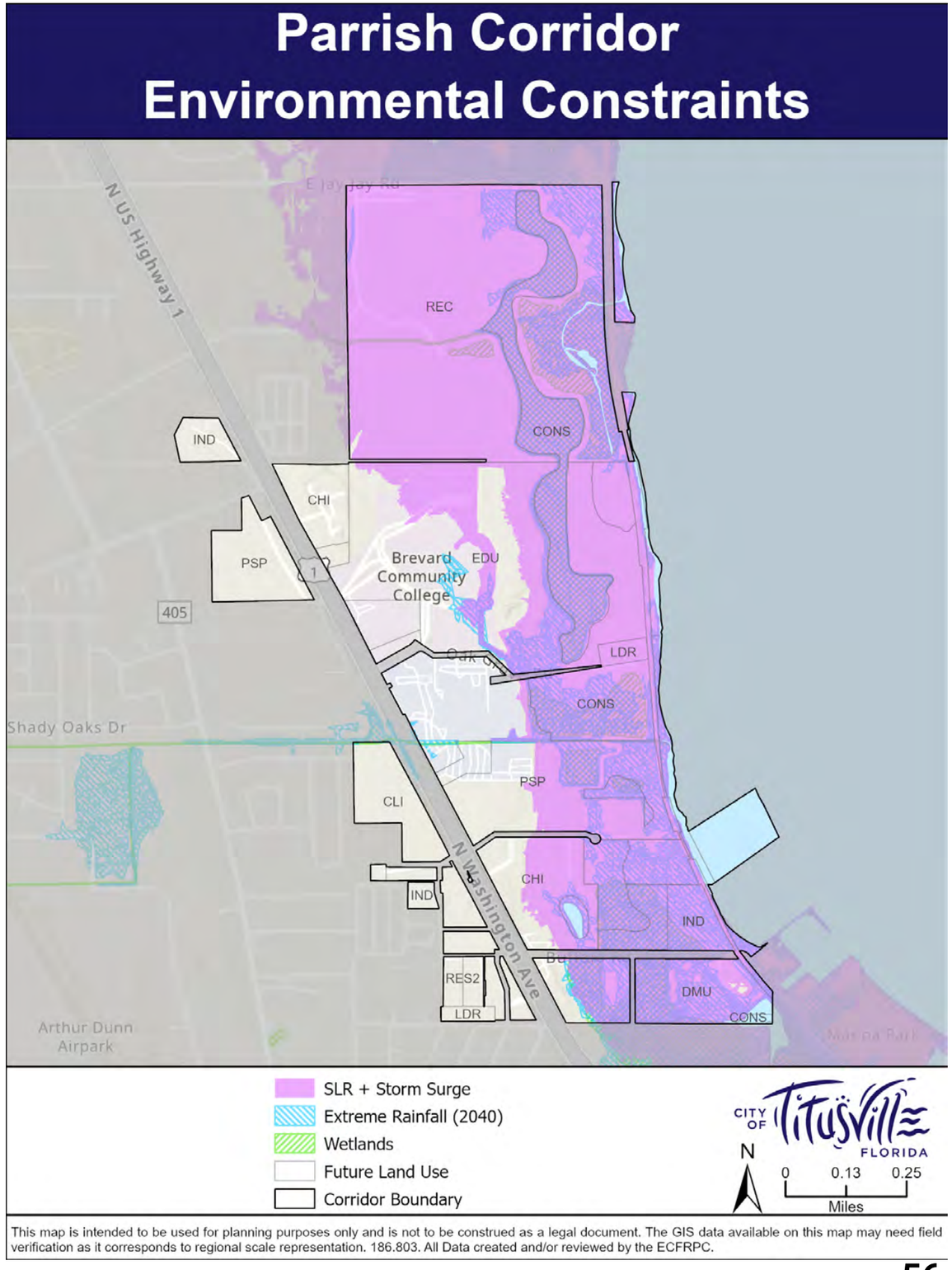
PARRISH BUSINESS CORRIDOR

Environmental Constraints

With the Parrish corridor being the medical hub for the City if Titusville, it is essential to understand the implications of environmental constraints in order to maintain the areas functionality. Wetlands encompass over 15% of the corridor, or 86 acres. Being situated near the coast, the corridor is heavily affected by sea-level rise and storm surge and extreme future rainfall, affecting 271.4 and 81.0 acres, respectively. Adaptation and mitigation efforts will be crucial for the sustainability of the Parrish corridor.

Important to note are many of the future land use designations that intersect these environmental constraints. Recreation and conservation designations in the northern section of the corridor at these intersections will minimize the impacts on the corridor.

Constraint	Coverage	
	Acreage	Percent
Wetlands	86.3	16.6%
Extreme Rainfall	81	18.7%
SLR + Storm Surge	271.4	62.7%
Impervious Surface	93.8	18.1%



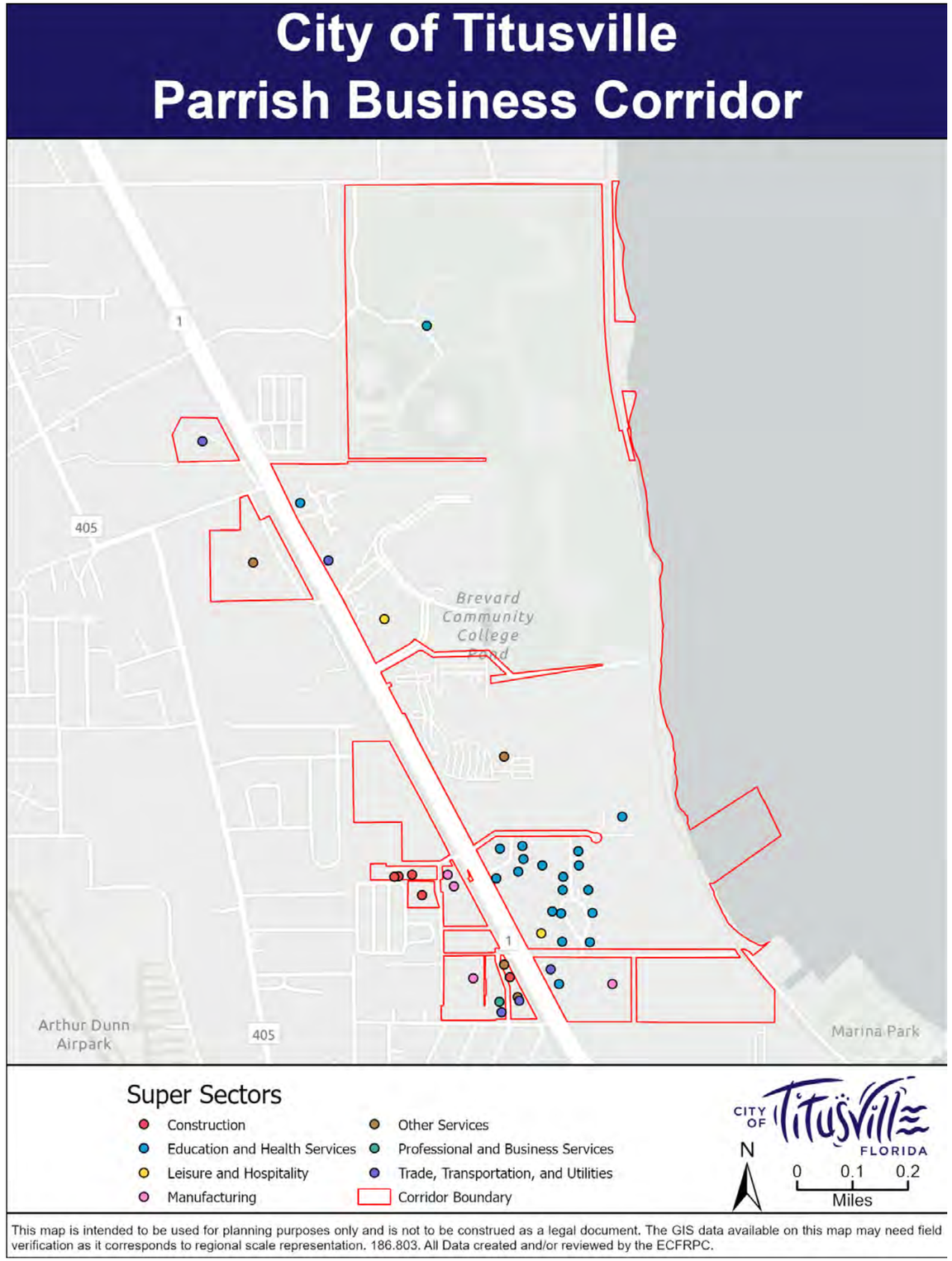
PROSPERITY

PARRISH BUSINESS CORRIDOR

Economic Vitality

The Parrish corridor is home to 754 employees distributed within 61 businesses. The dominant industry is Health Care because Parrish Medical Center and other medical offices are situated here. The average business age is 14 years, with the average business size being 12 employees. Only one percent of the businesses in this corridor are local, and 13 percent are traded. The corridor denotes an average sales of $1.3 million per year and a total sales volume of $83.2 million. Besides Parrish Medical Center, other large employers include Titusville Rehab and Nursing (180 employees), Bedrock Rehabilitation and Nursing Center at Vista Manor (150 employees), and Central Florida Communities Developmental Disabilities Services (100 employees).

Economic Vitality	
Total Number of Businesses	61
Average Business Age (Years)	14
Total Number of Employees	754
Business Size	12
Total Sales (Millions)	$83,222,689
Average Sales	$1,364,306
Dominant Industry	Health Care
Independent %	59%
Traded %	13%
Cluster Businesses	Two
Private investments (Millions)	TBD



PROSPERITY

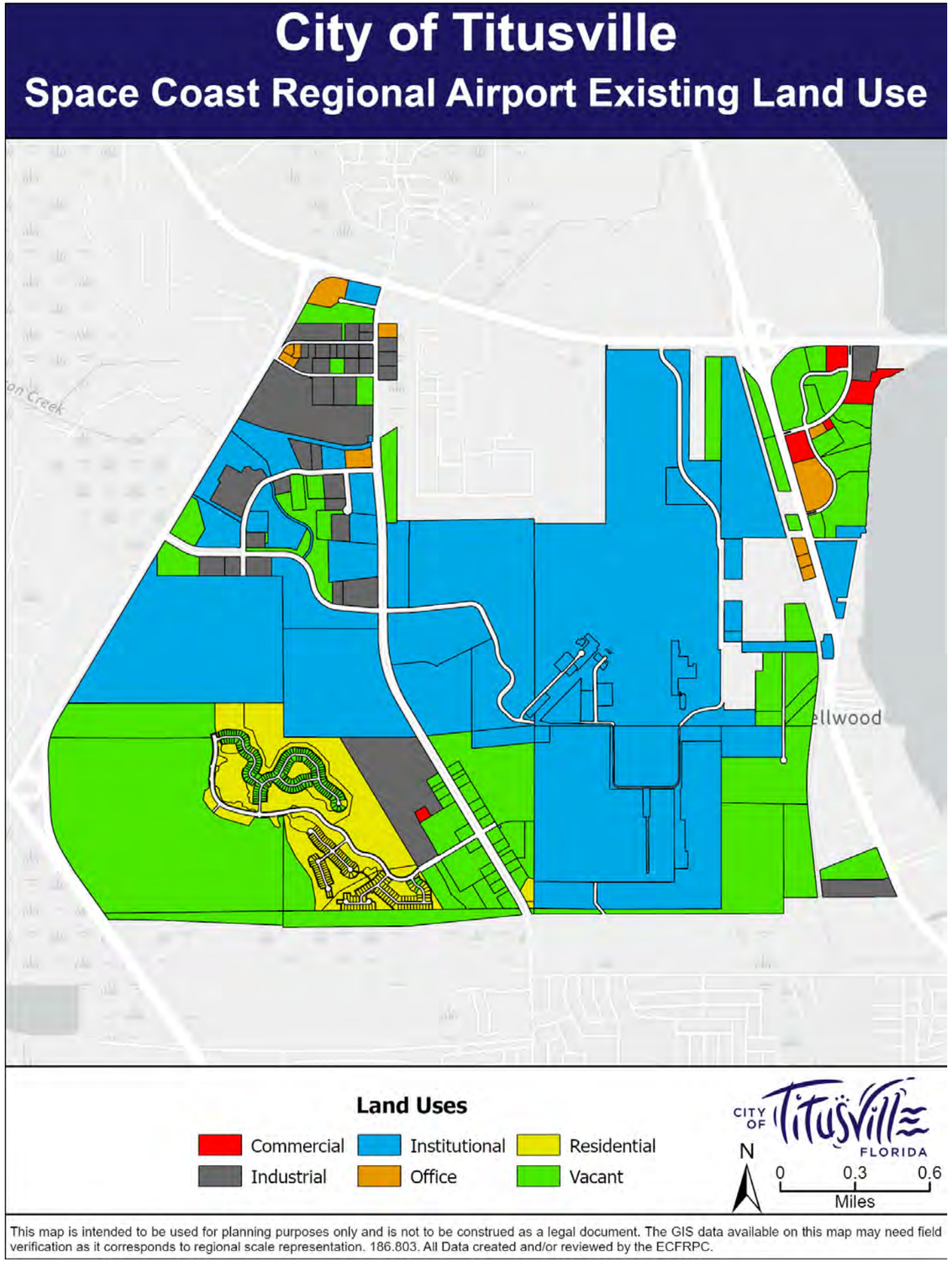
SPACE COAST BUSINESS CORRIDOR

The Space Coast Corridor is located on the south corner of Titusville's boundary. It is bounded by Challenger Memorial Parkway on the east and runs south along I-95 until it reaches the City's boundary. Columbia Blvd is located on the north side of the corridors and continues until the east side shore. The Space Coast Regional Airport is an anchor at the center of the corridor.

General Land Use Characteristics

The Space Coast Corridor has 600 parcels covering nearly 3,600 acres, making it the largest corridor business corridor in Titusville. The average size per parcel is 5.93 acres, which is the second highest average of all corridors. Additionally, over 47 percent of the corridor is currently vacant, the highest percentage of vacancy for all corridors. Another 35 percent of land is used for institutional purposes. Industrial land use accounts for 13 percent of the acreage. The total assessed value of the Space Coast corridor is $218 million, the highest of all corridors. The average assessed value per parcel is $364,890. The total taxable value of the Space Coast corridor is $176 million, with the average taxable value per parcel being $294,160.

Land Use Characteristics				
Land Use Classifications	**Parcel Count**	**Parcel %**	**Acreage**	**Acreage %**
Commercial	8	1.4%	23.4	0.7%
Industrial	36	6.2%	274.3	7.7%
Institutional	43	7.4%	1,892.7	53.3%
Office	11	1.9%	42.0	1.2%
Residential	234	40.3%	211.6	6.0%
Vacant	248	42.8%	1,106.6	31.2%
Total	580	100%	3550.5	100%



PROSPERITY

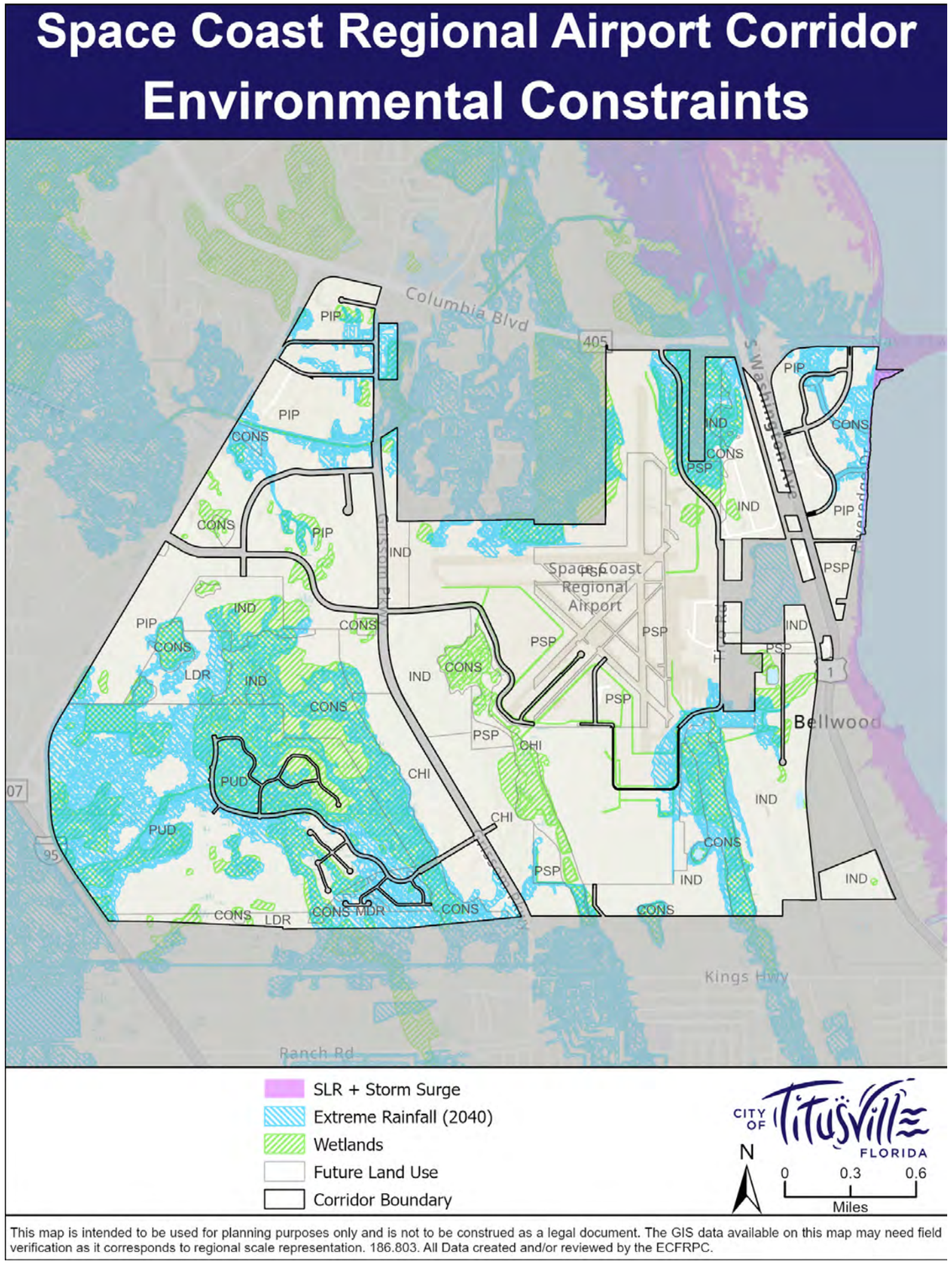
SPACE COAST BUSINESS CORRIDOR

Environmental Constraints

The largest business corridor and home to over 100 businesses, understanding the environmental constraints within the corridor is crucial. Wetlands cover nearly 800 acres of land within the corridor. Additionally, future extreme rainfall could affect more than 450 acres of land. Much of impact falls on the southwestern portion of the corridor. Sea-level rise and storm surge scarcely affect the corridor, impacting just over 6 acres of land, or 0.2% of the corridor.

Understanding these impacts will allow for better development and mitigation and adaption strategies in regard to flooding. Although encompassing over 300 acres of land, impervious surfaces only account for 9% of the corridor, limiting the impacts that these areas may have in worsening flooding conditions.

Constraint	Coverage	
	Acreage	Percent
Wetlands	790.2	22.5%
Extreme Rainfall	454.3	16.7%
SLR + Storm Surge	6.2	0.2%
Impervious Surface	316.4	9.0%



PROSPERITY

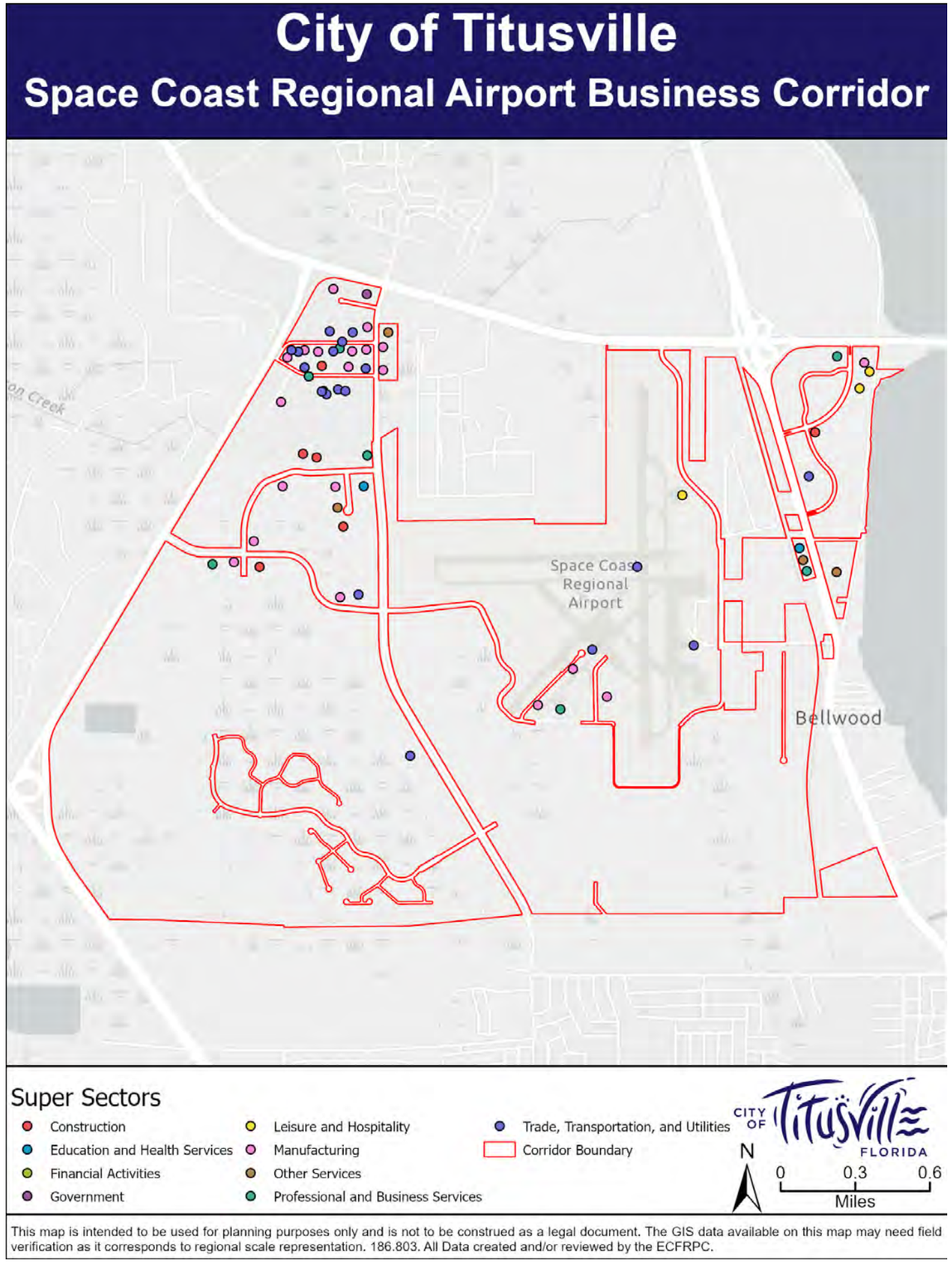
SPACE COAST BUSINESS CORRIDOR

Economic Vitality

The Space Coast corridor is a vital hub within Titusville, hosting 110 businesses that employ just over 3,750 people. Notably, 85 percent of these establishments are independent businesses, and 59 percent are traded or export businesses. The largest employer in the corridor is Knight Armament Company, a manufacturer of small arms, ordnance, and ordnance accessories, with 250 employees. Boeing Co. has 200 employees, and US Aviation Training Solutions has 150 employees. The dominance of manufacturing in the corridor is evident.

Businesses within the Space Coast corridor have an average age of 15 years. They collectively generate an estimated $525 million in annual sales volume, with the average business producing $4.6 million in sales. This corridor stands out within Titusville because it possess the highest total annual sales and average sales per business.

Economic Vitality	
Total Number of Businesses	110
Average Business Age (Years)	15
Total Number of Employees	3,767
Business Size	34
Total Sales (Millions)	$476,997,724
Average Sales	$4,336,342
Dominant Industry	Manufacturing
Independent %	85%
Traded %	59%
Cluster Businesses	35
Private investments (Millions)	



PROSPERITY

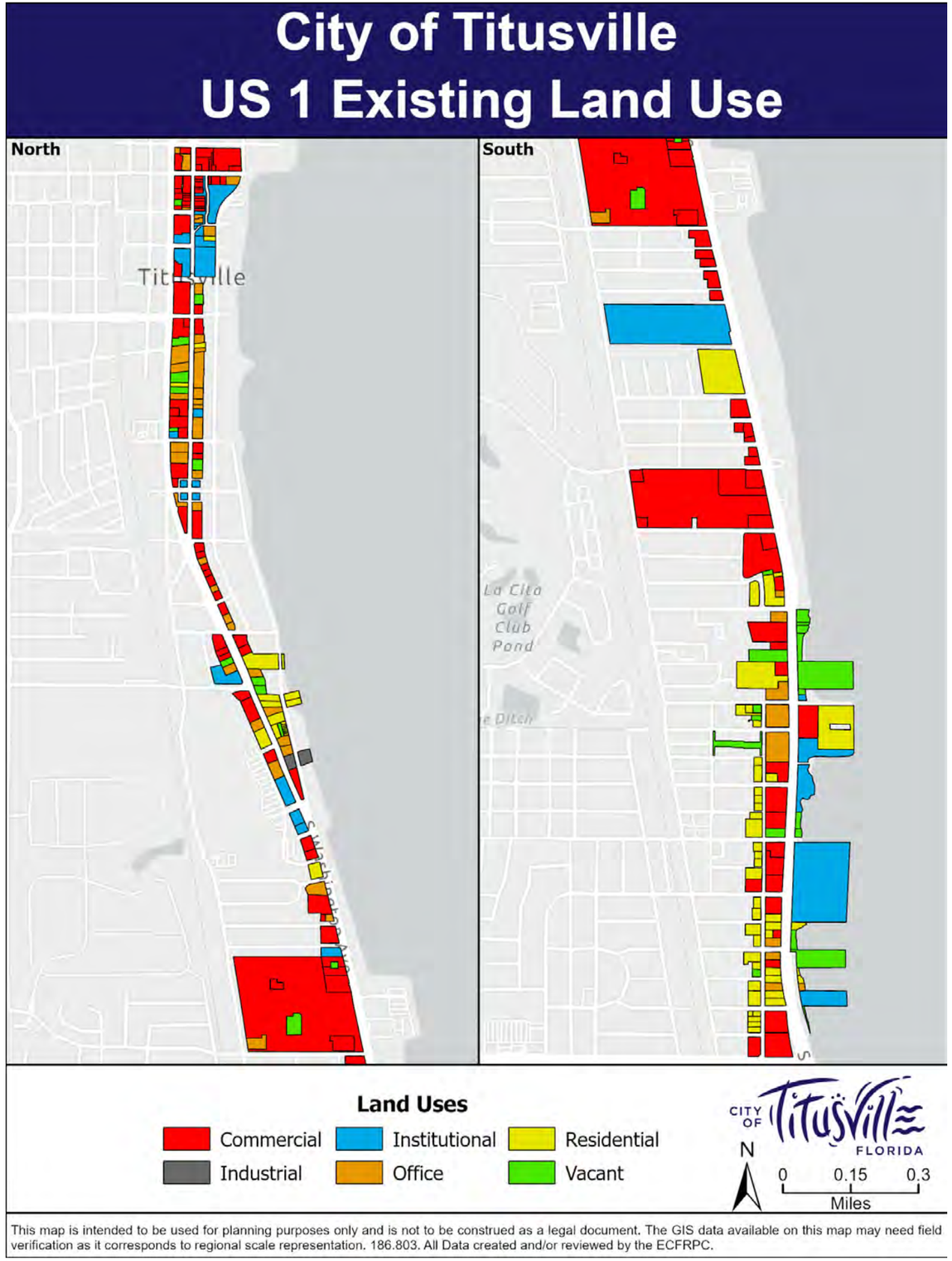
U.S. 1 BUSINESS CORRIDOR

The U.S. 1 corridor is a slim but lengthy corridor encompassing a section of S Washington Avenue, which runs parallel to the coastline of the Indian River. The corridor's boundary begins at Broad Street in the north and ends on Birch St. in the south. The coastline of the Indian River runs through the east, and various commercial and residential side roads delimit the west portion of the boundary.

General Land Use Characteristics

The U.S. 1 corridor contains 403 parcels with a calculated total acreage of 238.2. It is calculated that 24 percent of U.S. 1's acreage is vacant. About 27.3 percent of the corridor is used for commercial purposes, 0.2 percent for industrial purposes (one small parcel that sits next to the Indian River coastline), and 12.2 percent for office purposes. Residential zoning is the most prominent usage in this corridor, at 48.1 percent, but only at 41.1 acres due to the small lot sizes. The second largest usage, commercial, comes to 109.3 acres total.

Land Use Characteristics				
Land Use Classifications	Parcel Count	Parcel %	Acreage	Acreage %
Commercial	110	27.3%	109.3	45.9%
Industrial	1	0.2%	1.2	0.5%
Institutional	25	6.2%	54.1	22.7%
Office	49	12.2%	20.8	8.7%
Residential	194	48.1%	41.1	17.2%
Vacant	24	6%	11.6	4.9%
Total	403	100%	238.2	100%



PROSPERITY

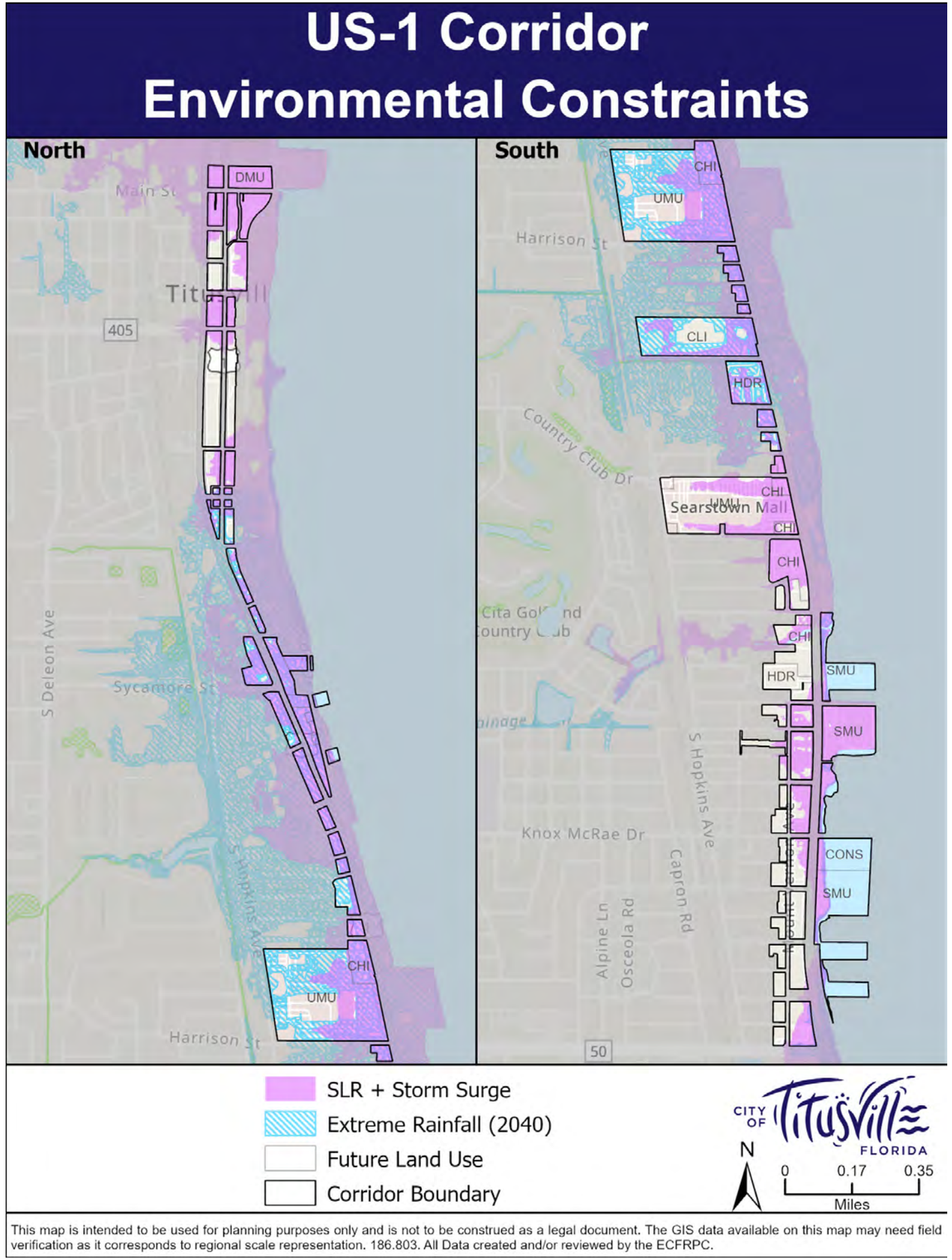
U.S. 1 BUSINESS CORRIDOR

Environmental Constraints

Situated adjacent to the coast, the U.S. 1 corridor is heavily affected by sea-level rise and storm surge, with over 134 acres affected, or 58% of the corridor. Future extreme rainfall affects 90 acres of land. With 133 acres of impervious surface, or 58% or the corridor, the flooding impacts from these two constraints will be augmented. Lastly, due to its proximity to the coast, the corridor does not encompass any wetlands.

With such an impact from sea-level rise and storm surge, mitigation and adaptation efforts will need to be incorporated into any redevelopment or development of this corridor. These efforts will be paramount in the corridor with the significant amount of commercial and residential uses.

Constraint	Coverage	
	Acreage	Percent
Wetlands	0.0	0.0%
Extreme Rainfall	89.6	39.1%
SLR + Storm Surge	134.0	58.4%
Impervious Surface	133.0	58.0%



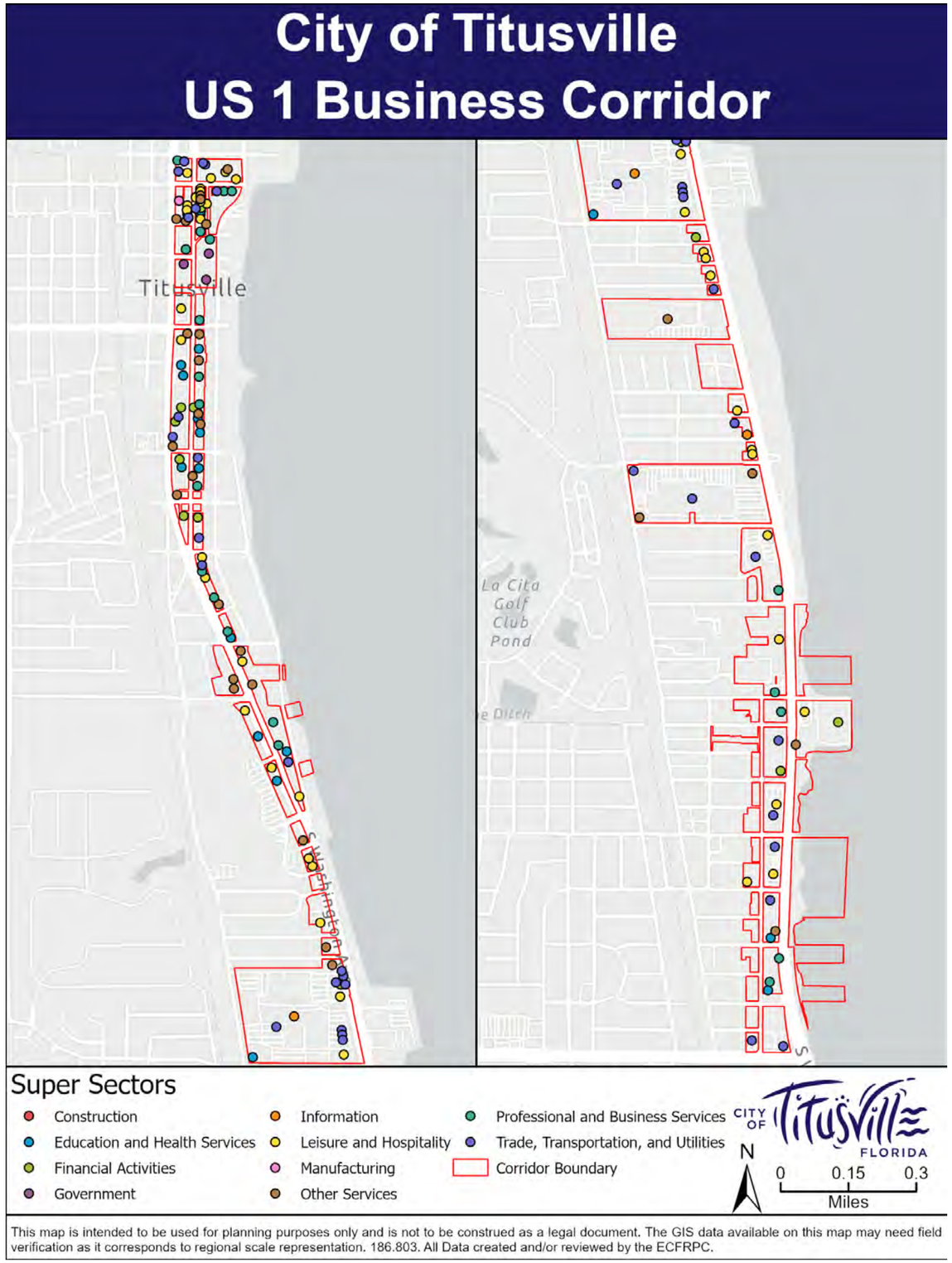
PROSPERITY

U.S. 1 BUSINESS CORRIDOR

Economic Vitality

The U.S. 1 corridor is home to just over 3,120 employees distributed within 252 businesses. The average business age is 16 years, with the average business size being 12 employees. Sixty-one percent of the businesses within this corridor are local, and three percent belong to traded industries. The average sales per establishment is $1.6 million with the estimated total sales volume for the corridor being almost $418.9 million. The dominant industry is Personal Services. The largest employer is MEDFAST Urgent Care Center with an estimated 189 employees. The Titusville Police Substation, located at 425 S. Washington Avenue, is the second largest employer (100 workers), followed by Broom Hildy of Brevard Cleaning Services (98 employees).

Economic Vitality	
Total Number of Businesses	253
Average Business Age (Years)	16
Total Number of Employees	3,127
Business Size	12
Total Sales (Millions)	$419,413,498
Average Sales	$1,657,760
Dominant Industry	Personal Services
Independent %	61%
Traded %	3%
Cluster Businesses	7
Private investments (Millions)	TBD



SWOTT ANALYSIS

SWOTT ANALYSIS

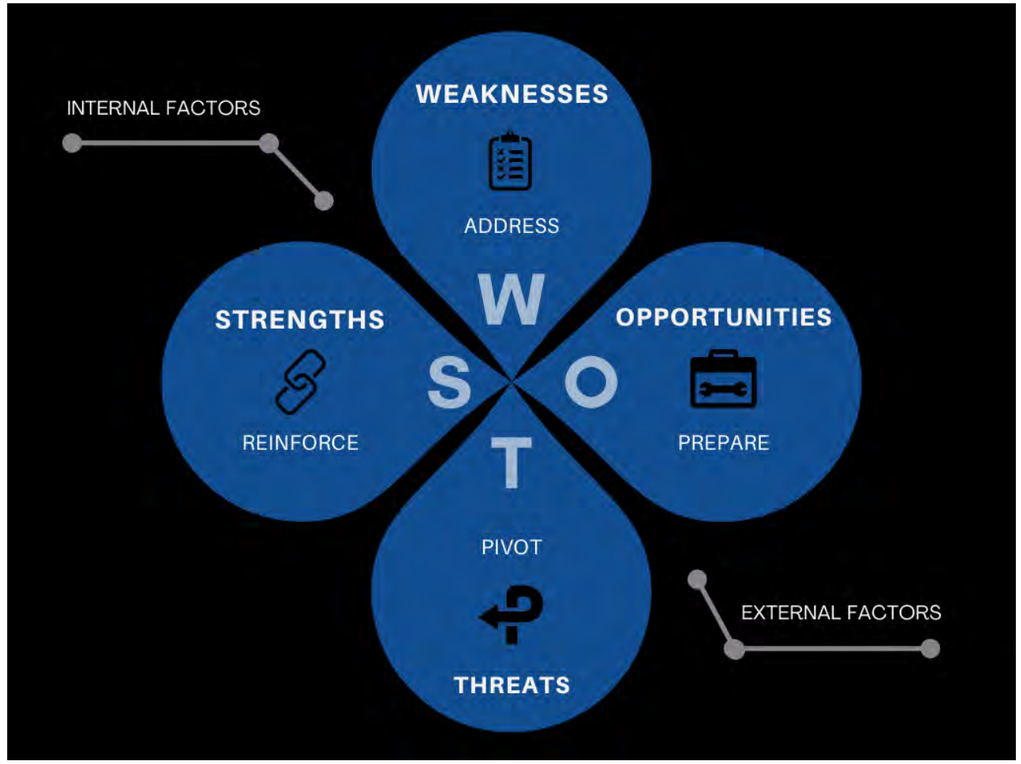
This section of the report aims to highlight and expand on some of the most significant findings of the Existing Conditions Analysis. SWOTT is an acronym that stands for a process used to identify the community's strengths, weaknesses, opportunities, threats, and any trends influencing Titusville's economic performance. The City's strengths and weaknesses are based on internal factors that can be principally addressed at the local level. Some examples of these internal factors include the available workforce, land use distribution, and allocation of budget and resources. On the other hand, the opportunities and threats are driven by external forces that the community cannot control. These include the national business cycle, corporate restructuring decisions, and economic globalization. Finally, to help the City of Titusville better adapt to these external factors, this analysis also identifies several trends that could impact the City's economic competitiveness in the future.

To supplement and provide more context to the findings of the Existing Conditions Analysis, the ECFRPC and City officials hosted three focus group sessions with different community stakeholders. These included institutional/ government officials, business leaders, and community groups. These participants provided very important feedback and insights that were incorporated into the project.

The ECFRPC used the results of the SWOTT analysis to develop the final set of economic strategies for the City's economic development plan. To improve the City's economic development prospects, Titusville officials should focus their efforts on activities that REINFORCE the City's current strengths and ADDRESS the weaknesses affecting its competitiveness. At the same time, Titusville needs to PREPARE for any opportunities that might become available because of national trends and develop activities to help the City PIVOT from any threats.









PEOPLE

PEOPLE

STRENGTHS

Based on the findings of the Existing Conditions Analysis, the ECFRPC identified that the City of Titusville has two main strengths within the PEOPLE Pillar. There is a strong match between the number of jobs available and the workforce's education attainment. The stakeholder conversations also showed that the public and private sectors have developed strong career pathways for residents interested in high-demand occupations. This section discusses the importance of these strengths in more detail and includes some national industry trends that could affect the long-term success of the City's primary industries.



Jobs Skills Match

One important part of local workforce development planning is assessing whether there is a strong link between the jobs available in the community and the skills of its residents. Based on the existing conditions analysis findings, the ECFRPC thinks there is a positive job/skills match in the City of Titusville. This conclusion is based on three main factors: educational attainment, occupational structure, and commuting patterns.

According to the U.S. Census, about 22 percent of Titusville's residents over 25 have some college but no degree. This category includes people with various technical short-term credentials that take less than one year to complete. According to the Lumina Foundation, these professional certifications are usually tailored to specific industry needs and lead to meaningful employment opportunities in fields such as health care, education, and government. Based on conversations with business stakeholders, this type of certificate is also predominant in manufacturing. According to the Census Bureau, short-term certifications are often characterized as "stackable," meaning new credentials can build on previous skills attained at a lower level. For example, entry-level employees can continue to attain new skills while advancing with their employer.

Using JobsEQ, the ECFRPC identified ten occupations that only require a high school diploma and moderate on-the-job training. While together these professions represent less than three percent of all Titusville jobs; these workers play an important role in staffing several manufacturing clusters identified in this study including Aviation/ Aerospace and Water Craft industry clusters. These are also well-paid jobs. The wages paid by these occupations equal between 61% and 84% of the mean wages paid by all City jobs in Titusville. The annual growth rate for these occupations is often similar to or higher than the growth for all occupations within the City.

The availability of good-paying entry-level positions seems to have created a market where most residents do not need to travel outside the City for jobs with quality wages. Currently, 51 percent of the City's residents work with the City of Titusville. Other cities within the County with a concentration of high-tech jobs, such as Cocoa and Palm Bay, do not have

such a high retention rate. This finding supports the idea that Titusville residents seem to be well-matched to the jobs available in the community.

The business and community leaders focus group attendees agreed to this assertion during their respective meetings. Participants expressed that large companies such as Boeing and Blue Origin provide in-house training for general mechanics and aviation/aerospace technicians. Apprenticeship programs are also available for people who want to work in the construction trades. One issue mentioned by focus group participants is that the high demand for technicians leads to cannibalization between the different employers and industry sectors. While this competition is positive for employees, it can also be very challenging for employers that need a stable workforce. When asked how many of them were having problems recruiting employees, all the participants of the business focus group raised their hands. The competition is especially fierce for entry-level technicians. To fill these vacant positions, companies have to look for prospective employees in Orlando, nationally and internationally.

Strong Career Pathways

According to the Urban Institute, a career pathway is a series of consecutive education and training steps that individuals can take to earn industry-aligned skills and advance in their particular fields. Rather than focusing on just getting a particular job, trainees are taught a path that promotes their career advancement. Based on the findings of the focus groups, it would be safe to assume that one of the reasons why Titusville has a competitive technical workforce is the presence of strong career pathways programs. These initiatives involve multiple partners, including Brevard Public Schools, East Central Florida College, and large employers.

Occupation	Jobs	Mean Wages	Ann % Growth	Cluster
Motorboat Mechanics and Service Technicians	16	$54,100	1.6%	Watercraft
Electrical, Electronic, and Electromechanical Equipment Assemblers, Except Coil Winders, Tapers, and Finishers	65	$42,900	1.5%	Aviation/Aerospace
Fiberglass Laminators and Fabricators	65	$40,800	1.4%	Watercraft
Team Assemblers	119	$39,500	1.1%	Aviation/Aerospace and Watercraft
Assemblers and Fabricators, All Other	22	$39,500	1.1%	Aviation/Aerospace
Machinists	45	$55,000	1.3%	Aviation/Aerospace and Watercraft
Multiple Machine Tool Setters, Operators, and Tenders, Metal and Plastic	14	$41,200	1.4%	Aviation/Aerospace
Welders, Cutters, Solderers, and Brazers	55	$51,200	1.2%	Aviation/Aerospace and Watercraft
Inspectors, Testers, Sorters, Samplers, and Weighers	53	$54,300	0.5%	Aviation/Aerospace and Watercraft
Computer Numerically Controlled Tool Operators	23	$50,200	0.2%	Aviation/Aerospace and Watercraft

Sources: JobsEQ, ECFRPC Analysis

PEOPLE

Brevard Public Schools has a very strong Career and Technical Education Program that offers courses in over 55 different fields of study. These include several occupational fields closely aligned with some of the City's clusters including Advanced Manufacturing, Applied Engineering Technology, Aviation Assembly and Fabrication, Maritime Technology, Outboard Marine Service Technology, and Welding, among others. While not all these programs are offered at every school, Brevard is a school choice county which allows students to pick their preferred campus based on their interests. The only challenge for most students is transportation.

One of Titusville's anchor institutions, Eastern Florida State College, has three other campuses located in Cocoa, Melbourne, and Palm Bay. The College offers a variety of credit certificates that allow students to earn entry-level employment or continue towards an associate's degree. Some applicable programs include Aerospace Technician, Applied Technology Specialist, CNC Machinist, Composite Fabrication and Testing, and Engineering Technology Support Specialist. These programs take between 16 and 43 credit hours to complete. Besides these course programs, the College offers a variety of Career Technical Certificates that support the City's clusters, including Aviation Airframe Mechanic, Aviation Powerplant Mechanic, and Welding Technology. These programs are based on clock or contact hours spent in class rather than earning academic credits. These three programs require a little more than 1,000 hours of engagement.

A challenge for prospective Titusville students is that most of these educational programs are taught in other campuses which poses a problem for those that lack reliable transportation. However, this need should be ameliorated with the opening of the new Aerospace Center for Excellence in the Titusville campus. This new facility will serve students interested in the aviation/aerospace and advanced manufacturing fields. The repurposed building will include four specialized labs in electronics, metal fabrication, fluids, and composites. Another situation cited by educational leaders was that the private sector was hiring most of the teachers.

Finally, private companies are also leaders in offering vocational training and educational opportunities for their employees. These includes several large aerospace companies such as Boeing, Blue Origin, and Lockheed Martin. During the second focus group, regional business leaders stated that there are several programs available. However, the companies feel that they need more support from elected officials and education leaders for these programs to function properly.



PEOPLE

They cited a lack of awareness and excitement from the younger generation regarding the career opportunities available in their sectors. These are important issues as there is a high demand for new trainees. One of the participants estimated that there could be between six and seven thousand new positions available within the region because of the retirement of the baby boomer generation. Another attendee expressed that there is also a need to convince parents that manufacturing offers viable long-term jobs.

Several focus group attendees recognized that the private sector can take the lead in bridging this information gap. One of the companies established the first dual enrollment program with an apprenticeship model. Another participant hosted Bayside High School students at the company's facility to show them the type of jobs available. Another company hosts an electrical course funded by the State of Florida. The company has had success reaching out to people working on other fields such as construction and fast-food restaurants and transitioning them to manufacturing. These types of efforts and engagement will remain crucial to attract and retain new employees to support the growth of these high technology industries.

PEOPLE

WEAKNESSES

Based on the findings of the Existing Conditions Analysis, the ECFRPC identified the City's low labor force participation rate as a weakness in the People Pillar. This is an interesting finding. According to the U.S. Census, Titusville has a much younger population than Brevard County. This shows in both the higher percentage of people that are currently of working age (20 -64) and the lower median age of the population. However, having a younger population has not translated into having more willing workers. Titusville's labor force participation rate is about one percent lower than Brevard County. Both jurisdictions have much lower participation rates than the nation which currently stands at 62.6%.

This finding is confusing for many reasons. For one—as previously discussed in the strengths section-companies are competing fiercely to fill high technology positions in Titusville and the nearby area. Moreover, these are high wage jobs that do not require a high level of education. When facilitating the first focus group, the ECFRPC asked participants if they could explain this workforce participation gap. Based on their reaction, it seems that most attendees were unaware of this problem. One of the participants stated that the gap could be due to several factors including the "gig" economy, the popularity of social media influencers, and people living from investments rather than work. While these might be plausible reasons, there doesn't seem to be any local answers to address this problem. Another participant stated that the School Board does not have a system to track where 50-55% of the County's high school graduates ended up after completing their studies. This section of the report intends to provide more context and identify solutions to address the low participation rate within the City of Titusville.

Titusville's People Weaknesses

Low Labor Force Participation

Labor Force Characteristics

Indicator	Titusville	Brevard	National
Working Age Population (%)	55.1	55.9	42.7
Median Age	44	47	39
Participation Rate (%)	54.9	56	62.6

Sources: U.S. Census Bureau, Bureau of Labor Statistics

PEOPLE

In 2017, the Brookings Institute published its Meet the Out-of-Work report, which among many other things, segments this population into different subgroups. This effort recognizes that there is no one size fits all strategy when trying to assist this population. It also distills some of this information by county in an online portal. According to the study, at that time Brevard County had 45,470 people out of the labor force which is just over 16 percent of the working age population. The predominant segment is the Less Educated Prime Age People which comprised 45.6 percent of the out-of-work population (20,743 people). This population is overwhelmingly White, and has no post-graduate education, with a large percentage of them never completing a High School Diploma. Almost 60 percent of them are between the ages of 45-64. According to the study, most of the people from this cohort show moderate levels of interest in work with only 28 percent of them actively looking for work. Another 24 percent of the county's out-of-work population is the motivated and moderately educated younger people. Nationally, this group has the highest rates of people looking for work and school enrollment. Most of them are non-traditional students looking for work. In Brevard County, this subgroup also includes a large cohort of mature workers (39.8 percent). The next two subgroups are older people that are either moderately or highly educated. These segments represent 13.9 percent and 12.9 percent of the out-of-work population respectively. These two groups tend to be wealthier which reduces their interest in finding work. Some of these people maybe not be working because they are going through a life transition (pre-retirement, disability, or caregiving). In the case of wealthier households, the workers are probably new Florida residents.

An important part of this discussion is understanding how these trends specifically reflect on the City of Titusville. In 2023, the U.S. Economic Development Administration released the Recompete Pilot Program which

Out-of-work Population In Brevard County

Out-of-Work Total	Out-of-Work Share
45,470	16.1%

Groups	Total Population	Predominant Age Cohort	Educational Attainment
Less Educated Prime Age	20,743	45-54	High School Diploma
Motivated and Moderately Educated	10,995	45-54	Some College
Moderately Educated	6,299	55-64	Some College
Highly Educated	7,433	55-64	Bachelor's Degree

Source: https://www.brookings.edu/articles/meet-the-out-of-work/#jurisdiction-data

PEOPLE

targeted areas where prime age (25-54) employment trailed the national average. This was referred to as the prime age employment gap (PAEG). During the application effort, the ECFRPC helped the City to identify different Census Tracts that could be targeted for this initiative. The team identified eight tracts where the PAEG was over five percent. The total population of these areas is 27,439 with an average age of 46.1 years old. According to Census data, most of the population in these tracts is White Non-Hispanic with no college education/certification. Based on these demographic characteristics, the ECFRPC infers that most of these individuals where formerly employed by the "shuttle" program and have remained out of the workforce because they have been unable to upskill for the new aerospace industry. However, the team was not able to confirm this assumption with local stakeholders. Thus, it would be recommended that the City of Titusville partner with local workforce development partners to survey these communities in more detail.

Census Tract	Population 25-54	% White Non-Hispanic	% w/o Post HS Degree	Median Age	PAEG
607	2,880	29%	86.9	35.7	27.7
603.01	2,306	64%	73.7	46.3	20.6
714.01	1,379	84%	53.8	54.6	13.4
612.02	3,374	85%	52.4	53.5	6.6
605	5,192	80%	62.8	48.2	6.5
603.02	2,657	94%	80.3	55.7	5.8
714.02	2,001	73%	67.1	30.4	5.7
612.01	7,650	71%	55.7	44.5	5.4

Sources: American Community Survey, EDA, Staff Calculations

An exception to these demographic trends is Census Tract 607. Here most of the population is comprised of people of color and the median age is much lower than in the other tracts. According to the federal government, this part of the City also had the highest employment gap within the City (27.7). Not surprisingly, these neighborhoods were also targeted as a priority area by Titusville's Neighborhood Services Department. The City developed a Neighborhood Revitalization Strategy Area (NRSA) plan that seeks to create more economic opportunities for the area's residents. Being designated as a Tier 1 NRSA, the area will be prioritized to receive Community Development Block Grant funding for a variety of services including job search and training, infrastructure and beautification improvements, crime prevention, and housing. This presents an opportunity for the City to align its capital and human resource projects with its economic development priorities.



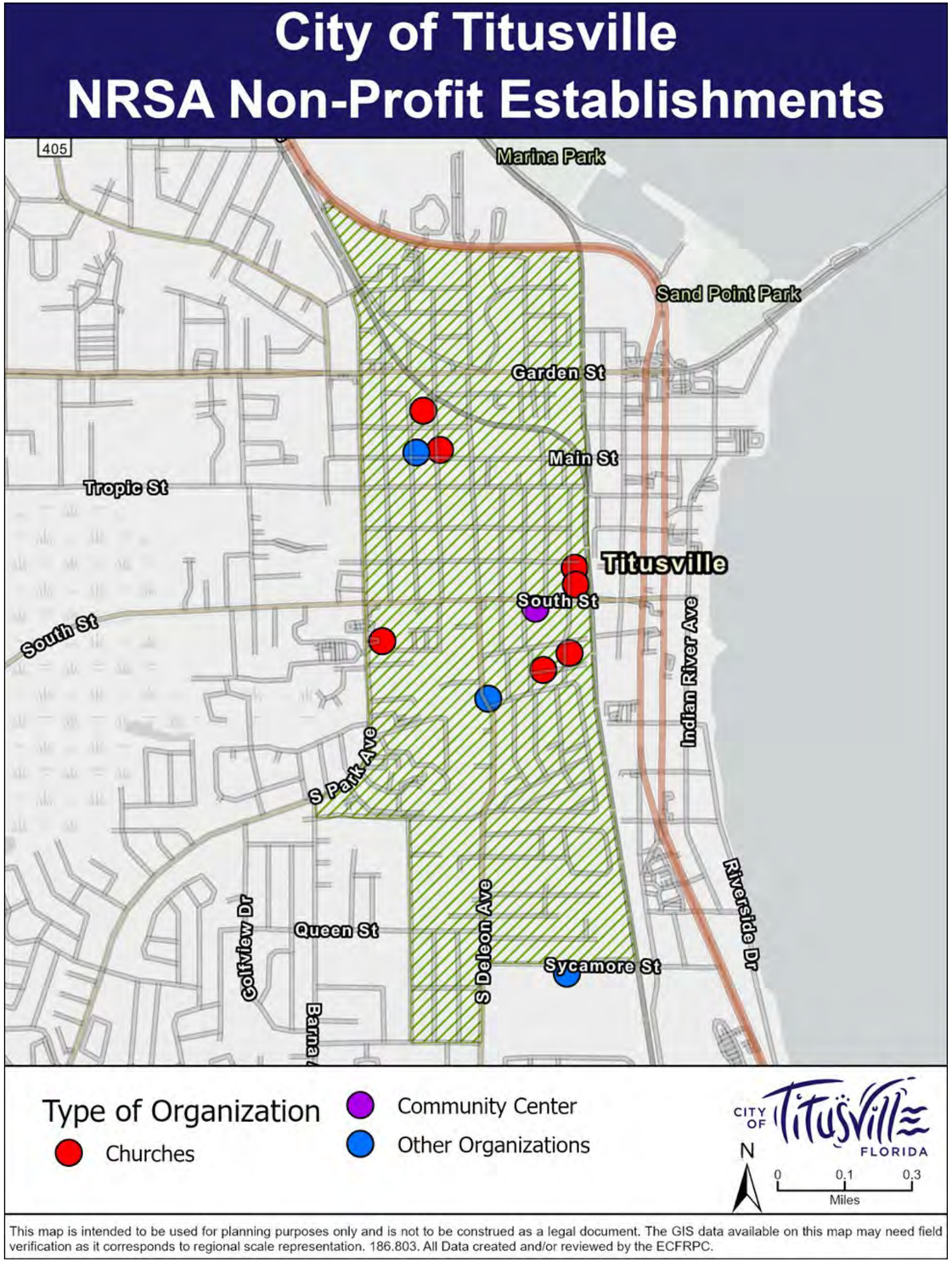
Downtown Titusville. | Source: ECFRPC, 2024.

PEOPLE

Another goal of the NRSA plan is to develop strong partnerships with local stakeholders to deliver programs and services to the community. Institutions with a local presence such as churches, social service providers, and other non-profit organizations have the most direct contact with community residents and thus can be an important resource. The ECFRPC identified 11 of such institutions located within or in the vicinity of Census Tract 607.

Moreover, this type of partnership can be an important conduit for workforce development. One example of this type of collaboration is Jobs Partnership Florida in the Orlando area. For over twenty-years this non-profit organization has been successfully upskilling unemployed and underemployed individuals and moving them towards full-time career path opportunities that increase their social mobility. Its 12-week LifeWorks Program helps participants to identify and move beyond their employment barriers, learn soft and career planning skills, and connect them to educational and job opportunities.

Besides this type of program, the Brookings study recommends a variety of interventions to assist people out of the workforce. These include bridge programs that integrate basic education and skills training; transitional jobs that offer short term, subsidized employment; the establishment of social enterprises that operate mission-driven businesses, and apprenticeship programs that offer an “earn and learn” approach.



PEOPLE

OPPORTUNITIES

This is an exciting time to be part of the Space Coast region, as the new space economy will bring additional opportunities to the area. According to the Space Foundation, several sectors within the American space workforce grew by 18 percent within the last five years. This increase in demand is driven by many factors, including strong U.S. federal spending on civil and military state programs and a 48 percent increase in the number of planned spaceports globally over a four-year period. To benefit from this momentum, Titusville needs to focus on preparing its workforce for jobs in the space technology industry. These involve working with a vast array of fields, including satellites, spacecraft, and other ground-based equipment that assists with rocket launches and telecommunications, among others.

The participants from the business focus group agreed that the City of Titusville and the north Brevard area's workforce is well positioned to benefit from this surging industry. To verify this assertion, the ECFRPC compared the concentration of high-value occupations within the Space Research and Technology industry for Titusville and other geographies. This analysis focused specifically on the most dominant occupations that also require at least a bachelor's degree. The ECFRPC found that Titusville has a higher proportion of workers within these occupations when compared to Brevard County and the nation. The only exception here is physical scientists.

While these are promising numbers, focus group participants stated that there is a high need for entry-level engineers. While there are existing public-private partnerships to prepare high school students for STEM careers, stakeholders would like more support from Brevard County and the state to expand the existing training pipeline for high schoolers.

Titusville's People Opportunities



Occupation	Titusville		Brevard County		United States	
	Total Positions	Pct Total	Total Positions	Pct Total	Total Positions	Pct Total
Aerospace Engineers	12	27	479	23	4,637	25
Engineers, All Other	8	17	308	15	2,447	13
Electronics Engineers, Except Computer	4	9	165	8	1,337	7
Compliance Officers	2	5	89	4	511	3
Physical Scientists, All Other	1	3	51	2	708	4

Source: JobsEQ, ECFRPC Analysis

PEOPLE

THREATS

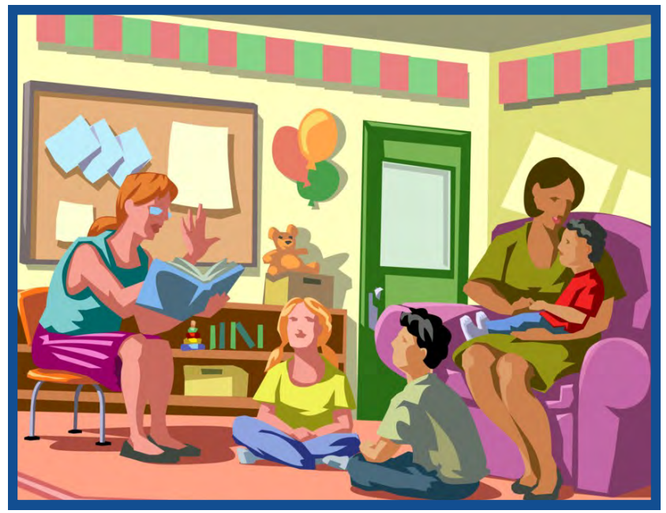
During the first focus group, several community leaders expressed that the cost and access to child care was a barrier for most women to join the labor force. The lack of access to child care has become a socioeconomic national problem, but it can harm communities struggling with labor force participation, such as Titusville.

The nation's early care and education system comprises thousands of small businesses that care for and educate children between the ages of 0 and 4. While critical to the well-being of children and parents, the childcare system is underappreciated and often described as a broken market. Even though families often spend upwards of 25 percent of their income to pay for childcare services, these facilities are typically underfunded. This is reflected in the low wages paid to childcare workers and teachers, which has created a high turnover rate. A recent economic impact study developed by the ECFRPC for the Seminole County Early Learning Coalition estimated that almost 26,000 workers within the County were dependent (directly and indirectly) on the private childcare system.

The American Community Survey (2019-2023) estimates that Titusville has just under 2,500 preschool children distributed among just over 1,600 families (single and two-parent). The ECFRPC estimates that 78 percent of these households are very dependent on childcare services. This represents a total of about a thousand workers that could be affected if childcare is unavailable. Based on the corridor analysis, the ECFRPC identified 15 early childcare facilities and three schools that only provided voluntary pre-kindergarten.



Because the availability of childcare can serve as a barrier to employment, it would be a good idea for Titusville to proactively coordinate with the Early Learning Coalition of Brevard County to make sure that these facilities have enough capacity to serve these children. Another approach would be to facilitate the establishment of these facilities by examining the City's zoning and land use regulations. Finally, the City could advocate with other stakeholders to get the necessary funds to make sure that these facilities are well funded at the state level.



Source: wannapik.com/31832



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PROSPERITY

STRENGHTS

As discussed, an industry cluster is an agglomeration of interrelated establishments that export goods and services. The ECFRPC classifies cluster establishments based on two main roles. "Design/Manufacturing" establishments are directly involved in the research, development, and manufacturing of machinery and custom parts. "Support" businesses supply goods and services to these designs/manufacturers, such as raw materials, ancillary technologies, equipment repair, and other business services. Several industry clusters have a strong presence in Titusville and its vicinity. These are Aviation/Aerospace, Watercraft, and Telecommunications, and Chillers. The following section discusses these industry clusters' major characteristics, potential growth, and other trends.

Aviation/Aerospace

According to Polaris Market Research (2022), the aviation/aerospace cluster is comprised of establishments involved in manufacturing aircraft and its components such as engines and propulsion systems. The ECFRPC identified ten such establishments within Titusville. These include six manufacturers, a wholesale company, and four technical service providers, such as computer programming, testing laboratories and consulting services. These establishments are spread across several corridors including Garden Street, Hopkins, I-95 Interchange, and the Space Coast Airport corridor. The ECFRPC estimates that 400 people in Titusville are employed by this cluster. Titusville’s aviation/aerospace establishments are part of larger cluster that includes 74 establishments within Brevard County, with Melbourne (28), Merritt Island (9) and Palm Bay (6) having the largest concentrations of businesses.



The aerospace industry is heavily influenced by government spending, particularly in defense. Large firms such as Lockheed Martin, Raytheon, and Boeing dominate the market, and they contract with government agencies like the Department of Defense and NASA. Recently renewed space exploration in the past decade has bolstered demand for space systems, including launch systems, space rockets, launch pads, and space vehicles. Increased orbital launches in 2023 and 2024, alongside programs like HALO and Artemis, have driven the space systems segment. Manufacturers primarily hold long-term contracts, creating stable revenue streams. New competitors like SpaceX and Northrop Grumman have secured significant contracts, breaking the longstanding dominance of Boeing-Lockheed’s United Launch Alliance.

Innovation is a major success driver, and significant research and development investments are required. Continuous investment in research and development also helps to ensure that their technologies are innovative and top-of-the-line, which helps them in the competition stage. Establishing and maintaining long-term working relationships with suppliers also helps build reliability and trust, which is crucial for maintaining production schedules and winning contracts.

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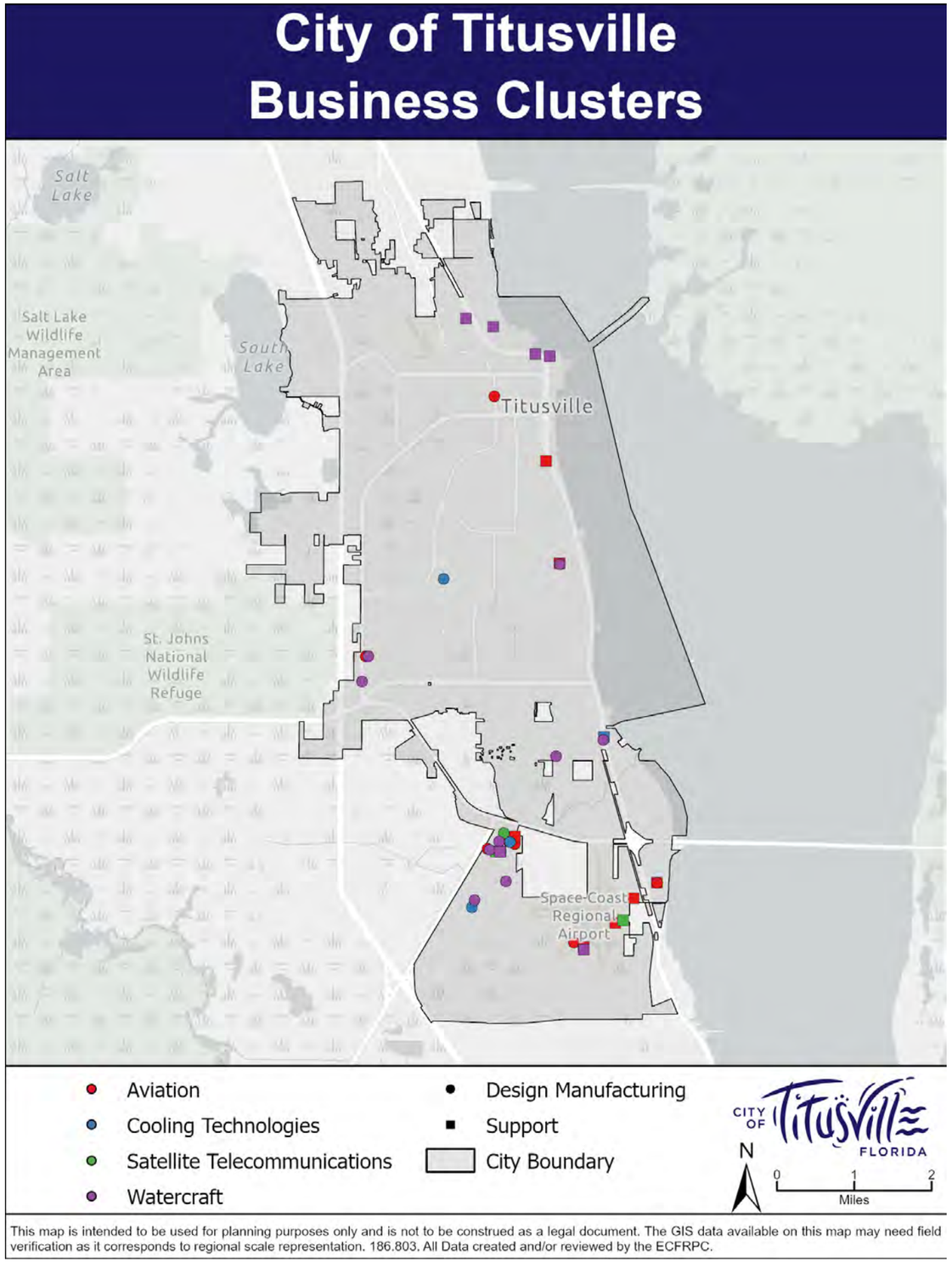
The industry faces intense competition for government contracts, especially with the aforementioned new players such as SpaceX creating innovative technologies in a short amount of time. But while competition in the field has been going well, supply chain issues can and have impacted profitability and corporate timelines. This includes spikes in input prices for materials such as aluminum, steel, and semiconductors. Regulations like the *Buy American Act* have also added to the complexity and volatility by limiting supplier options.

The industry is expected to grow at a compound annual growth rate (CAGR) of 2.3 percent from 2025 to 2030, reaching $47.1 billion by 2030. Key drivers include defense spending due to global tensions, the rapid development of commercial space activities, and ambitious NASA programs like the *Artemis* mission. At the state level, the industry's revenue is $1,830.3 million, making up 4.5 percent of the total revenue. The state also accounts for $368.8 million in wages (4.4% of total wages) and employs 2,759 individuals (4.4% of total employment).

The City of Titusville has been a big beneficiary of private investment in the aerospace industry. Draper, a nonprofit engineering company, is planning a six-acre high-tech aerospace and defense campus near U.S. 1 and State Road 405, with an extra floor of office and laboratory space. This world-class defense testing facility will encompass 50,000 square feet and cost $60 million. When it becomes operational in 2028, the new campus is expected to house 140 employees including engineers, technicians, and administrative staff. In addition to this space, the company is building a 100,000-square-foot warehouse—light industrial complex on 12 acres near Space Coast Regional Airport.



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Other large aerospace companies have also made critical investments that solidify Titusville's prominence in the aerospace sector. For example, Boeing relocated the headquarters of its Space and Launch Division from Arlington, VA to Titusville in 2019. Lockheed Martin recently announced that the company plans to add up to 300 jobs and build a $140 million and 225,000 square-foot advanced manufacturing facility to produce components for next-generation submarine-launch ballistic missiles. The new facility is programmed to open operations in 2027 to meet the Navy's production needs for the next 60 years.

Titusville should continue to capitalize on this potential growth by recruiting companies within the aviation/aerospace manufacturing sectors and related industries. According to IBISWorld, total wages for this sector have increased by 6.02 percent from 2023 to 2024 at the county level. Statewide, employment has grown by 3.2 percent over the past five years, placing Florida eighth in the nation for the most significant number of people employed in this sector. IBISWorld also forecasts that "over the five years to 2029, the industry is expected to grow at an annualized rate of 1.9 percent to $7.2 billion.



Above: Map showcasing the location of the existing and upcoming defense technology facilities, along with the proposed Draper development.

Below: Site plan concept of the Draper Testing Facility | Source: *North American Properties Leads Development of New High-tech Aerospace & Defense Campus In Titusville, Florida*. Press release, Florida Today.com. July 30, 2024



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Watercraft

The Watercraft cluster is comprised of establishments manufacturing a wide variety of water vessels and their parts or provide technology and repair services to the boating industry. This is East Central Florida's most diffused cluster, with Brevard County containing a total 61 establishments. Besides Titusville (12), there are also large concentrations of watercraft businesses in Cocoa (15), Melbourne (10), and Rockledge (5). The City's agglomeration includes one large boat builder, three in manufacturing and/or selling equipment and supplies parts, and three boat dealerships. These establishments are distributed through the City including the Garden Street, Hopkins, I-95, NASA Causeway, and the Space Coast Airport corridors. The ECFRPC estimates that these businesses employ between 85-90 workers.

The watercraft industry is characterized by a moderate level of concentration with many small, independently owned companies comprising most of this market. Companies often operate in specific niches offering custom-built products and the diversification of services and product offerings. However, there has been significant consolidation as larger companies seek to increase their total market share. This trend is expected to continue through 2028. According to IBIS World, the State of Florida remains a leader in the boating industry accounting for 18.4 percent of manufacturing employment and 17.8 percent of boat dealership/repair jobs nationally. The state also leads that nation in revenue generation and number of establishments.

The biggest challenge with recruiting new watercraft companies in the near term is current economic conditions. While the aviation/aerospace sector is driven by government spending, the watercraft sector is heavily influenced by the state of the economy, particularly the level of disposable income among consumers. Tariffs and rising oil prices and interest rates have caused the sector to become stagnant, with low volatility and revenue growth. The number of employees in the *Boat Dealership and Repair* industry is expected to grow modestly. From 2025 to 2030, there will be an increase of 0.6% per year, reaching 86,408 employees by 2031. Job trends are more encouraging for the boat building industry. It is projected to see growth from 46,226 employees in 2024 to 50,363 by 2029. This represents a compound annual growth rate (CAGR) of 1.7%. With Titusville's strategic proximity to various related industry clusters (aerospace and general manufacturing) and the Indian River Lagoon, the city can attract more companies that build and repair leisure and small watercraft, which Floridians tend to enjoy in the open waters.



Running Headlong into Incredible Beauty on the St Johns River | Source: Titusville Chamber of Commerce.

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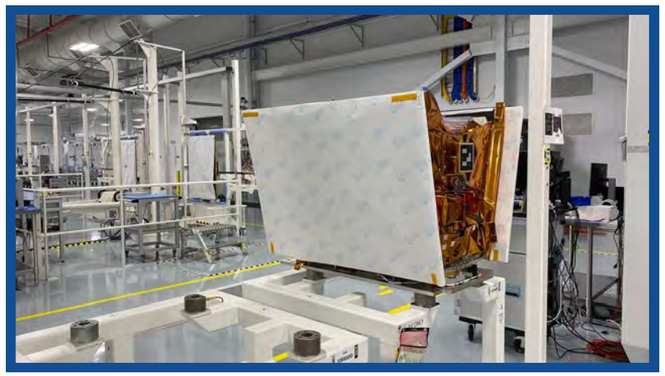
Satellite Telecommunications

The Telecommunications industry cluster encompasses the electronic exchange of information over significant distances, encompassing all types of voice, data, and video transmission. This broad term encompasses voice, data, and video transmission technologies, including radio frequency identification (RFID), digital communication systems, and antenna and receiver designs (TechTarget, 2023). The NAICS codes comprising this industry cluster include 517 for General Telecommunications Goods and Services, which encompasses wireless carriers and satellites, as well as code 334419—Other Electronic Component Manufacturing, and 511210—Software Publishing. The technologies developed and used by the telecommunications businesses support larger clusters like Aviation and Aerospace.

East Central Florida's Telecommunications cluster is comprised of 45 establishments, with the majority of them being located in Brevard County, including two within Titusville. The City's businesses specialize on software development (NAIC 51—Software and Information Services) and electronic parts manufacturing (NAIC 33—Other Electronic Component Manufacturing). Together, these establishments employ about 42 people

According to IBISWorld, current national trends indicate that telecommunication businesses have seen an increase in the input costs because of the rising price of copper and a persistent shortage of semiconductors. The demand for hardware computing is declining as more cloud-based solutions reshape the telecom industry. Additionally, current tariff and trade policy shifts are altering the strategies of companies as they navigate an already rapidly evolving landscape. Market saturation is another hurdle on the horizon, with entire regions closing full coverage due to telecom. Major companies have invested heavily in 4G and 5G technology over the past decade, resulting in fewer areas requiring new equipment and a slowdown in infrastructure spending. As a result, manufacturers must explore new avenues to sell equipment or upgrades in a lukewarm market. On the other hand, the increasing demand from the space and defense industries should ameliorate some of these negative trends.



Above Image: A satellite goes through the checkout process at Airbus OneWeb Satellites on Merritt Island. | Source: Spectrum News 13/Will Robinson-Smith.



Small satellites from Tyvak Nano-Satellite Systems, a subsidiary of Terran Orbital. Image courtesy of Terran Orbital. Source: 3dprint.com

PROSPERITY

Cooling Technologies

The ECFRPC identified four companies within the City that specialize in designing and manufacturing precision recirculating coolant chillers, as well as other cold storage equipment and cryogenic solutions. While the products and services developed by these businesses have multiple applications, the niche nature of this work can make it difficult to classify these establishments under a particular industry. The NAICS codes that comprise this industry cluster include 33341 for *Heating and Air Conditioning Equipment Manufacturing* and 42373 for *Heating and Air Conditioning Wholesaling*. Lastly, NAICS code 32512 involves the *manufacturing of oxygen and hydrogen gas*.

According to IBISWorld, the *chiller industry* "specializes in the manufacturing of air conditioning and cooling units, heating units, refrigeration units, and air purification equipment, as well as industrial/commercial uses such as fans and blowers." The industry has experienced international losses in profits. However, domestically, low capital requirements enable this industry to expand, making it a viable opportunity for Titusville to house a few entities within this sector, which can accelerate such an opportunity. The industry has three main products: air conditioning, warm air heating, and refrigeration units (58%), unitary air conditioners (17%), and heating equipment (10%). Also, with the rise in population, which needs new housing stock, this industry thrives on new construction; as IBISWorld states, "During 2022, when interest rates were lowered, and the housing market saw a rise in demand, industry revenue increased 2.6%." Expanding this industry in Titusville aids in the circulation of the local economy.

IBISWorld also states that the chiller industry faces significant trade imbalance, with total imports valued at $24 billion, nearly three times the $8 billion in exports. This disparity, combined with federal tariffs on imports from major chiller exporters Mexico and China, will likely increase unit prices. The topic of tariffs is one that the City should be aware of, as it can affect currently established industries as well. Labor costs also significantly impact price competition within the industry, making it essential to consider the current socioeconomic market carefully. Given these factors, American companies exporting chillers will face heightened competition. Therefore, it would be more cost-effective for Titusville to attract a local chiller manufacturer, supporting the existing aerospace industry and strengthening the local economy.

For Heating and Air Conditioning Equipment Manufacturing, technological trends include the integration of eco-friendly refrigerants and Internet of Things enabled systems. These advancements aim to enhance energy efficiency and sustainability. Manufacturers are focusing on developing systems that reduce carbon emissions and operational costs. Additionally, there is a shift towards using refrigerants that avoid environmentally harmful hydrochlorofluorocarbons (HCFCs). As for Oxygen & Hydrogen Gas Manufacturing, companies are expected to move to IoT and blockchain to reduce waste and enhance operational effectiveness. Between 2020 and 2025, the industrial gas manufacturing industry experienced a growth rate of 4.0% annually, reaching 15,594 employees by 2025. Looking ahead, from 2025 to 2030, the growth rate is expected to slow to 1.5% annually.

Titusville has the unique opportunity to attract not only more chillers and air conditioning establishments, but also oxygen and hydrogen gas manufacturers, positioning itself as a hub for industrial gas production. The industrial gas manufacturing sector is projected to exhibit promising growth, encompassing the production of organic and inorganic gases, including hydrogen, oxygen, helium, nitrogen, and carbon dioxide (IBISWorld, 2025). The city's location offers a competitive advantage due to

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the presence of major consumers of these gases, including aerospace companies conducting rocket launches at the Kennedy Space Center, Parrish Medical Center, and numerous medical facilities in the area.

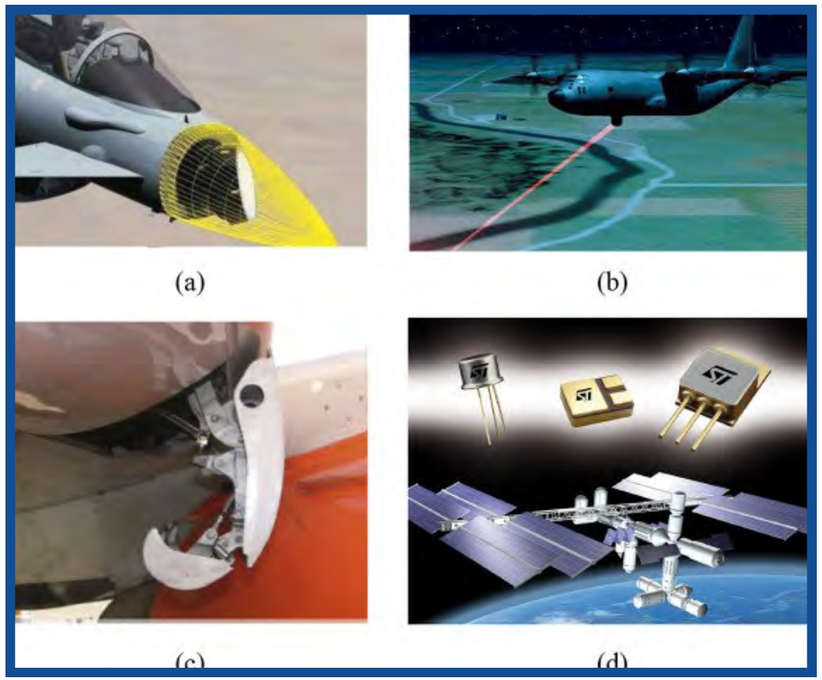
These local high-volume consumers of both HVAC technologies and oxygen, hydrogen, and other industrial gases create a ready-made market for manufacturers. By attracting these producers, Titusville could reduce supply chain costs for existing businesses while creating new high-skilled jobs and strengthening its position in the aerospace and healthcare supply chains. The proximity to end users would also minimize transportation costs and risks associated with moving these essential gases over long distances. These gaps in the industry cluster composition can help Titusville attract new employers and businesses, which in turn can attract more companies in the long term.





Left Image: A 110-ton chiller installed at the Naval Support Facility in Dahlgren, VA. Pcryl.com.

Right Image: A liquid nitrogen tank in a Chinese University, Hong Kong. Wikimedia.



Above Image: Collage of aerospace and aviation technologies using variants of cooling machines. Image comes from the article “Review of aerospace-oriented spray cooling technology” by Ji-Xiang Wang, et. al. from the “Progress in Aerospace Sciences” Journal.

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Titusville Industry Sector Alignment

The previous section provided an overview of the industries where the City of Titusville is competitive. The table on the right illustrates the interconnected nature of Titusville's core industry clusters, mapping their supply chain relationships and target markets. The alignment demonstrates how sectors like Aviation/Aerospace, Watercraft, Satellite Telecommunications, and Cooling Technologies not only share common suppliers but also serve as suppliers and customers to each other, creating a interconnected local economic ecosystem. As the City looks forward to attracting new industries, it should focus on recruiting companies within these sectors.

Industry Cross-Relationships

Industry Sector	Supplies To	Receives From
Aviation/Aerospace	• Satellite Telecommunications • Cooling Technologies (as a Customer)	• Satellite Telecommunications • Cooling Technologies
Watercraft	• Tourism Industry	• Cooling Technologies (HVAC) • Electronics Components
Satellite Telecommunications	• Aviation/Aerospace • Communication Services	• Aviation/Aerospace • Electronics Components
Cooling Technologies	• Aviation/Aerospace • Healthcare • Construction	• Industrial Gas Manufacturing • Metal Manufacturing

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OPPORTUNITIES

Attraction of Foreign Aerospace Companies and Capital

By leveraging the established aerospace ecosystem, offering attractive incentives, and fostering international collaborations, Titusville can position itself as a prime destination for foreign space companies looking to establish or expand their presence in the United States. Based on focus group conversations, international workers are often barred from obtaining the security clearances needed to work at Kennedy Space Center. According to IBISWorld, only 40.9 percent of the business concentration of the *Global Military Aircraft & Aerospace Manufacturing* sector sits in North America. Based on changing world conditions, the concentration within this industry may go down as European countries ramp up defense spending. Several foreign companies are on the Space Coast including Airbus, which has a small satellite manufacturing facility on Merritt Island. The facility has produced over 600 of the ARROW family of satellites, including the ARROW150 and ARROW450 models, for commercial and governmental use. Another European aerospace/defense company with a presence in our region is Thales, which has a large facility in Melbourne. According to SpaceNews.com, several small satellite companies are interested in opening facilities in the United States.

When recruiting international companies, it is important to be aware of the restrictions set by the federal government. The United States currently has reciprocal defense procurement agreements with 23 countries, which allows the Department of Defense to treat them as domestic producers under the Buy American Act. The qualified countries are Australia, Austria, Belgium, Canada, Czech Republic, Denmark, Egypt, Finland, France, Germany, Greece, Israel, Italy, Luxembourg, Netherlands, Norway, Poland, Portugal, Spain, Sweden, Switzerland, Turkey and the United Kingdom



IBISWorld advises that international manufacturing businesses prefer locations with a supportive regulatory environment that reduces compliance costs and simplifies administrative processes. In addition, tax breaks can help these companies improve their financial performance and competitive advantage. Here, Titusville can promote several of the incentives provided by the state of Florida such as the sales tax exemptions on property used or occupied for space flight business purposes (FL Statute Section 212.031) and machinery and equipment (FL Statue Section 212.08).



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THREATS

Competition from Other States

Based on feedback from the focus group sessions, Titusville faces robust competition from other locations to attract aerospace companies and investment. Like Florida, the states of Alabama and California are leaders in the aerospace manufacturing sectors and have well-grounded public-private sector investments. Other states like New Mexico and Virginia have also used their competitive advantages to create burgeoning industries.

Huntsville, Alabama, is home to the Marshall Space Flight Center, which facilitates civilian and government uses. Its FY19 Report states that it has a direct output of $4.3 billion statewide and 24,000 employees. Data Axle/ Infogroup states that Madison County (Huntsville) has nearly 50 percent more aircraft and space manufacturing establishments than Brevard County. However, Brevard County has a higher proportion of major firms. While Huntsville has firm government contracts and proximity to the Redstone Arsenal, Titusville has the advantage of being next to the Kennedy Space Center launch sites. Huntsville's aerospace industry also benefits from its access to graduating engineers from the University of Alabama at Huntsville and Alabama A&M.

California has several large clusters of aerospace companies. Los Angeles has many key players, such as SpaceX, Rocket Lab, and Northrop Grumman. These organizations benefit from access to talent, a large qualitative supplier base, and venture capital but, inversely, have higher operation costs within the city and state. Another aerospace cluster is the Mojave Air & Space Port at Rutan Field, which became "the first facility to be licensed in the country for horizontal launches of reusable spacecraft" in 2004



and hosts Virgin Galactic and Masten Space Systems. Silicon Valley is another vital aerospace location. This area is home to NASA's Ames Research Center (which houses the world's largest wind tunnel, NASA's fastest supercomputers, NASA's only arc jet facility for re-entry testing and the world's largest motion-based flight simulator). Other companies include Astra (provides low-cost orbital launches services) and Firefly Aerospace (which lends small- to medium-lift launch vehicles, lunar landers, and orbital vehicles for government and commercial missions), among others. Additional aerospace clusters also exist in San Diego and Lancaster, which are centered more on military research and development.

According to IBISWorld, Virginia has a small cluster comprising 27 aircraft/parts manufacturers with a revenue of $750 million in 2024 (IBISWorld, 2025). Virginia's cluster revenue growth is 5.8%, surpassing the national average by 4.8%. New establishments emerged faster than the national rate during the early 2020s, but growth is predicted to halt this year. Employment in the sector has steadily risen at 3-4%, with 2,100 jobs projected for 2024. The largest concentration of aerospace companies is located in Loudoun County, which is part of the Washington DC area. It is home to several large aerospace companies,

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including Raytheon, United Airlines, and Northrop Grumman. Additionally, the county offers tax incentives to aerospace developers.

New Mexico gained notoriety within the aerospace industry when it developed Spaceport America in 2006. This research and development launch complex hosted Virgin Atlantic's first commercial passenger space flight in 2021. Since then, the state's aerospace sector has experienced steady growth, with establishments rising from 8 to 14. Industry revenue reached $125 million in 2024, reflecting a six percent increase since 2019. Besides Virgin Galactic, the state is home to other companies, including HAPS, AeroVironment, UP Aerospace, and SpinLaunch.

The key to addressing the competition threat is keeping continuous awareness of the capabilities and developments of other competing aerospace destinations. It is essential to understand what factors differentiate Titusville from its national competitors when attracting new aerospace companies and investment.



Map of Virginia's Aerospace Ecosystem and industry clusters, showcasing that there is heavy national competition. | Source: Virginia Economic Development Partnership.

Industry and NAICS Code	Alabama Establishments	Alabama Employees	Alabama Employees per Establishment
Space Vehicle & Missile Manufacturing - 33641	Madison Co. - 4	Madison Co.-1,131	Madison Co. - 282
Navigational Instrument Manufacturing - 33451	Madison Co. - 1	Madison Co. - 91	Madison Co. - 91
Machine Shop Services – 33271	Jefferson Co. - 43	Jefferson Co. - 890	Jefferson Co. - 20

Industry and NAICS Code	California Establishments	California Employees	California Employees per Establishment
Space Vehicle & Missile Manufacturing - 33641	8	13,135	1,644
Navigational Instrument Manufacturing - 33451	12	2,292	191
Machine Shop Services – 33271	582	7,643	13

Industry and NAICS Code	Brevard County Establishments	Brevard County Employees	Brevard Co. Employees per Establishment
Space Vehicle & Missile Manufacturing - 33641	3	951	371
Navigational Instrument Manufacturing - 33451	2	191	95
Machine Shop Services – 33271	20	144	7

Source: Data Axle/Infogroup, IBISWorld, ECFRPC research.

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THREATS

Lack of Economic Diversity

The City of Titusville faces a significant threat due to its lack of economic diversity. For almost a century, the primary economic driver has been the federal space program managed by NASA, under the federal government's control. Historically, all decisions made in Washington, D.C., have had a substantial socioeconomic impact on Titusville, leading to several boom and bust cycles through the past 70 years.

The Apollo program launched various rockets in the 1960s and early 1970s, including the Saturn V from the Kennedy Space Center. This program contributed to the socioeconomic growth of Titusville, as employees, contractors, and their families came together to create a strong community and local economy. According to Florida Today, "six Apollo missions followed the excitement of the Apollo 11 moon landing. By the time Apollo 17 touched down on the moon on Dec. 11, 1972, the landings, while still important, had begun to seem almost commonplace." However, shortly after this, the program ended due to changes in priorities from the federal government and NASA, influenced by budget constraints, political shifts (such as the Vietnam War and the need for funding for social programs), and the Nixon administration's greater focus on developing the Space Shuttle program. The program's closure caused declining property values and business closures as people left for other opportunities outside the City.

The City is said to have bounced back in the 1980s with the commencement of NASA's Shuttle Program. After the federal government ended the program in 2011, *The Christian Science Monitor* reported that thousands of former workers struggled to find new employment a year later.



The Apollo XII spacecraft is being rolled out at Kennedy Space Center. September 8, 1969 | Source: NASA



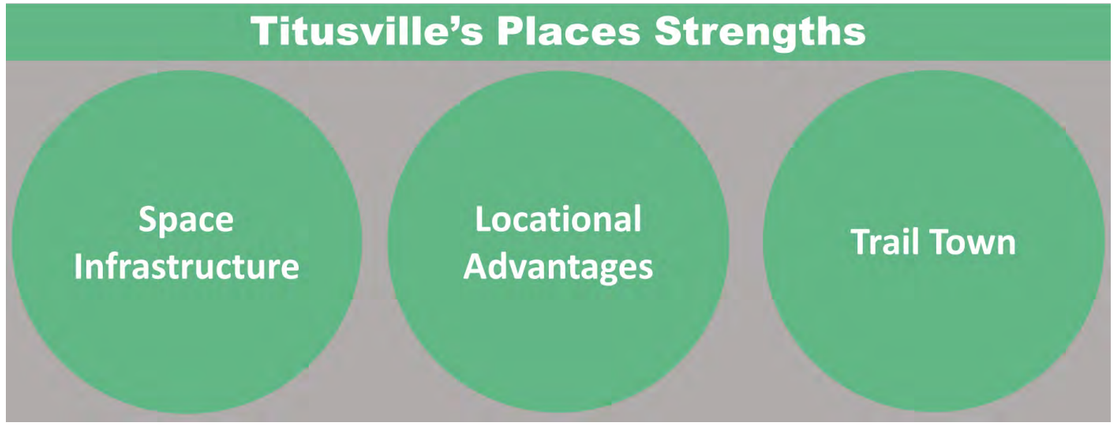
cannot have "all its eggs in one basket." The City must strive for economic

PLACES

Space Infrastructure

The City's proximity to the Kennedy Space Center launch sites and other NASA facilities has made it an ideal location for aerospace companies. The public stakeholders have tried to develop sites to house these private companies to support these efforts. One of these sites is the Space Coast Regional Airport, which the State of Florida recently designated as one of seven spaceport territories. Spaceport Commerce Park is on the airport's west side; a large industrial park platted for lots between two and 15 acres. This industrial park is already home to several high-tech companies and continues to receive new investments. Another adjoining area is Space Coast Innovation Park, which is 100 acres off Grissom Parkway and FL-407. In August 2024, the Airport Authority was awarded a $5.8 million Jobs Growth Grant to build a 3,200-foot roadway to connect this industrial park to the airport. The new park will house between 1.1-1.4 million square feet of industrial space across five to seven buildings.

In addition to these physical sites, the City has partnered effectively with the County and other stakeholders to promote aerospace development. In 2011, County and City officials created the North Brevard Economic Development Zone (NBEDZ), a special tax increment financing district formed to facilitate job growth and economic development in the northern part of Brevard County following the end of NASA's Space Shuttle program. During its existence, the NBEDZ focused on providing financial and technical assistance to businesses making a substantial capital investment in the area and/or creating a significant number of new jobs. The NBEDZ was dissolved by Brevard County in May of 2025.





Available Commercial Property in Spaceport Innovation Park. | Source: City of Titusville website.

Table 1: Commerce Land close to the Space Coast Park

Private Projects Programmed & Vacant Lots	Parcel Size (Acres)
Spaceport Commerce Park-Available lots	97.4
Phase I & II- Space Coast Innovation Park	100
Titusville's Phase III Vacant Land	350
Total	**547.4**

[1]Source: Florida Today News De Santi's visits Titusville airport, announces grant to help build space industrial park, by Rick Neale, August 22, 2024.

PLACES

Recreational Assets

Based on the Existing Conditions Analysis, two of Titusville's strong assets are its natural areas and extensive trails. The Florida Greenways & Trails Systems designated the City as a Trail Town in 2018 (second in the state). Based on focus group conversations, this is an important asset that has not been exploited to its full economic potential.

Titusville's residents and visitors can explore several recreational options in sanctuaries and parks. The Enchanted Forest Sanctuary preserves 414 acres of coastal scrub and hardwood hammock ecosystem. The sanctuary offers diverse boardwalk trails and natural paths into the forestry landscape with an educational center. The visitors can experience a walk and, at the same time, enjoy and learn about biodiversity in a safe place. The Wuesthoff Multi-Use Trail is 1.9 miles long between Worth Avenue and Kathy Drive and is catered for biking and walking. The trail is pavement and provides shade along a pleasant, forested area. The Dicerandra Shrub Sanctuary offers the experience of immersing oneself in a protected area for endangered species, specifically scrub jays and a native mint plant, the scientific name *Diceranda thincola*, which exists only in Brevard County. In this Sanctuary, walkers and hikers can access the nature path around the marshes and flatwoods' 44-acre preserve. The 155-acre Lake Conservation Area can be accessed from Dairy Road. The area is home to diverse habitats, including pine flatwoods, depression marsh, and gopher tortoises. This area is ideal for leisure wildlife viewing and hiking.

Regarding green parks, Titusville's offerings include Fox Lake Park, which has a tree-lined, lakeside walking trail. In addition, the park has access to a boat ramp, fishing dock, access for kayaks, volleyball, and picnics. The Chain of Lakes Park provides paved walking and biking trails, playground areas, and soccer and softball fields.

Local Recreational Trails

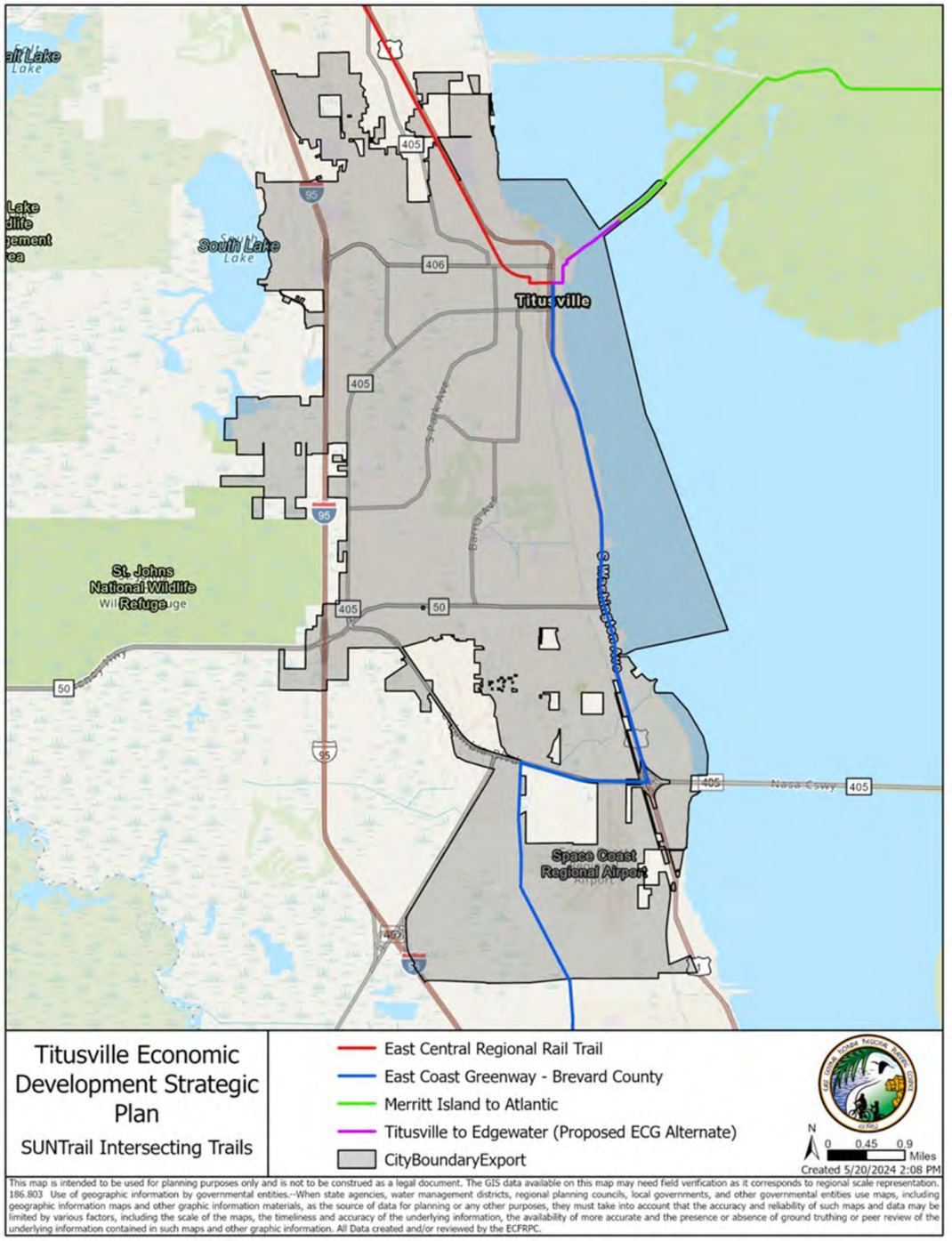
Existing Local Trails in Parks/Sanctuaries	Characteristics & Additional Amenities
Enchanted Forest Sanctuary	Walking routes, several (7) trails interconnected, and an educational center.
Wuesthoff Park & Homer Powell Nature Area/ Multi-Use Wooded	Walking and biking paved trails, picnic tables, dogs allowed.
Dicerandra Shrub Sanctuary (nature preserve area)	Educational/ interpretive (signed) trail, hiking, walking for natural views circles marshes and protected wildlife.
Fox Lake Park	Walking trail at lakeside with tree-lined community park. Boat ramp, fishing, kayaking, volleyball, and picnic activities.
Chain of Lakes Park	Paved walking and biking trails. Soccer & softball fields, playgrounds.
South Lake Conservation Area	Nature hiking trail, nature preserve for scrub jay species.

[1]Source: Florida Today News De Santi's visits Titusville airport, announces grant to help build

PLACES

In addition to the local trails, the City of Titusville provides access three major multi-use trail networks: the Coast-to-Coast Trail, the Saint John River to Sea Loop, and the East Coast Greenway. This last trail is expected to be the nation's longest connected multi-use trail running from Maine to the tip of the Florida Keys. In Florida, the trail will have approximately 579 miles of spine route, about 72 miles will be within Brevard County. In addition to these long trails, City residents and visitors have access to the East Central Regional Rail Trail, Merritt Island to Atlantic route trail, and Titusville to Edgewater. At this point, there are still several gaps that need to be funded to strengthen the trail network.

The economic benefit of trails is undeniable, considering the low investment amount. The ECFRPC recently completed the Greenways and Trails Economic Analysis for the Florida Department of Transportation (FDOT), which analyzed the impact of trails in five different jurisdictions. While Titusville's result was fairly modest ($226.5k annually), the economic impact was much larger for more mature trail networks. In the case of Dunedin, the impact was $5 million per year. This is because the City of Dunedin has developed an economic strategy that focuses on attracting more tourists to its trail. In turn, these tourists spend money on activities that generate income and support local businesses. Dunedin has also incorporated commercial and recreational uses along the trail route while maintaining the safety of its users. This was an issue brought up by one of the focus group participants. Also, some participants recommended additional parking spaces because an estimated 330 drivers access the trails and parks daily. Additionally, another participant brought up that there was a need for a new bike shop/rental store to replace the one that closed during the COVID-19 shutdown.

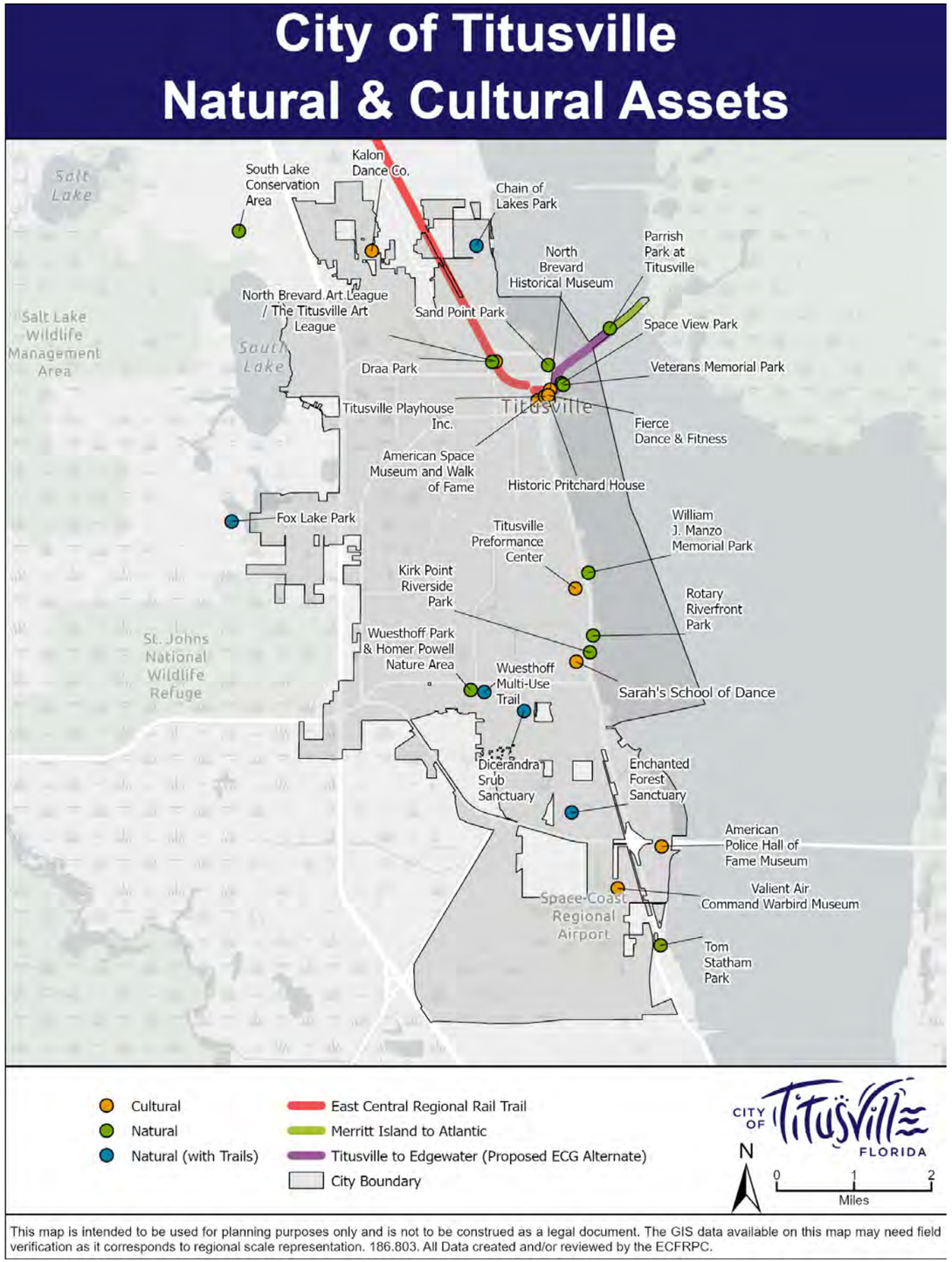


PLACES

The City of Titusville offers numerous opportunities for eco-tourism activities, including kayaking, fishing, camping, birdwatching, and educational tours. It is home to several natural attractions, such as the Canaveral National Seashore, Merritt Island National Wildlife Refuge, and the Indian River Lagoon.

Titusville has several public parks, green spaces, and sanctuaries, including Fox Lake Sanctuary Park (which has an equestrian trail), Parrish Park, Scottsmoor Flatwoods Sanctuary, Blue Heron Wetlands, the Enchanted Forest Sanctuary, and the Lake Conservation Area. Outdoor recreation areas with diverse landscapes are also available, such as Chain of Lakes Park, which includes an observation deck, and Draa Park, which is designed for walkers. Additionally, visitors and locals can enjoy beautiful marine views from Marina Park, Sand Point Park, and Space View Park. The City has created various maps and promotional materials to help people explore birdwatching sites, emphasizing the appeal of migratory birds. A focus group participant noted that visitors often spend time and money seeking out natural activities like birdwatching. The variety of natural assets in Titusville provides both visitors and residents with excellent locations for a range of recreation activities, such as walking, hiking, cycling, fishing, and playing sports.

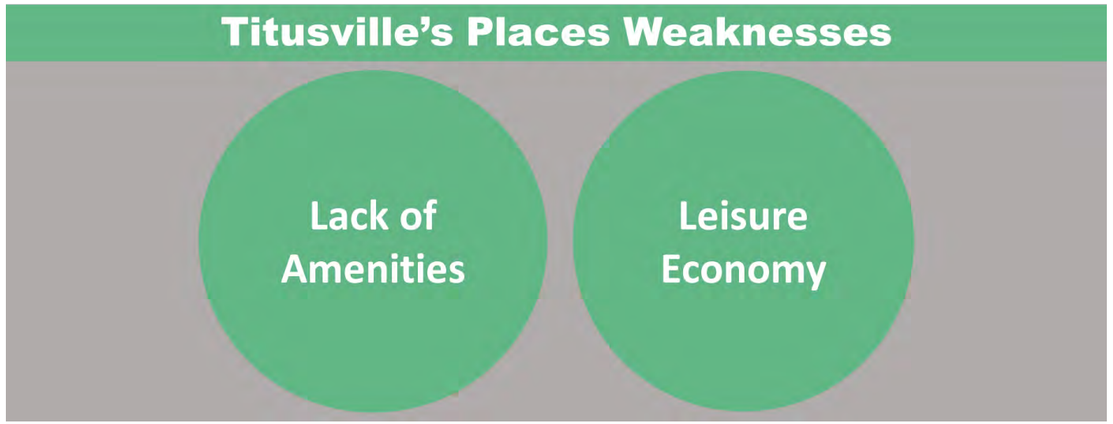
Titusville's numerous natural and cultural assets could be used as a tool to further economic development. The City will benefit from developing a strategic plan to identify the best practices to increase the impact of the leisure sector in its economy. Attracting more visitors could help to expand availability of retail and service businesses.



PLACES

WEAKNESSES

Participants in the focus group noted that they frequently travel to the Orlando metro area due to the limited leisure activities available in Titusville. Participants expressed concerns about the City's lack of dining options and the need for more diverse culinary experiences. Additionally, they highlighted the absence of amenities in Titusville and emphasized the necessity for large event spaces or venues to host business summits and social events.



Although Titusville lacks a dedicated events center, its hotel industry provides meeting rooms suitable for small-group business activities. The Days Inn by Wyndham Titusville offers two meeting rooms accommodating up to 75 guests for conferences or banquets. The Fairfield Inn & Suites, located near Kennedy Space Center, features the Constellation Room, which has a capacity of 50 people for business meetings. The Holiday Inn Titusville Kennedy Space Center/IHG Hotel has two meeting rooms that can host up to 100 guests, with optional catering services available. The SpaceX Boardroom, located at TownePlace Suites by Marriott Kennedy Space Center, can accommodate 10 people. In comparison, the Hyatt Place Titusville/Kennedy offers a larger meeting room for up to 85 guests and another boardroom for 12 people.

No. of Titusville's Meeting Rooms within the Hospitality Sector

Hotel	# of Meeting Rooms	Guest Capacity
Days Inn	Two for meetings and banquet	75 (arranged both rooms)
Fairfield Inn Suites/ The Constellation Room	One Business center	50
Holiday Inn	Two meeting rooms	100 (arranged both rooms)
Towne Place Suites/ The Space X Boardroom	One meeting room	10
Hyatt Place	One meeting room & additional boardroom	85 & 12, respectively

Focus group participants identified the Titusville Playhouse Theater as the only local venue offering a variety of shows and musical performances for audiences of all ages. The theater attracts approximately 40,000 visitors annually, with 40% coming from outside Brevard County. Marcia Gaedcke, the Playhouse Development Director, emphasized to the press the importance of expanding the theater to a new 550-seat stage, up from the current 272-seat capacity. She also highlighted the need for an outdoor venue that can accommodate 200 seats and

PLACES

improvements to the existing building. The project is estimated to require an investment of $75 million.

The City boasts a diverse array of museums and exhibitions focused on aerospace and aviation history, law enforcement, cultural history, and art. In addition to these museums, several organizations, such as the North Brevard Art League and Kalon Dance Co., offer arts training. The Titusville Playhouse also provides a range of shows for the public. One challenge for the City is to devise a plan that repurposes some of these venues as economic development assets.

Focus group participants mentioned that local events, such as River Fest and craft shows, contribute to the City's amenities. They desired increased safety for pedestrians and cyclists and favored hosting events in suitable indoor spaces over open streets. Some participants raised concerns about the cost of permits for street closures, which can amount to approximately $5,000 per event.





Left Image: The Titusville Playhouse Theatre building.

Right Image: City of Titusville Welcome Center | Source: Google Earth, 2024.

Titusville's Cultural Assets & Related Disciplines	
Cultural Assets/ Art Disciplines	**Characteristics & Additional Amenities**
American Space Museum and Walk of Fame	History collection of space exploration missions, such as artifacts, photos, hardware, suits and equipment. Outdoor monument displays dedicated to the space shuttle program.
Valient Air Command Warbird Museum	Airplanes and vintage aircraft collection, and restaurant area.
American Police Hall of Fame Museum	Law enforcement museum with interactive displays and exhibitions.
North Brevard Historical Museum	North Brevard Historical Society was establish a non profit museum to exhibit displays of historical artifacts, photographs and written records of Titusville History and the Seminole Indian culture.
Historic Pritchard House	U.S. National Register of Historical Place, a house museum with furniture period pieces and Queen Anne-style architecture.
North Brevard Art League / The Titusville Art League	Art school for children, youth, adult classrooms. Additional, a pottery studio, summer camps and annual art show.
Titusville Playhouse Inc.	Theater company and dinner theater, offers a variety of shows and musical plays.
Kalon Dance Co.	Dance company for children & youth, ballet, contemporary dance lessons, & choreography.

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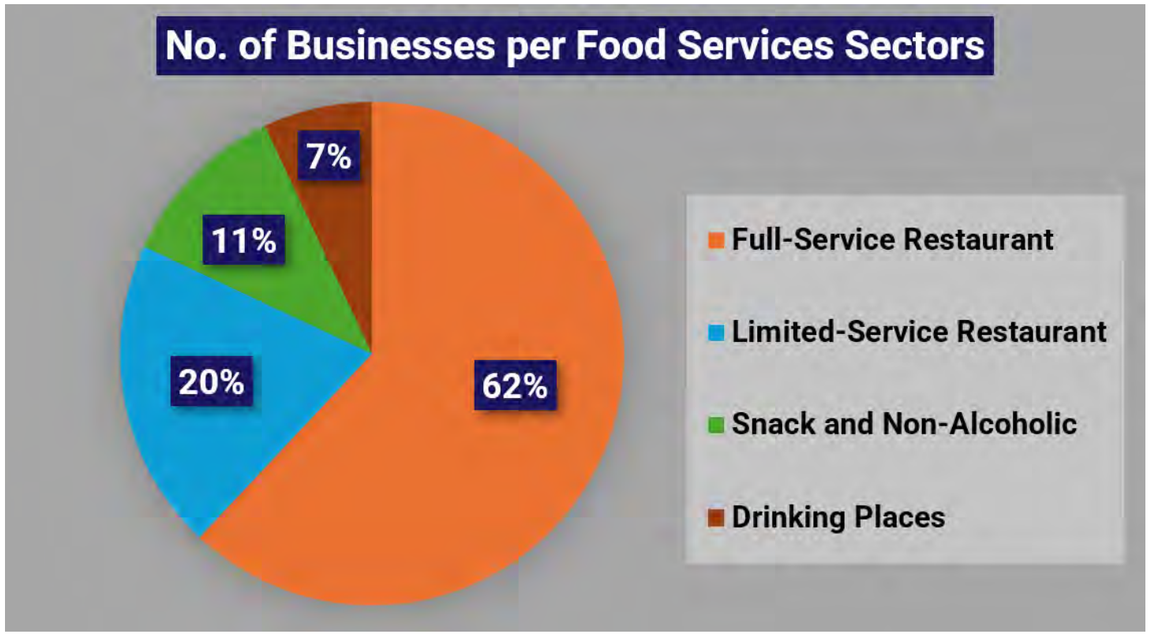
According to focus group participants, Titusville residents often travel to Orlando to enjoy fine dining options. The ECFRPC reports that Titusville has approximately 62 full-service restaurants, serving seated customers with payment made after dining. Additionally, there are 20 fast-food restaurants, 7 drinking places serving alcoholic beverages, and 11 snack and nonalcoholic beverage bars. Most of Titusville's full-service restaurants are located along the US-1 business corridor, followed by Garden Street (eleven restaurants) and the I-95 interchange corridor (eight restaurants). Several focus group participants noted that commercial site selectors often struggle to recognize sufficient purchasing power within the City to justify further establishing chain restaurants.

Titusville's existing cuisine scene can be classified under ten categories: American, Asian, Italian, Pizzerias (Pizza-exclusive restaurants), Mexican, Seafood Specialties, Cuban (Bakery and Restaurant), Indian (Buffet), Jamaican-style, and Sandwiches. Outside your general sit-down restaurant, Titusville has almost 100 alternative places to choose from, distributed in full-service and limited-service restaurants: snack and non-alcoholic beverages and drinking places. Focus groups recommend that more restaurants and fast foods be included and combined with amenities. A good amenity to highlight is the bowling center, River Lanes & Family Entertainment Center on Cheney Highway, which combines bowling with an arcade and restaurant, offering pleasant family entertainment.

The ECFRPC recommends that the City develop a marketing campaign to help locals and visitors explore Titusville's different culinary experiences. The Chamber of Commerce already has a "Dining Guide" map that they can further push out. Promoting restaurants with amenities such as live music, arcades





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for kids, views of the Indian River, and outdoor areas such as decks, curbside pick-up, and ranch-type will further help with the advertisement of the City's culinary experience.

Instead of waiting for site selectors, the City can proactively work to enhance its restaurant scene. One strategy involves the creation of a commercial kitchen incubator to support aspiring food entrepreneurs. This facility would provide start-up businesses with access to essential infrastructure, including industrial kitchens, processing areas, storage, and capacity-building services like regulatory guidance and marketing support. The kitchen incubator attracts local food entrepreneurs from diverse backgrounds, encompassing various cultures, income levels, educational achievements.

One example is the Orlando Kitchen Incubator which offers users 12,000 square feet of commercial kitchen space and working areas. This facility focuses on nurturing culinary entrepreneurs, helping them obtain necessary regulatory documents and licenses, and promoting food-truck businesses. Similarly, the Sunset Kitchen in Fort Pierce collaborates with Indian River State College and the University of Florida's Institute of Food and Agricultural Sciences to provide training classes. A good non-profit kitchen incubator to mention is "La Cocina" (which means "the kitchen" in Spanish). Since 2005, it has been helping low-income immigrant women to develop their small business in San Francisco's Mission District. The women received technical assistance to establish businesses legally viable. In this kitchen incubator space, more than 50 chefs have become self-sufficient business owners and many of them have opened restaurants. The training includes pulling city permits, developing business plans, how to prep for farmers' market sales, creating corporate catering services, and packaging their food products.



Orlando Kitchen Incubator | Source: https://www.orlandokitchenincubator.com/okikitchen

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OPPORTUNITIES

The main opportunity that Titusville should seize is to support the redevelopment happening across the City's commercial corridors, and the revitalization of its aging infrastructure. Currently, there is a lot of redevelopment happening within the US-1 Corridor. The City should now focus its efforts on the Garden Street and Hopkins corridors.

Garden Street Corridor

The revitalization of this corridor should focus on enhancing pedestrian mobility and bike safety. These improvements include designing narrower streets, installing speed bumps, adding pedestrian signals, traffic circles, and raised crosswalks. On-street parking can create a buffer between traffic and pedestrians. The City could also promote Downtown cultural routes to visitors adding signs to visit the welcome center, the American Space Museum & Walk of Fame, and the historic Pritchard House. The revitalization of this corridor could also be spurred with the implementation of a façade grant match program that reimburses businesses for improving the face of the building, signage, landscaping. The City could also develop a free shuttle that connects public parking lots, cultural sites, shops, restaurants, and natural attractions, through collective transportation in the downtown area. Similar trolley systems have been implemented successfully through the state of Florida. These include the Jolley Trolley in Pinellas County, the Siesta Key Trolley in Sarasota, the Anna Maria Island Trolley in Anna Maria, and the Bay Runner Trolley in the City of Sarasota. Both the Jolley Trolley and the Anna Maria island carry an average of 35,000 passengers annually. The City of Titusville should consider conducting a transit plan to determine the best route alignment including other activity nodes such as East Central Florida State College and Parrish Hospital.





Depiction of South Limestone Corridor, in Lexington, Kentucky. | Source: Pretty to Gritty: Thugs on Lexington Streetscapes.



PLACES

Hopkins Corridor

One corridor that has a high potential for redevelopment is Hopkins. While this road connects to several City neighborhoods and has good bike access, this area is showing its age and disinvestment. Forty-one percent of the land in the corridor is residential, with subdivisions and apartment complexes such as Indian River City, Bella Vista, La Cita, and Sunrise Apartments. Institutional uses represent another 27 percent. This includes the public library, schools, religious institutions, civic and social organizations such as the No One Hungry Food Pantry, the South Brevard Women's Center, Prison Book Project, the Brevard County Government Complex, and the Titusville Courthouse. Commercial uses represent sixteen percent with 185 businesses established within the area. Finally, 12 percent of the corridor's land is vacant. Based on a recent ECFRPC visit, a good portion of the corridor's buildings appear to be vacant or boarded up. Several of these properties are probably brownfield sites. The ECFRPC recommends that the City create a redevelopment plan for this corridor that focuses on the consolidation of parcels and other infrastructure improvements.











PLACES

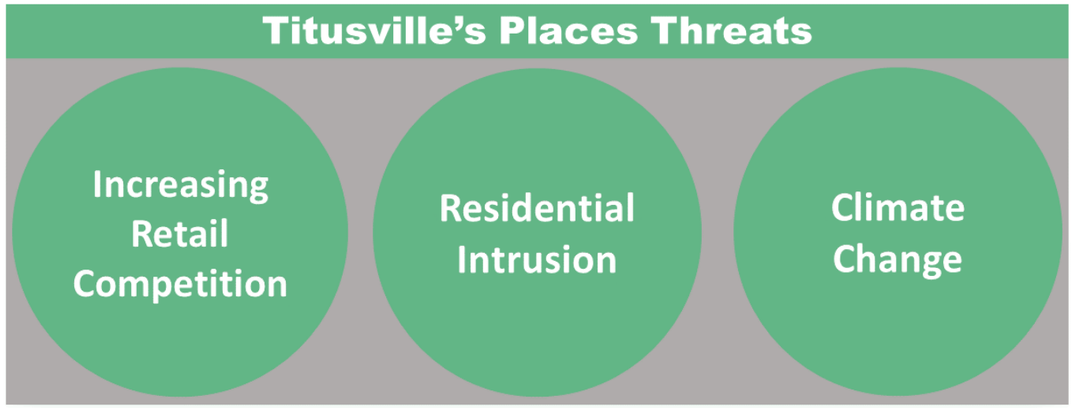
THREATS

Increasing Retail Competition

One of the complaints from several focus group participants was the underdevelopment of the City's retail sector. There is also increased competition from nearby communities such as Cocoa and Merrit Island which are increasing some of their retail options. To remain competitive, Titusville should focus on developing a more intentional approach to attracting and retaining retailers. These include developing urban design guidelines, improving public spaces, building pedestrian-friendly streets and way finding signs and features. While downtown Titusville has its own identity, it might be a good idea to expand these strategies to other commercial districts.

One strategy that the City should explore is joining the Florida Main Street Program or following its approach. Housed in the Florida Division of Historical Resources, this technical assistance program focuses on the revitalization of the historic commercial districts. The organization uses a four -point approach that focuses on economic vitality, organization, design, and promotion. The organization point is of most importance for Titusville because it promotes business owner engagement in the development of any strategies.

One related topic that was brought up at the forums was community branding. Some attendees suggested using a space theme that could incorporate futurist architecture design elements and retail products in hotels, retail, and amenities. This could also be a good opportunity to create strong synergies and partnerships with local entrepreneurs, tech companies, cultural institutions, and other stakeholders.







Small commercial incubator cottages in the Eastdale project located at Poughkeepsie, NY. The cottages are 400-500 SF each, and are critical to help launch small businesses. These designs by UNION Studio out of Providence, Rhode Island. Source: Eric Kronberg, LinkedIn.

THREATS

Residential Intrusion

Initially passed in 2023, the Live Local Act aims to increase the stock of affordable housing in the state of Florida. One of the legislation's provisions is to allow for the development of multifamily and mixed-used residential development on lands designated for commercial and industrial use. This could be a challenge for Titusville as the City needs to have adequate sites to generate much needed jobs and tax base. Moreover, residential intrusion is especially problematic for industrial land. Manufacturing and distribution activities can generate externalities such as air pollution, noise, truck traffic. These factors make them incompatible with residential properties. Thus, locating residential uses in or near industrial areas can severely curtail the number of uses allowed in these areas.

Land use incompatibilities can have a detrimental effect in the recruitment of large employers. A recent example within our region is Panacea Global Inc, in Osceola County. This French company was interested in establishing a renewable energy technology manufacturing park that would bring 1,200 high-wage jobs to the community. It first selected a 309-acre property abutting a residential community but withdrew after facing strong opposition from residents. In this case, the company was able to switch to a smaller location in another part of the County. As competition for land becomes more intense because of population growth, this type of conflicts will keep occurring.

There are two things that City staff can do to work through this process. The first one is to keep monitoring the projects proposed via the Live Local Act. Currently, the City of Titusville has is identified two such applications which are proposed for vacant commercial land. The first property abuts the I-95 Interchange Business Corridor and is close to a property owned by U.S. Fish & Wildlife Service. Based on the corridor analysis, this area is mostly commercial at this point. The second property is adjacent to the Parrish commercial corridor. As new projects are proposed, it will be important to examine if they are located within or change the dynamics of any of the identified economic corridors. Here, the City should seek to establish communication with the project proponents as it deems feasible.

Another more proactive approach would be for the City to partner with the Space Coast Economic Development Commission and other economic stakeholders to see if there any opportunities to identify key industrial/commercial sites that should be guarded for job generation purposes. While the Live Local Act makes it very difficult for local governments to oppose any new development, it is still important to have support when it comes to protecting land use assets.



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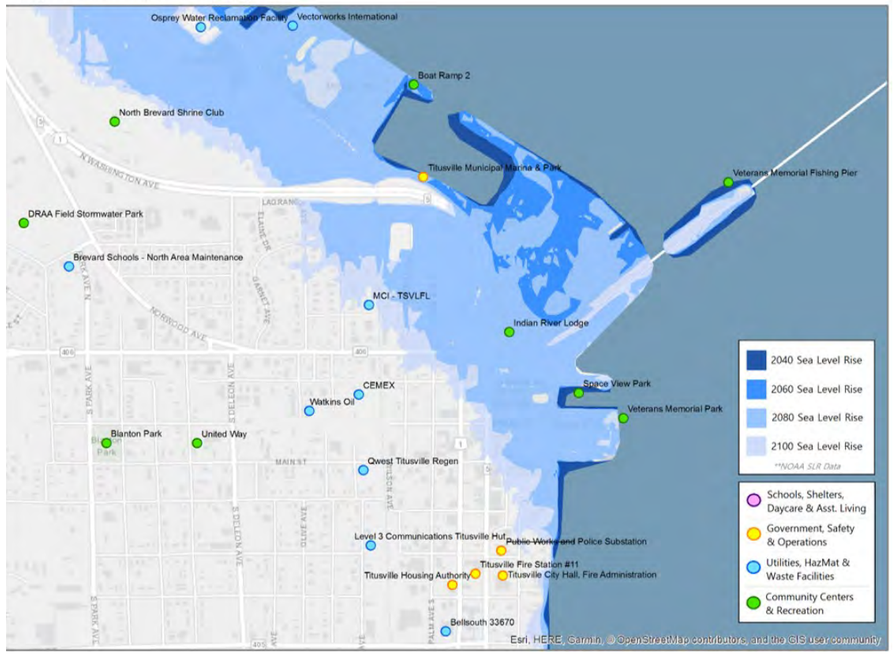
Climate Change

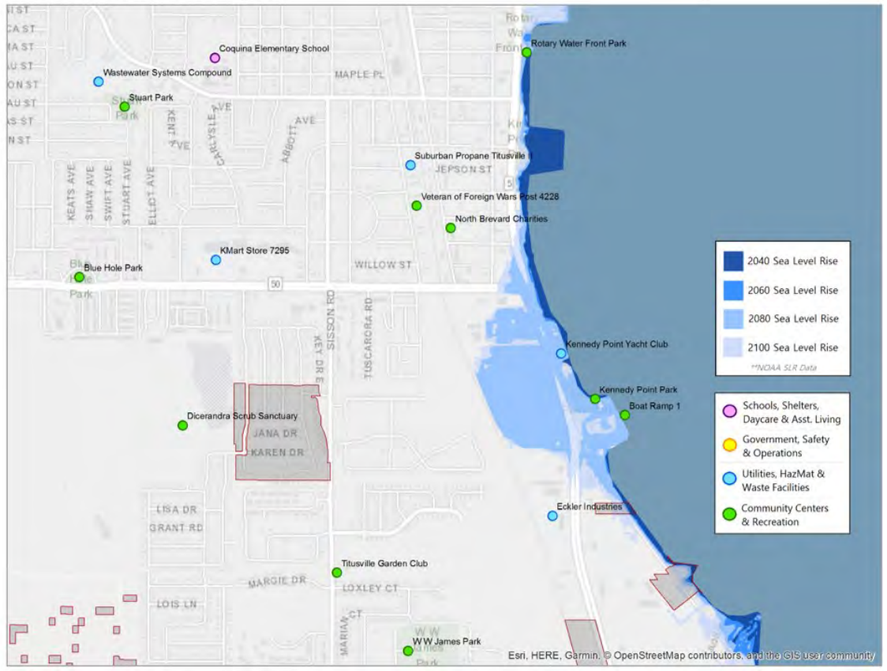
Changing climate conditions are expected to create both stronger storms and increase the frequency and intensity of extreme precipitation events. In turn, these events will lead to more flooding across the City. Therefore, it is important to recognize how these conditions could impact Titusville's economy and identify best practices to address these impending issues.

According to the Resiliency Titusville Plan and other ECFRPC analyses, five of the City's business corridors are vulnerable to flooding from extreme rainfall, storm surge and sea level rise. These are Garden Street, Hopkins, NASA Causeway, Parrish, and US-1. Besides serving as important economic hubs, these corridors are also home to several critical assets including Parrish Medical Center, two police substations, the Titusville Chamber of Commerce, City Hall, Eastern Florida State College, Brevard Schools, Aerospace Interconnect Systems, the Blue Heron Water Reclamation Facility, the Titusville Housing Authority, the Fire Administration, and two communication centers, among others. As the City prepares the next iteration of its Vulnerability Analysis, it will be important to develop strategies to mitigate these impacts on the different economic corridors.

Map 15: Sea Level Rise Zoom-In Map 1 of 2



Map 16: Sea Level Rise Zoom-In Map 2 of 2

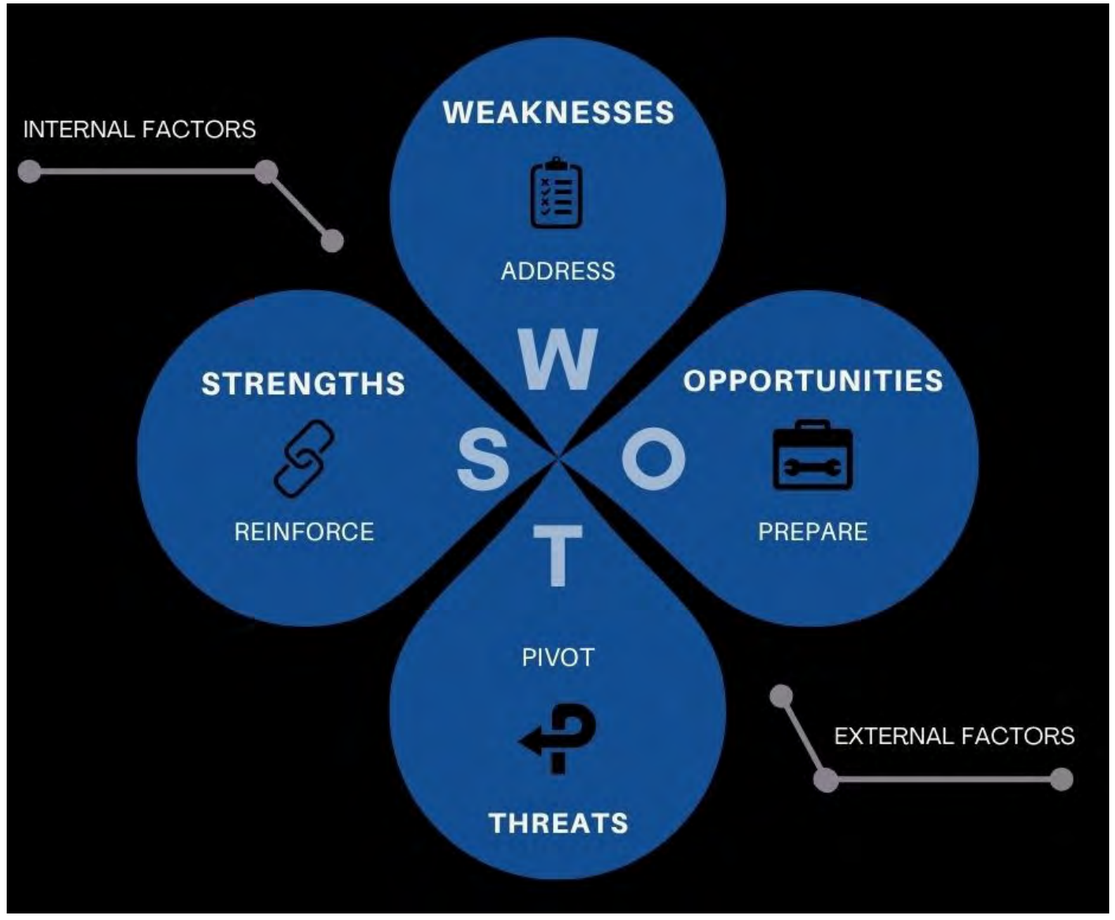


Resilient Titusville, Sea Level Rise Zoom-In Maps on pages 38 and 39. Prepared by the ECFRPC and the City of Titusville, May 2019.

STRATEGIC PLAN

STRATEGIC PLANNING FRAMEWORK

The ECFRPC used results of the SWOTT analysis to develop the final set of economic strategies for the City's economic development plan. Similar to the previous sections, the Strategic Plan is organized using the ECFRPC's economic resiliency framework: People-Places-Prosperity. This approach seeks to help communities tackle economic issues in a holistic way. This is contrary to the current approach where economic development activities are often siloed among different local and regional agencies. In order to improve the City's economic development prospects, Titusville officials should focus their efforts on activities that REINFORCE the City's current strengths and ADDRESS the weaknesses affecting its competitiveness. At the same time, Titusville needs to PREPARE for any opportunities that might become available because of national trends as well as develop activities to help the City PIVOT from any threats.



Several of the tasks also include potential projects/deliverables that would help to help in the implementation of the different strategies. For organizational purposes, each of the tasks is assigned to one lead department within the City of Titusville (Economic Development, Planning, Sustainability, and Community Redevelopment Area). It also includes a list of local and regional organizations that could potentially partner with the City to complete these tasks. Some of these tasks will lead to projects and deliverables which are depicted in bolded text. While most of the activities will rely on staff work, there are other larger projects that will need be funded separately. In this case, the ECFRPC included a list of potential funding sources that could be used to supplement City resources.. The proposed strategies and tasks are discussed in this section of the document, and the strategic planning matrix is included as an Appendix to this document.

Goal PE-1 Support Workforce Development and Career Pathways Programs

Based on feedback from the public and private stakeholders that attended the focus groups, the City of Titusville has a strong set of partnerships to further workforce development and connect residents with career pathway programs. Therefore, the strategies discussed here are meant to reinforce these strengths. First, the ECFRPC believes that the City can supplement these activities by developing a **Business/ Education Taskforce**. As envisioned, this group will meet semi-annually to improve coordination between private employers, educational institutions, and workforce development providers.

Based on feedback from the business focus group, large aerospace companies are currently struggling to recruit new employees because the community does not know about the different career pathway programs currently available. This group could assist with developing a **Marketing Strategy** to bridge this gap. In addition, the group could assist the City with a campaign to promote Titusville as a great place to work within the East Central Florida region. Having a stronger relationship with these stakeholders would help the City to understand if there are any needs for infrastructure to support the workforce development and education programs.

The Economic Development Department will take the lead role in implementing these initiatives with support from Career Source, the Space Coast EDC, the School District, and East Central Florida State College. Funding will be mostly coming from local sources. In the case there is a need for infrastructure, the City can apply for grant from the US Economic Development Administration (EDA) and the state's Job Growth Fund Program

Create Partnerships with Education and Workforce Development Industries
Strengthen Connections Between Private Sector and Educational Institutions
Develop a Strategy to Connect Residents with Career Pathway Programs
Promote Titusville as a Great Location to start a Career
Identify Needs for Workforce Development/Training Centers

Potential Projects	Priority Level	Complexity
Business/Education Taskforce	Medium	Easy
Marketing Program	Medium	Intermediate

Goal PE-2 Increase Workforce Participation

According to the federal government, eight Census Tracts within the City of Titusville show a prime age employment gap higher than five percent. This means a pool of able-bodied individuals within these areas is currently out of the labor force. Since most of Titusville's large employers are struggling to recruit employees, it should be a priority to understand if there are any barriers to employment for these individuals. One of the first steps that the City should take is to identify and connect with stakeholders (churches, non-profit organizations, resident groups) from the affected neighborhoods. These community organizations are usually closer to the residents and could be a source of useful anecdotal information that could improve service to these areas. Once these connections are made, the City should consider partnering with the University of Central Florida or a similar entity that could help develop a **Residents Survey** to identify any specific training/education needs. Through this process, the City should evaluate if there is a need to create a **Job-Bridge Program** to help these individuals rejoin the workforce. If this is the path that is taken, the ECFRPC recommends that the City contract with a non-profit to run the program. In addition to this program, some of these residents could actually be budding entrepreneurs. In this case, they would benefit from having access to business training opportunities. Finally, it would be on the best interest of these residents if the City could identify and address some of the land use inconsistencies found in the Garden Street Corridor.

The Economic Development, Sustainability, and Planning departments will take the lead on implementing these initiatives with support from the City's Neighborhood Services Department, Career Source, United Way Space Coast, and Good Will Central Florida, among others. Funding will be mostly coming from local sources. Most of the funding will be local, but the training program could be funded using Community Development Block Grant funding.

Assist Residents of Census Tracts with Low Level of Participation
Connect with Social Service Partners, Community Organizations, and Key Stakeholders that Could Assist with Engaging Residents
Survey Residents to Identify Employment Needs and Barriers
Identify Local Social Service Agency/No Profit that could lead Job-Bridge Program
Promote Business Creation and Other Entrepreneurship Opportunities
Identify and Address Land Use Inconsistencies within Garden Street Corridor

Potential Projects	Priority Level	Complexity
Community Needs Survey	High	Intermediate
Job-Bridge Program	Low	High

Goal PE-3 Increase Workforce Participation

Access to child care was mentioned as a hindrance to labor force participation during the first focus group. This is a nationwide problem where local governments do not have much influence. However, the City of Titusville does have a vested interest in addressing this economic development issue. Thus, the ECFRPC recommends that City staff develop a relationship with the Early Learning Coalition of Brevard County. This is the organization that provides leadership and support for child care and early learning programs. Locally, the City of Titusville could take a more proactive role in supporting the development of this type of businesses. For example, the Planning Department should examine if the current land use code creates any barriers for the development of child care businesses, especially those that are home-based. There are no major projects recommended to implement this strategy.

Support Child Care and Early Learning Programs
Partners with Early Learning Coalition to attract more child care providers to the City
Promote the Creation of More Home-Based Child-Care Facilities

Goal PR-1: Strengthen & Expand Titusville's Clusters

The City of Titusville holds a unique position as the home of several major aerospace companies and emerging space technology enterprises. The ECFRPC recommends that the City develop a **Marketing Campaign** that promotes branding opportunities to attract aerospace businesses and companies that supply this industry. The continuous embrace of aerospace would not only be a long-term, multi-generational economic benefit, but it can also be used as a marketing advantage to attract the aforementioned supply chain to Titusville, creating a network of supporting industries. Focusing on activities that build on these agglomerations could have a higher economic impact in the long run. This includes facilitating the development of supplier networks and supporting infrastructure for these key industries. Developing strategic partnerships with established companies could help them serve as anchors for broader supply chain development. At a later stage, these partnerships will need physical spaces where companies can collaborate on joint projects and share resources. This extension of the supply chain should also encompass the boating and satellite communications industries, in addition to the aerospace industry.

With the existing (and upcoming) businesses in Titusville, the City should engage them in community development efforts, provide business recruitment assistance, and become sponsors of community events. The City's Planning and Economic Development departments are best suited to lead these strategies in creating a **Business Incubator** that reinforces the local economy and open opportunities for workers both within the City and region-wide. In addition, the City should consider establishing an **Economic Development Trust Fund** to support economic development projects. Some of this funding could be used as a match for large federal grants that support these clusters.

Strengthen the Supply Chain for all Industry Clusters
Attract suppliers and service providers that support major aerospace companies already established in Titusville (such as Cooling Technology and Chillers).
-Leverage strategic locations for light industrial/manufacturing. -Leverage parcels by the Indian River Lagoon to attract more boat builders and marine companies.
Develop incentives for satellite communications companies by leveraging the proximity to the Space Coast cluster.
Develop a targeted marketing campaign highlighting Titusville's aerospace ecosystem.

Potential Projects	Priority Level	Complexity
Titusville Aerospace Excellence Marketing Campaign	Medium	Intermediate

Enhance Business Assistance and the Creation of New Start Ups
Study Feasibility of Developing a Business Incubator within the City
Evaluate Developing a Matching Fund to Support State and Federal Economic Grant Opportunities

Potential Projects	Priority Level	Complexity
Business Incubator Program	High	Intermediate
Economic Development Trust Fund	High	Intermediate

Goal PR-2: Attract More Foreign Direct Investments

With the existing aerospace and telecommunications industries that call Titusville home, this can be a great magnet in attracting international businesses to diversify the local economic base further and increase job positions. This can be done by leveraging global connections within the aerospace and technology sectors through the creation of an **International Commerce Program**. Priority should be given to companies that complement the existing aerospace cluster, particularly those from countries with strong space technology programs such as France, Canada, Germany, and Italy.

ECFRPC staff has identified that many successful aerospace hubs benefit from international partnerships and knowledge exchange. The City of Titusville can benefit from having international companies bringing in specialized expertise, advanced technologies, and global market connections to serve the growing Space Coast economy. Titusville should also actively engage with international trade organizations and foreign chambers of commerce to develop a more robust global business network.

According to the focus group participants, the City boasts strategic locations and infrastructure that can benefit international companies seeking to establish operations in North America; the City has many buildable parcels and houses global companies like Lockheed Martin. While this proximity to major aerospace facilities provides significant advantages, City officials should investigate opportunities to market available properties and development sites to international investors. The City's Economic Development Department should take the lead on these activities.

Attract More Foreign Direct Investments
Develop Strategies to Attract Foreign Companies and Investment.
Establish Connections with Foreign Chambers of Commerce and Trade Organizations.
Evaluate Methods to Assist Foreign Companies with Necessary Steps and Documentation.

Potential Projects	Priority Level	Complexity
Create Connection Program with International Commerce	Medium	Complex

Goal PR-3: Support Economic Development within the Space Coast Commerce Park

The ECFRPC identified Space Coast Commerce Park as a key economic development asset; its potential for logistics, distribution, and light-to-medium industrial uses remains underutilized. The Commerce Park's strategic location, situated near transportation infrastructure (US 1 and the Indian River Lagoon) and the Regional Space Coast Airport, makes it highly ideal for companies that require efficient logistics networks, particularly given its proximity to other established businesses. Maximizing this economic potential will require focused marketing efforts and strategic partnerships (such as those mentioned in Goal PR #2).

The City should pursue, or reconnect if existing, a partnership with airport administrators to market the available lots for rental and leasing opportunities. The parcels should be promoted to companies seeking distribution centers, light manufacturing facilities, and logistics operations. With this in mind, the ECFRPC recommends that the City utilize targeted **Real Estate Marketing** strategy to attract businesses by highlighting infrastructure advantages, transportation connectivity, and proximity to established aerospace and aviation companies. This can be accomplished through the development of relationships with commercial real estate agents and the creation of incentive packages that make the Commerce Park competitive with other regional industrial developments.

As a Strategy Focus, this will help Ppepare the city for an economic opportunity that will simultaneously benefit the real estate and industrial sectors of the City. The potential project of finding marketing partners will be a good fit for the City’s Economic Development Office to take the lead.

Promote this location for logistics or distribution warehouses and light industrial/manufacturing
Create partnerships with the Regional Space Coast Airport and industry stakeholders to market lots for development and rental or leasing.

Potential Projects	Priority Level	Complexity
Real Estate Marketing	Medium	Intermediate

PLACES

Goal PL-1 Harness the City's Natural and Cultural Assets to Further Economic Development Efforts

The City of Titusville should use its trail network and nearby nature-based assets to develop a strong tourism industry. According to the Outdoor Industry Association (2017), Americans spend $887 billion annually participating in outdoor recreation. In turn, this visitor economy supports 7.6 million jobs.

The first step here will be to increase the number of bicyclists visiting the trail. This could be achieved through the development of a **Trail Marketing Campaign.** In addition to this effort, the City should ensure that the land use entitlements along the different trails promote economic development opportunities. To accomplish this goal, the ECFRPC recommends that the City develop a **Trails Economic Development Study** that will help plan the development of this industry. Safety is paramount to the success of any trail network. To increase security, the ECFRPC recommends the establishment of series of **Information Centers/Kiosks** close to the main trail heads.

Most of these activities will be led by the Economic Development Department with assistance from the Titusville Chamber of Commerce, the Space Coast Office of Tourism, the Florida Greenways Trail Foundation, and the ECFRPC.

Leverage Trail Connections to Further Economic Opportunities
Promote Visitation to the City's Trail Network
Ensure that Land Use Entitlements near Trail Network Work can Foster Economic Development Opportunities
Establish Small Information Centers/Kiosks Close to the Main Trails to offer Guidance and Emergency Contact Services

Potential Projects	*Priority Level*	*Complexity*
Trail Marketing Campaign	High	Intermediate
Trails Economic Development Study	High	Intermediate
Information Center/Kiosks	Low	Complex

PLACES

Goal PL-1 Harness the City's Natural and Cultural Assets to Further Economic Development Efforts

It will also be a good idea to convene the different stakeholders involved in the area's ecotourism opportunities. This includes the University of Central Florida, One Lagoon, Florida Sea Grant, and the Sierra Club, among others. This effort should help to delineate a more robust strategy to use the nearby natural assets to further economic opportunities. The ECFRPC recommends that the City supplement this effort by developing a **GIS Land Use Inventory** that identifies parcels with environmental value that could be acquired for conservation and passive recreation within City limits.

In the long term, the City and these partners should evaluate the viability of establishing a small **Marine Science Center** focused on rescuing marine birds and marine life that require emergency treatment. The facility shall include a limited aquarium with educational exhibitions of the endemic species and marine wildlife for the benefit of visitors and enhance educational elements. This type of facility could be funded using Tourism Development Tax funds.

These efforts will be led the City's Sustainability Department in partnership with the previous mentioned industries.

Promote Ecotourism Industry
Convene Conservation and Business Stakeholders to Develop Ecotourism Industry
Identify Lands and Easements that could be Used/Acquired for Passive Recreation
Create Partnerships with Conservation Stakeholders to Establish a Small Marine Science Center or Similar Facility

Potential Projects	*Priority Level*	*Complexity*
GIS Land Use Inventory	High	Intermediate
Marine Science Center	Low	High

PLACES

Goal PL-1 Harness the City's Natural and Cultural Assets to Further Economic Development Efforts

A **Cultural Plan** provides a strategic framework to enhance cultural assets and integrate social nodes for sustainable growth. The cultural plan would promote urban regeneration and place-making strategies related to revitalization on business corridors through investment in venues, galleries, and creative space. The Economic Development Department will take the lead of the plan, including stakeholders such as the City's museum administrators, the ECFRPC, and the Space Coast Office of Tourism.

The City, through the Community Redevelopment Area, can continue supporting the **Titusville Playhouse** expansion. CRA staff can also explore the feasibility of developing an **Outdoor Amphitheater** in the downtown area. This type of facility is an accessible cultural venue that could be used by residents and organizations interested in hosting performances, festivals, and ceremonies. This gathering space could substitute the current practice of closing streets to celebrate small events such as artisan and craft fairs.

Expand the Role of the Cultural and Leisure Economy
Develop a Plan to Enhance the Economic Impact of the City's Cultural Assets
Support Efforts to Expand Titusville Playhouse
Explore Feasibility of Developing an Outdoor Amphitheater for Small Cultural Events

Potential Projects	*Priority Level*	*Complexity*
Cultural Plan	High	Intermediate

PLACES

Goal PL-2: Enhance City's Hospitality Sector

The City is home to a wide and diverse range of museums that commemorate aerospace and aviation history, police and law enforcement, and civil rights history, among others. However, the area does not have a multipurpose center (**Venue/Business Center)** that could host large business events and entertainment events. This type of facility could have a positive impact on the revenues of leisure and hospitality establishments such as hotels, and restaurants. This project could also impel the creation of the gastronomic district/route for the downtown business corridors.

The Economic Development Department should conduct a market demand study that analyzes the feasibility of building this type of facility in Titusville. The report would help to asses the venue's viability by identifying potential customers and evaluating any nearby competition. Another important part of the feasibility process is determining the best location for this type of facility. This is an activity that could be supported by the Planning Department because its staff has some expertise with Geographic Information Syst

Evaluate the Development of a Large Events Center
Conduct a Market Demand Analysis to Check Feasibility
Conduct a Site Analysis to Choose Best Location

Potential Projects	*Priority Level*	*Complexity*
Venue/ Business Center	Low	High

PLACES

Goal PL-3 Promote Commercial Revitalization and Resilience

The ECFRPC recommends that City prioritizes the creation of a **Revitalization Plan for the Hopkins corridor**. This would include the development of a **Brownfields Inventory** to identify sites in need of redevelopment. The ECFRPC will be of assistance to the City in this project using funds from its Brownfields Assessment grant. The City should also promote the revitalization of other corridors such as Garden Street by creating partnerships with corridor businesses to encourage beautification efforts and the development of pedestrian-friendly infrastructure and open public spaces such as plazas and pavilions, among others. The Community Redevelopment Area shall lead a special project to explore the acquisition of a **Trolley System-** to serve the Garden Street corridor.

Foster the Revitalization of Older Commercial Corridors
Partner with Private Businesses to Improve Beautification Efforts within the Different Corridors
Create Redevelopment Strategy for Hopkins Corridor
Use the Brownfields Grant to Assist with Business Corridors Revitalization
Develop Open Public Spaces such as Plazas and Pavilions
Improve Pedestrian-Friendly Infrastructure, Including Adaptation Measures for People with Disabilities
Study Feasibility of Creating Free Shuttle Connecting Public Parking Lots, Cultural Sites, and Business Nodes
Explore Creating Shared Parking Agreements

Potential Projects	*Priority Level*	*Complexity*
Hopkins Revitalization Plan	High	Intermediate
Brownfields Inventory	High	Intermediate
Trolley System-Acquisition	Medium	High

PLACES

Goal PL-3 Promote Commercial Revitalization and Resilience

The Resilient Titusville Plan, published in May 2019, identified coastal vulnerabilities related to flooding by prolonged rain events, sea level, storm surge, and annual high tides. The east coast of Titusville is experiencing flooding due to its proximity to the Indian River Lagoon. Inundation and encroachment on critical infrastructure can affect the future development of the city. The Downtown Titusville area is the most vulnerable within the City to increasing sea levels. The updated Vulnerability Analysis currently being conducted by the City should examine the exposure of the different business corridors to the effects of climate change and sea level rise. This would help City officials to make these areas more resilient to extreme weather events and protect public and private investments.

Adapt Business Corridors to Climate Change and Sea Level Rise
Use Updated Vulnerability Analysis to Determine Exposure of Business Corridors to Sea Level Rise and Other Extreme Weather Events
Promote the Adoption of Green Infrastructure and Low-Impact Development (LID) Strategies (LID) in projects
Install Green Infrastructure in Sidewalks and Streets, and Improve Landscaping to Manage Stormwater and Runoff

Additional benefits can be achieved by using adaptation strategies in coastal areas and river banks to avoid loss of terrain and damage to structures vulnerable to erosion. Planning and Sustainability could help to promote the adoption of 'low impact development' (LID) practices. The Community Redevelopment Area should adopt Green and Grey Infrastructure design in sidewalks and streets to mitigate the overflow of runoff during heavy rainfall and control sedimentation in the Indian River Lagoon.

All these activities should be led by staff from the Planning and Sustainability departments.

APPENDICES

APPENDIX A: BLS SUPER SECTORS DEFINITION

The Bureau Labor Statistic's Supersectors are aggregations of industries that help to facilitate the analysis of employment and business data. Industries are grouped into the eleven different subgroups:

- **Natural Resources:** Comprised of all establishments within the Agriculture and Mining industry sectors including farms, ranches, mines, and quarries, among others.
- **Construction:** Comprised of all establishments primarily engaged in the construction of buildings and infrastructure projects including general contractors and home builders, among others.
- **Manufacturing:** Comprised of all establishments engaged in the mechanical, physical, and chemical transformation of materials into new products such as bakeries, plants, and mills.
- **Trade, Transportation and Utilities:** Comprised of all establishments within the Utilities, Whole Sale Trade, Retail Trade, and Transportation and Warehousing industry sectors including electric power plants, food distributors, supermarkets, and charter bus companies, among others.
- **Information:** Comprised of all establishments that produce and disseminate information and cultural products, and process data such as libraries, video game developers, and broadcasting companies.
- **Financial Activities:** Comprised of all establishments within the Finance, Insurance, Real Estate and Leasing industries such as financial planners, insurance agents, realtors, and equipment rental establishments.
- **Professional and Business Services:** Comprised of all establishments within the Professional, Scientific and Technical Services and Administrative and Support and Waste Management and Remediation services. Examples of these companies include architectural and engineering firms, law offices, travel arrangement services, and janitorial companies.
- **Education and Health Services:** Comprised of all establishments with the Educational Services and Health Care and Social Assistance industry sectors including elementary schools, universities, hospitals, and daycare centers, among others.
- **Leisure and Hospitality:** Comprised of all establishments within the Arts, Entertainment, and Recreation and Accommodation and Food Services industry sectors including performing arts companies, museums, hotels, and fast-food restaurants, among others.
- **Personal Services:** Comprised of all establishments providing and array of direct services to the public including beauty salons, repair and maintenance, and social service organizations, among others.

APPENDIX B: METRICS DEFINITION

Land Use Metrics

Using information from Brevard Property Appraiser, the ECFRPC developed a series of metrics to measure the current health and vitality of these business corridors. These variables are explained in more detail below:

- **Total Assessed Value:** The assessed value is the dollar value assigned to a property to measure applicable taxes. This value is the sum of all assessed values within the corridor.
- **Average Assessed:** This is the average assessed value of all parcels within the study corridor.
- Total Taxable Value: The taxable value of a property is reached when one subtracts all the exemption (such as homestead exemption) from the assed value. This variable includes the sum of all properties within this corridor.
- **Average Taxable Value:** This is the average taxable value of all parcels within the study corridor.
- **Average Parcel Size:** This is the average size of all the parcels located within a corridor. The size of all individual properties is estimated using GIS software. Buildings within smaller parcels are usually constrained because of inadequate infrastructure remaining vacant much longer.
- **Total Parcels:** This is the total number of parcels found within the corridor study area. The ECFRPC used its existing land use layer to identify parcels.
- **Total Area of Corridor:** The area of the corridor, measured by acreage, as estimated using GIS software.
- **Percentage of Office Parcels:** The ECFRP used its existing land use layer to identify office parcels within the corridors based on information from the Brevard County Property Appraiser.
- **Percentage of Commercial Parcels:** The ECFRP used its existing land use layer to identify commercial parcels within the corridor based on information from the Brevard Property Appraiser.
- **Vacant Parcels Percentage:** The ECFRP used its existing land use layer to identify vacant parcels within the corridor. This information was corroborated using Google Maps.

Corridor Land Use Analysis										
Corridor	**405**	**Cheney**	**Dairy Rd.**	**Garden St.**	**Hopkins**	**I-95**	**NASA**	**Parrish**	**U.S. 1**	**Space Coast**
Total Area (Acres)	275.6	193.3	85.5	537.2	147.0	349.0	605.8	528.7	238.2	3550.5
Total Parcels	86	112	16	830	266	131	80	102	403	580
Average Parcel Size (Acres)	3.2	1.7	5.3	0.7	0.6	2.7	7.6	5.2	0.6	6.1
Vacant Parcels %	38.9	21.0	15.5	9.3	6.8	15.5	17.9	15.0	4.9	31.2
Office Parcels %	0.0	3.5	7.0	5.9	7.9	1.2	0.0	2.0	8.8	1.2
Commercial Parcels %	5.9	42.7	23.2	20.9	34.8	48.0	10.4	2.8	45.9	0.7
Industrial Parcels %	24.27	6.6	0	5.45	5.11	1.45	4.03	1.91	0.51	7.73
Institutional Parcels %	14.8	5.1	54.2	32.3	33.0	27.2	67.3	74.8	22.7	53.3
Total Assessed Value (Millions)	39.0	66.8	22.5	221.7	105.0	163.6	39.1	172.6	156.4	235.2
Average Assesses Value of Parcels (Thousands)	454.0	596.0	1,406.6	267.1	394.7	1,249.0	488.2	1,691.8	388.0	405.5
Total Taxable Value (Millions)	28.1	57.0	9.0	2.8	48.6	149.3	25.2	22.8	136.2	176.5
Average Taxable Value (Thousands)	326.4	509.0	563.1	181.1	182.6	1,139.8	314.8	223.9	338.0	304.2

Sources: Brevard County Property Appraiser

APPENDIX B: METRICS DEFINITION

Economic Vitality Metrics

Using information from Titusville Tax Receipts and the Data Axle/Infogroup business database, the ECFRPC developed several metrics to measure the performance of these corridors and allow to compare them against each other. These variables are explained in more detail below:

- **Total Number of Businesses:** This is the total number of businesses found within each corridor based on the number of business tax licenses receipts.
- **Number of Employees:** This is the sum of all people employed by each of the businesses located within the corridor. Since the number of businesses can vary per corridor, the ECFRPC also calculated the average number of employees by business.
- **Total Sales:** This variable measures the gross level of business revenue which includes both the costs of labor and materials (intermediate inputs) and value -added activities (compensation and profits). Since sales can vary based on the number and type of businesses, the ECFPC also calculated the average sales by business.
- **Business Age:** This average measures the age of all businesses located within the corridor. This information is based on the number of years that these businesses have been included in the Data Axle/Infogroup database.
- **Percent of Local Businesses:** This variable measures the ratio of “mom and pop” (independent) businesses located within a corridor. This definition excludes both franchises and corporate branch offices.
- **Dominant Industry:** All Titusville businesses are assigned a two-digit industry code based on the nature of the establishment’s operations. This variable states the predominant industry in each of the corridors.
- **Percent Traded:** As defined previously, a traded business is one that derives most of its sales from outside markets. As defined for this project, traded industries includes most businesses within the manufacturing (31-33), wholesale trade (42). transportation and warehousing (48-49), and accommodation (721) industries. It also includes businesses that supply services to the aviation/aerospace and watercraft industry clusters.
- **Cluster Establishments:** This variable states whether there are any establishments located within the corridor that directly serve the aviation/aerospace, tourism or watercraft industries. This definition excludes any of the “destination” retail and food service establishments found within the City.
- **Private Investment:** The value of all non-residential building permits within the last five years. This is used as a proxy of all private investment within the corridor.

Titusville Economic Vitality Metrics										
Corridor	**405**	**Cheney**	**Dairy Rd.**	**Garden St.**	**Hopkins**	**I-95**	**NASA**	**Parrish**	**Space Coast**	**U.S. 1**
Total Number of Businesses	33	124	22	229	185	71	17	61	112	253
Average Business Age (Years)	19	15	22	16	11	18	5	14	15	16
Total Number of Employees	281	1,004	458	2,388	2,024	1,653	97	754	3,858	3,120
Business Size	9	8	20	10	17	23	2	12	34	12
Total Sales (Millions)	$46.0	$152.6	$46.8	$405.7	$320.0	$257.5	$22.4	$83.2	$476.9	$418.8
Average Sales	$1.39	$1.23	$2.7	$1.77	$1.73	$3.62	$1	$1	$4	$2
Dominant Industry	Services	Retail	Retail	Health Care	Services	Retail	Health Care	Health Care	Manufacturing	Accommodation & Food
Local %	88%	65%	64%	88%	84%	14%	82%	1%	85%	61%
Traded %	18%	3%	0%	1%	2%	10%	6%	13%	59%	3%
Cluster	3	None	None	3	4	1	1	1	35	7
Private Investment	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

Sources: Data Axle/Infogroup, ECFRPC Analysis

APPENDIX B: METRICS DEFINITION

Environmental Constraints

Using information from the Florida Department of Environmental Protection, NOAA, and the ECFRPC's rainfall model, the ECFRPC developed several metrics to measure the performance of these corridors and allow to compare them against each other. These variables are explained in more detail below:

- **Wetlands**: Wetlands were identified and delineated as an environmental constraint because their presence could be a barrier for new development.
- **Sea-Level Rise + Storm Surge**: Due to the City's proximity to the coast, it is important to understand the impact that sea-level rise and storm surge could have on the different commercial corridors. The ECFRPC used the NOAA High 2040 sea level rise and storm surge scenario to make this calculation.
- **Future Extreme Rainfall**: The ECFRPC recently finished modeling future extreme rainfall through a CDBG-MIT grant. Extreme rainfall for the year 2040 was utilized to examine the possible impacts on the city.
- **Impervious Surfaces**: Impervious surfaces exacerbate the effects of flooding thus were calculated for the corridor within the city.

Corridor	Titusville Environmental Constraint Metrics							
	Wetlands		Extreme Rainfal (2040)		Sea-Level Rise + Storm Surge		Impervious Surface	
	Acreage	Percent	Acreage	Percent	Acreage	Percent	Acreage	Percent
405 Corridor	53.8	19.4%	42.8	19.2%	0.0	0.0%	53.6	19.4%
Cheney Corridor	37.4	19.2%	14.6	9.3%	0.0	0.0%	83.2	42.8%
Dairy Road Corridor	7.6	9.1%	29.8	39.3%	0.0	0.0%	23.0	27.6%
Garden Street	26.8	5.1%	93.6	18.9%	148.1	29.8%	181.6	34.7%
Hopkins	0.1	0.0%	61.5	37.8%	32.7	20.1%	95.2	58.5%
I-95 Interchange	134.3	38.5%	18.0	8.4%	0.0	0.0%	125.0	35.8%
NASA Causeway	185.2	30.4%	165.4	39.1%	135.8	32.1%	29.1	4.8%
Parrish	86.3	16.6%	81.0	18.7%	271.4	62.7%	93.8	18.1%
Space Coast Regional Airpor	790.2	22.5%	454.3	16.7%	6.2	0.2%	316.4	9.0%
US-1 Corridor	0.0	0.0%	89.6	39.1%	134.0	58.4%	133.0	58.0%

Sources: State of Florida, NOAA, ECFRPC Extreme Rainfall Model, and ECFRPC Analysis

APPENDIX C: STRATEGIC PLAN

Goal	Strategies and Major Tasks	Strategy Focus				Potential Projects/Deliverables (if any)	Lead Department	Potential Partners	Potential Funding Sources
		Reinforce	Address	Prepare	Pivot				
Goal PE-1 Support Workforce Development and Career Pathways Programs	*Strategy PE 1-1 Create Partnerships with Education and Workforce Development Industries*								
	Task 1: Strengthen Connections Between Private Sector and Educational Institutions	X				Business/Education Taskforce	Economic Development	Career Source Brevard Flagler Volusia, Brevard County Schools, East Central Florida State College, Private Businesses	Local Funds
	Task 2: Develop a Strategy to Connect Residents with Career Pathway Programs	X				Marketing Program	Economic Development	Titusville Chamber of Commerce, Career Source Brevard Flagler Volusia, Brevard County Schools, Private Businesses	Local Funds
	Task 3: Promote Titusville as a Great Location to start a Career	X					Economic Development	Titusville Area Chamber of Commerce, Economic Development Commission of Florida's Space Coast	Local Funds
	Task 4: Identify Needs for the Funding of Workforce Development/Training Centers			X		Ongoing	Economic Development	Career Source Brevard Flagler Volusia, Brevard County Schools, East Central Florida State College	US EDA Public Works Grant, Florida Job Growth Fund
Goal PE-2 Increase Workforce Participation	*Strategy PE 2-1 Assist Residents of Census Tracts with Low Level of Participation*								
	Task 1: Connect with Social Service Partners, Community Organizations, and Key Stakeholders that Could Assist with Engaging Residents		X			Ongoing	Sustainability	East Central Florida Regional Planning Council, Neighborhood Services Department	Local Funds
	Task 2: Survey Residents to Identify Employment Needs and Barriers		X			Community Needs Survey	Economic Development	University of Central Florida's College of Community Education and Innovation, Neighborhood Services Department	Local Funds
	Task 3: Identify Local Social Service Agency/No Profit that could lead Job-Bridge Program		X			Ongoing	Sustainability	Sustainability, Career Source Brevard Flagler Volusia, United Way Space Coast, Good Will Central Florida	Community Development Block Grant Fund
	Task 4: Promote Business Creation and Other Entrepreneurship Opportunities		X			Ongoing	Economic Development	Titusville Area Chamber of Commerce, Career Source Brevard Flagler Volusia, National Entrepreneur Center	Local Funds
	Task 5: Identify and Address Land Use Inconsistencies within Garden Street Corridor		X			Ongoing	Planning Department		Local Funds
Goal PE-3 Address Child Care Shortages	*Strategy PE 3-1 Support Child Care and Early Learning Programs*								
	Task 1: Partner with Early Learning Coalition to attract more child care providers to the City				X	Ongoing	Economic Development	Early Learning Coalition	Local Funds
	Task 2: Promote the Creation of More Home Based Child Care Facilities				X	Ongoing	Economic Development	Early Learning Coalition, Planning Department, Career Source Brevard Flagler Volusia	Local Funds

Goal PR-1: Strengthen & Expand Titusville's Clusters	*Strategy PR-1-1: Strengthen the Supply Chain for all Industry Clusters*								
	Task 1: Attract Suppliers and Service Providers that Support the Different Clusters	X				Ongoing	Economic Development	Economic Development Commission of Florida's Space Coast, Select Florida	Local Funds
	Task 2: Leverage Parcels by the Indian River Lagoon to attract more Boat Builders and Marine Companies	X				Ongoing	Planning Department	Titusville-Cocoa Airport Authority, Titusville Economic Development Office, property owners, realtors	Florida Boating Infrastructure Grant [FL Fish & Wildlife Commission]
	Task 3: Leverage Proximity to Merrit Island to Attract More Satellite Communications Companies	X				Ongoing	Economic Development	SpaceX, Blue Origin, Lockheed Martin	Local Funds
	Task 4: Develop a Targeted Marketing Campaign Highlighting Titusville's Aerospace Ecosystem	X				Titusville Aerospace Excellence Marketing Campaign	Economic Development	Space Florida, Titusville Chamber of Commerce, Visit Space Coast, Brevard County Tourism Development Office	Local Funds
	Strategy PR-1-2: Enhance Business Assistance and the Creation of New Start Ups								
	Task 1: Study Feasibility of Developing a Business Incubator within the City			X		*Business Incubator Program*	Economic Development	UCF Business Incubator Program, Titusville Area Chamber of Commerce	US EDA Public Works Grant
	Task 1: Evaluate Developing a Matching Fund to Support State and Federal Economic Grant Opportunities			X		Economic Development Trust Fund	Economic Development	Neighborhood Services	Local Funds
Goal PR-2: Attract More Foreign Direct Investments	*Strategy PR-2-1: Attract International Companies to Titusville*								
	Task 1: Develop Strategies to Attract Foreign Companies and Investment			X		Ongoing	Economic Development	Florida International Trade and Development Office, Space Florida, Florida Department of Commerce	Florida International Trade Promotion Grant, EDA Regional Innovation Strategies Program
	Task 2: Establish Connections with Foreign Chambers of Commerce and Trade Organizations			X		Ongoing	Economic Development	Florida Chamber of Commerce International Division	Florida International Marketing Grant, US Commercial Service Market Development Cooperator Program
	Task 3: Evaluate Methods to Assist Foreign Companies with Necessary Steps and Documentation			X		Ongoing	Economic Development	Florida Department of Commerce, Space Florida	Florida Job Growth Grant Fund, EDA Planning Grant
Goal PR-3: Support Economic Development within the Space Coast Commerce Park	*Strategy PR-3-1: Promote this location for logistic or distribution warehouses and light industrial/manufacturing*								
	Task 1: Create partnerships with the Regional Space Cost Airport's and industry stakeholders to market lots for development and rental/leasing			X		Ongoing	Economic Development	Regional Space Coast Airport leaders, realtors, Florida Department of Transportation Aviation Office	Local Funds

Goal PL-1: Harness the City's Natural and Cultural Assets to Further Economic Development Efforts	*Strategy PL-1-1: Leverage Trail Connections to Further Economic Opportunities*								
	Task 1: Promote Visitation to the City's Trail Network	X				Trail Marketing Campaign	Economic Development	Titusville Chamber of Commerce, Space Coast Office of Tourism, Florida Greenways and Trails Foundation	Local Funds
	Task 2: Ensure that Land Use Entitlements near Trail Network Work can Foster Economic Development Opportunities	X				Trails Economic Development Study	Planning Department	East Central Florida Regional Planning Council	Local Funds, Florida Department of Commerce Community Planning Technical Assistance Grants
	Task 3: Establish Small Information Centers/Kiosks Close to the Main Trails to offer Guidance and Emergency Contact Services	X				Information Center/Kiosks	Economic Development	Titusville Chamber of Commerce, Space Coast Office of Tourism	Local Funds, Brevard County Tourism Development Tax
	Strategy PL-1-2: Promote Ecotourism Industry								
	Task 1: Identify Lands and Easements that could be Used/Acquired for Passive Recreation	X				GIS Land Use Inventory	Economic Development	East Central Florida Regional Planning Council, One Lagoon	Florida Forever trust
	Task 2: Convene Conservation and Business Stakeholders to Develop Ecotourism Industry	X				Ongoing	Economic Development	University of Central Florida, Sierra Club, Space Coast Office of Tourism, One Lagoon	Local Funds
	Task 3: Create Partnerships with Conservation Stakeholders to Establish a Small Marine Science Center or Similar Facility			X		Marine Science Center	Sustainability	Sea Grant Florida	Tourism Development Tax
	Strategy PL-1-3: Expand the role of the cultural and leisure economy								
	Task 1: Develop a Plan to Enhance the Economic Impact of the City's Cultural Assets		X			Culture Plan	Economic Development	City Museums, East Central Florida Regional Planning Council, Space Coast Office of Tourism	Local Funds
	Task 2: Support Efforts to Expand Titusville Playhouse		X			Ongoing	Community Redevelopment Area	Titusville Playhouse	Tourism Development Tax
	Task 3: Explore Feasibility of Developing an Outdoor Amphitheater for Small Cultural Events		X			Ongoing	Community Redevelopment Area	Planning Department, Economic Development	CRA Funds

Goal PL-2: Enhance City's Hospitality Sector	*Strategy PL-2-1: Support the Development of the City's Restaurant Sector*								
	Task 1: Develop a Gastronomic District/Route and Supporting Materials					Gastronomic Route Marketing	Community Redevelopment Area	Titusville Chamber of Commerce, Space Coast Office of Tourism	Local Funds
	Task 2: Promote Linkages Between Local Food Producers and Restaurants			X		Ongoing	Sustainability	Brevard County Extension Office	Local Funds
	Task 3: Consider Developing a Small Business Grant Assistance Program			X		Ongoing	Economic Development	Titusville Chamber of Commerce	Local Funds
	Task 4: Attract Shared Commercial Kitchen Incubator Facility to Support Food Entrepreneurs and Start-Up Businesses			X		Kitchen Incubator	Economic Development	Sustainability. Tistusville Chamber of Commerce	Florida Job Growth Fund
	Strategy PL-2-2: Evaluate the Development of a Large Events Center								
	Task 1: Conduct a Market Demand Analysis to Check Feasibility		X			Venue/ Business Center	Economic Development	Planning Department	Local Funds
	Task 2: Conduct a Site Analysis to Choose Best Location		X				Planning Division	Economic Development. Titusville Chamber of Commerce, Community Redevelopment Area	Local Funds
	Strategy PL-3-1: Foster the Revitalization of Older Commercial Corridors								
	Task 1: Partner with Private Businesses to Improve Beautification Efforts within the Different Corridors		X			Ongoing	Economic Development	Keep Brevard Beautiful, Titusville Chamber of Commerce	Local Funds
	Task 2: Create Redevelopment Strategy for Hopkins Corridor		X			Hopkins Revitalization Plan	Economic Development	East Central Florida Regional Planning Council	Local Funds
	Task 3: Use the Brownfields Grant to Assist with Business Corridors Revitalization		X			Brownfields Inventory	Economic Development	East Central Florida Regional Planning Council	EPA Brownfields Grant
	Task 4: Develop Open Public Spaces such as Plazas and Pavilions		X			Ongoing	Community Redevelopment Area	Titusville Chamber of Commerce	State and Local Funds
Goal PL-3: Promote Commercial Revitalization and Resilience	Task 5: Improve Pedestrian-Friendly Infrastructure, Including Adaptation Measures for People with Disabilities		X			Ongoing	Planning	Best Foot Forward	Local Funds
	Task 6: Study Feasibility of Creating Free Shuttle Connecting Public Parking Lots, Cultural Sites, and Business Nodes			X		Trolley System-Acquisition	Community Redevelopment Area	Economic Development, Planning	CRA Funding, Toursim Developemnt Tax
	Task 7: Explore Creating Shared Parking Agreements			X		Ongoing	Community Redevelopment Area	Planning, Economic Development	Local Funds
	Strategy PL-3-2: Adapt business corridors to climate change and sea level rise								
	Task 1: Use Updated Vulnerability Analysis to Determine Exposure of Business Corridors to Sea Level Rise and Other Extreme Weather Events				X	Ongoing	Planning Division	East Central Florida Regional Planning Council	Resilient Florid Grants
	Task 2: Promote the Adoption of Green Infrastructure and Low-Impact Development (LID) Strategies (LID) in projects				X	Ongoing	Planning Division	East Central Florida Regional Planning Council	Local Funds
	Task 6: Install Green Infrastructure in Sidewalks and Streets, and Improve Landscaping to Manage Stormwater and Runoff		X			Ongoing	Community Redevelopment Area	Planning, Sustainability	Local Funds

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Award of Contract for Indian River Force Main Completion Project**

Department/Office: Public Works

Recommended Action:

Approve award of a Contract for WO#2509 to SDV Service, LLC of Titusville, FL for the Indian River Force Main Completion Project in the amount of $893,000, approve and enter into the associated tender agreement, and authorize the Mayor to execute the Contract.

Summary Explanation & Background:

The Indian River force main project is an existing project which replaced and installed a new force main along Indian River Ave starting at South St and ending at the Osprey plant. The new force main was installed in its entirety and put into service. Unfortunately, in February of 2025, Young's Communication announced they were going out of business. As a result, part of the project has been left incomplete.

The City has been working with the surety for the project, coordinating with the State Revolving Loan which is part of this project, and a hired outside contracting attorney to help navigate the City to hiring a contractor to finish the project. The remainder of the project includes abandoning the original force main along with some restoration efforts including outstanding paving, grassing, etc.

With the approval from the State Revolving Loan program, the surety's requirements and the City purchasing requirements, we were authorized due to the value of work left to use our utility contractors' services contract, Contract 24P-020. This contract shortlists 7 contractors and helped speed up the bidding process.

One bidder submitted which is attached. The City, surety and SRF found the bid to be acceptable. Besides awarding to the contractor to coordinate the project, the City must also enter into a tender agreement with the surety. The tender agreement has been negotiated between the City, the surety and the City's hired contracting attorney. All parties are in agreement with the terms.

It is recommended that City Council approve award of a Contract for WO#2509 to SDV

Service LLC of Titusville, FL for the Indian River Force Main Completion Project in the amount of $893,000, approve and enter into the associated tender agreement and authorize the Mayor to execute the Contract.

Alternatives:
Do not award the contract and rebid including modification of the tender agreement.

Item Budgeted:
Yes

Source/Use of Funds/Budget Book Page:
401-5555-536.65-00, WR2003.

Strategic Plan:
Goal 2- Efficient and Effective Services

Strategic Plan Impact:
This project aligns with efficient and effective services by completing an existing project aimed at replacing existing aging infrastructure.

ATTACHMENTS:
1. Bid Proposal
2. Bid Tab
3. Surety Tender and Settlement Agreement 9.24.25 ASIC Executed

Indian River Force Main- Remaining Work to be Complete

Bid Item	Description	Qty	Unit	Unit Price	Bid Amount
1	Marina Park LS Tie In	1	LS	45000	$ 45,000.00
2	SR 406 Abandonment	1	LS	68500	$ 68,500.00
3	Mason Lodge Abandonment	1	LS	65000	$ 65,000.00
4	Ditch Crossing Abandonment	1	LS	55000	$ 55,000.00
5	East of FEC RR Abandonment	1	LS	85000	$ 85,000.00
6	Osprey Plant Abandonment- See Below				
6A	Option 1- Use of Line Stops and Bypass at Osprey Plant	1	LS	275000	$ 275,000.00
6B	Option 2- insert valves	1	LS	225000	$ 225,000.00
7	South St Paving Only	420	SY	55	$ 23,100.00
8	Mason Lodge Restoration	1	LS	95000	$ 95,000.00
9	Pavement Milling and Resurfacing, 1.5"- outstanding Contract work	756	SY	150	$ 113,400.00
10	Gate Valve Inspections	26	EA	1000	$ 26,000.00
11	Landscaping, Sod	15000	SF	1	$ 15,000.00
12	Road Striping	1	LS	15000	$ 15,000.00
13	Inlet Repair at Osprey	1	LS	5000	$ 5,000.00
14	Bore Vent Inspection	4	EA	1000	$ 4,000.00
15	ARV Inspections	6	EA	1000	$ 6,000.00
16	Existing Fence Removal, disposal, and replacement at Vectorworks	70	LF	100	$ 7,000.00
17	Asbuilts	1	LS	20000	$ 20,000.00
18	SRF Compliance- Davis Bacon and AIS requirements	1	LS	20000	$ 20,000.00
	Total- Using 6A	Total Using 6A			$ 943,000.00
	Total- Using 6B	Total Using 6B			$ 893,000.00

BID TABULATION
UTILITY CONTRACTORS' SERVICES (24P-020 LR)
WORK ORDER #2509
Indian River Forcemain Project Completion

COMPANY	CITY / STATE	BID AMOUNT
SDV Service LLC	Titusville, FL	$893,000.00
Carr & Collier Inc	Leesburg, FL	Did not bid
Hinterland Group	Riviera Beach, FL	Did not bid
Cathcart Construction Company	Winter Springs, FL	Did not bid
Affordable Development	Titusville, FL	Did not bid
Drewry Site Development LLC	South Daytona, FL	Did not bid

Intended Award: SDV Service LLC utilizing item 6B as provided in bid.

INITALS: **CKC**

TENDER AND RELEASE AGREEMENT

THIS TENDER AND RELEASE AGREEMENT ("Agreement") is made this _ day of September, 2025, between Atlantic Specialty Insurance Company ("ASIC" or "Surety"), and the City of Titusville ("Owner"). (ASIC and the Owner are sometimes collectively referred to in this Agreement as the "Parties").

RECITALS

WHEREAS, the Owner awarded and entered a contract with Young's Communications, LLC ("Young's Communications" or "Original Contractor") to act as the general contractor for the construction of the project known as Indian River Force Main Replacement located in Titusville, Florida ("Project"), which contract is referred to herein as the "Original Contract."

WHEREAS, at Young's Communications' request, ASIC issued a Performance Bond and Payment Bond naming Young's Communications as principal and the Owner as obligee, which bond is numbered 800152697, and has a penal sum of $8,931,860.00 (the "Bond").

WHEREAS, the Owner claims that Young's Communications defaulted on its obligations on the Project.

WHEREAS, as a result Young's Communications' default, the Owner terminated Young's Communications' right to complete the Project and demanded that ASIC fulfill its obligations under the Bond.

WHEREAS, the Parties have agreed that the Owner will enter a contract with SDV Services, LLC ("Completion Contractor") to complete Young's Communications' scope of work under the Original Contract as set forth in this Agreement.

NOW THEREFORE, in consideration of the promises and the mutual covenants set forth herein, and for other good and valuable consideration, the receipt and sufficiency of which the Parties acknowledge, the Parties agree as follows:

TERMS OF AGREEMENT AND RELEASE

1. **Recitals.** The Recitals set forth above are true and correct and incorporated herein by reference.

2. **Contract Balance.** The Owner represents and warrants that the current Contract Balance held by the Owner is $1,183,963.98 (the "Contract Balance"), calculated as follows:

Original Contract amount:	**$8,931,860.00**
Approved Modifications:	**$0**
Less Payments:	**($7,747,896.02)**
Contract Balance:	**$1,183,963.98**

The Owner will use the Contract Balance solely to pay for the completion of the Original Contract.

3. Work performed by Young's Communications. The Owner agrees that, as of the date of this Agreement, all work performed on, and materials incorporated into, the Project by Young's Communications are to the best of the Owner's knowledge in accordance with the terms of the Original Contract and are acceptable to the Owner, The Completion Contractor bears responsibility for any latent conditions resulting from omissions, oversights, or errors by Young's Communications, if any, that ordinarily would not be discoverable by inspection at this stage of the construction and have not been discovered by or made known to the Owner. As of the date of this Agreement, the Owner is not aware of any latent conditions in the work performed or materials furnished by Young's Communications.

4. Completion Contractor. ASIC tenders, and Owner accepts, the Completion Contractor to perform the remaining work under the Original Contract. The Owner will directly contract with the Completion Contractor to perform all of the remaining work under the Original Contract (the "Completion Contract") for the sum of Eight Hundred Ninety-Three Thousand Dollars and No Cents ($893,000.00) (the "Completion Contract Sum"). The Completion Contractor will furnish a performance bond and a payment bond naming the Owner as obligee and securing Completion Contractor's obligations under the Completion Contract each with a penal sum equal to the Completion Contract Sum.

5. Payment to the Surety. Within thirty (30) days of the Owner executing this Agreement, the Owner will deposit the sum of $290,963.98 (the "Surety Payment"), into the trust account of Paskert Divers and Thompson, counsel for ASIC. Such sums shall be disbursed to (a) reimburse ASIC for sums expended to satisfy payment bond claims, (b) reimburse ASIC for all claims expenses, including consultants, (c) reimburse ASIC for its reasonable attorney's fees and costs incurred with the Project, and (d) reimburse ASIC for any cost it incurs for repairs or remediation efforts associated with Latent Defects (as that term is defined below in this Agreement). Any unutilized funds shall be returned to Owner by December 31, 2025. In connection with the return of any unutilized funds or notice that there are no unutilized funds, ASIC shall furnish Owner with an accounting reflecting all disbursements detailing payment date, amount, and recipient.

6. No Further Responsibility of ASIC. In the event of any default by the Completion Contractor under the terms of the Completion Contract, the Owner will demand and look solely to the Completion Contractor and the Completion Contractor's performance and payment bond surety to perform their respective obligations. Except for any claims for Latent Defects and payment claims of subcontractors and/or vendors claiming through Young's, the Owner will make no further demands to, and assert no further liability against, ASIC arising out of or relating to the Original Contract. As used in this Agreement, "Latent Defect" means a defect that is hidden or concealed and could not have been discovered by a reasonable inspection at the completion of work.

7. Release of ASIC. Upon the Parties' execution of this Agreement and the receipt and clearance of the Surety Payment, the Owner agrees that, except for Latent Defects and payment

claims, ASIC will have no further responsibility on the Project or obligation to complete or correct any work required to be performed or remaining to be performed under the Original Contract. The Owner further agrees that ASIC will be, (except for latent defects and payment claims), and hereby is, fully, finally, and completely released, discharged, and exonerated of and from any and all claims, demands, causes of actions, damages (liquidated or unliquidated), and/or obligations under the Original Contract or ASIC's Bond. In the interest of resolving any and all matters relating to the Original Contract, and under the sound policy of law favoring the settlement of disputes, the Parties understand and agree that this Agreement constitutes and represents full and just consideration for and satisfaction of any and all claims by the Owner against ASIC arising out of, related to, or incidental to the Original Contract or the Bond. The Owner, by acceptance of this Agreement, (except for latent defects and payment claims),irrevocably remises, releases, and forever discharges ASIC and its officers, directors, employees, parent companies, sibling companies, insurers, reinsurers, agents, successors, assigns, and attorneys of and from any and all liabilities, obligations, promises, agreements, controversies, damages (liquidated or unliquidated), actions, causes of actions, suits, rights, demands, losses, debts, expenses, attorneys' fees, and claims, whether known or unknown, whatsoever in law and/or in equity under and arising out of or related to the Project, Original Contract, or Bond.

8. **Release of Owner.** With the exception of defenses to any claims for Latent Defects, ASIC, by acceptance of this Agreement and in exchange for the consideration herein, irrevocably remises, releases, and forever discharges the Owner of and from all liabilities, obligations, promises, agreements, controversies, damages, liquidated damages actions, causes of actions, suits, rights, demands, losses, debts, expenses, attorneys' fees, and claims, whether known or unknown, including any claims for latent defects, whatsoever in law and/or in equity under and arising out of or related to the Project, Original Contract, and Bond.

9. **Notice relating to Latent Defects.** If the Owner becomes aware of a Latent Defect in the work of the Original Contractor, it shall, except if an emergency that poses an imminent threat to person or property, give ASIC written notice of the defect and at least five (5) business days' notice to inspect the defect before any repair efforts are undertaken. The Owner represents and warrants that, as of the date of this Agreement, it is not aware of any Latent Defect in the labor, services, or materials furnished by the Original Contractor.

10. **No release of third-party claims under Payment Bond.** ASIC's obligations under the Bond to proper claimants that furnished labor, services, materials, equipment, or supplies to or for Young's Communications under the Original Contract will remain in full force and effect, subject to any limitations and defenses that may exist at law or at equity. Nothing herein waives any rights, claims, or defenses that ASIC may have as to any claim under the Payment Bond.

11. **No Admission of Liability.** Nothing contained in this Agreement constitutes an admission of any fact or liability by the Parties.

12. **Reservation of Claims.**

a. Nothing in this Agreement reduces, impairs, or diminishes ASIC's rights and claims against Young's Communications or any indemnitor under any

indemnity agreement, or applicable law, all of which are expressly reserved.

b. Nothing in this Agreement reduces, impairs, or diminishes the claims of Young's Communications, its assignees, or subrogees (including ASIC) against the Owner, or the Owner's defenses to such claims, arising out of or relating to any assertion that Young's Communications is entitled to an equitable adjustment to the amount of the Original Contract as a result of delays and escalation costs that were beyond its reasonable control.

13. No Third-Party Beneficiaries. Nothing contained in this Agreement creates any third-party beneficiaries nor confers any benefit or enforceable rights under this Agreement upon any person or entity other than the Parties to this Agreement.

14. General Provisions.

a. The Parties and their signatories warrant that each has the power and authority to execute this Agreement.

b. The Parties have voluntarily executed this Agreement based upon their independent investigations. The provisions of the Agreement will be applied and interpreted in a manner consistent with one another so as to carry out the purpose and intent of the Parties, but if for any reason any provision is unenforceable or invalid, such provision will be deemed severed from this Agreement and the remaining provisions will be carried out with the same force and effect as if the severed portion had not been a part of this Agreement.

c. This Agreement constitutes the entire agreement between and among the Parties regarding the Project and the issues that are the subject of this Agreement. Any prior understandings or agreements, and any representations made by either of the Parties to the other not included or specifically addressed in this Agreement, are deemed to be merged herein and not binding as to the Parties as this Agreement constitutes the complete understanding and agreement between the Parties.

d. The Parties acknowledge that they have read, understand, and have had the opportunity to be advised by legal counsel as to each and every one the terms, conditions, and restrictions, and as to the effect of all the provisions of this Agreement. The Parties agree to the enforcement of any and all of these provisions and execute this Agreement with full knowledge of these provisions. If any provision of this Agreement requires judicial interpretation, the Parties agree that the court interpreting or constructing the provisions will not apply the presumption that the terms hereof be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the party who itself or through its agent prepared the document.

e. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument.

f. The Parties agree to bear their own attorneys' fees and costs incurred in all matters that led to the entry of this Agreement.

g. Each of the Parties confirms that it has not assigned any of its claims arising out of or in any way relating to the Project, the Original Contract, or the Bond to any third person, firm, or entity.

h. The Parties agree to cooperate fully to execute any and all supplementary documents and to take all additional actions that may be necessary or appropriate to give full force and effect to the basic terms, conditions, and intent of this Agreement.

i. This Tender and Release Agreement is binding upon the Parties and their respective successors, assigns and privies.

j. This Agreement shall not in any way be amended or modified without the written consent of both Parties.

THE SIGNATORIES ACKNOWLEDGE THAT THEY HAVE READ THE FOREGOING AGREEMENT, FULLY UNDERSTAND ITS TERMS AND CONDITIONS, AND AGREE TO BE BOUND BY ALL OF ITS TERMS AND CONDITIONS.

ATLANTIC SPECIALTY INSURANCE COMPANY	**CITY OF TITUSVILLE**
By: Holden Moore	By: _____
Printed Name: Holden Moore	Printed Name: _____
Its: Claim Representative	Its: _____
Date: 9.29.25	Date: _____

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Florida Department of Law Enforcement (FDLE) Drone Grant**

Department/Office: Law Enforcement

Recommended Action:

Approve the grant award for $24,999 that will pay for the entire cost amount of the drone. In addition, approve the purchase through Sourcewell contract #020625-BRNC and associated budget amendment.

Summary Explanation & Background:

The addition of this grant funded drone equipped with interior surveillance capabilities will significantly enhance officer safety, operational efficiency, and community service for the Titusville Police Department. With 103 sworn officers and a total staff of 160 serving a growing population of 50,000+ residents, the department continuously seeks innovative tools to improve public safety and response effectiveness. A drone of this caliber would provide a safer alternative to entering potentially dangerous environments, such as buildings during barricaded subject incidents, searches for armed suspects, or welfare checks, by allowing officers to assess threats remotely before deploying personnel. This technology directly reduces risk to both officers and citizens while enabling faster, more informed tactical decision-making.

The BRINC Drone was selected because of its capability and size to operate inside structures. It can be maneuvered in buildings, map out rooms, open doors, communicate with perpetrators, and much more. The drone is being purchased through a Sourcewell contract #020625-BRNC effective through 07/24/2029, and is a sole source provider and is currently being utilized throughout the state's law enforcement agencies.

Beyond critical incidents, the drone would serve as a valuable asset for search and rescue operations, disaster response, and large-scale community events. As the City of Titusville continues to expand with the rapid growth of the Space Coast and the aerospace industry, the demand for advanced policing resources grows alongside it. The implementation of drone technology would reflect the department’s commitment to adopting modern, efficient, and community-focused policing strategies. Securing funding for this project would allow the Titusville Police Department to continue leading

in public safety innovation, protecting both its officers and the residents they proudly serve.

Alternatives:
Do not accept the Drone grant award.

Item Budgeted:
No

Source/Use of Funds/Budget Book Page:
SOURCE OF FUNDS 001-0000-334.20-00-GFLE72 STATE GRANTS/PUBLIC SAFETY $24,999
USE OF FUNDS 001-5555-513.64-00-GFLE72 MACHINERY & EQUIPMENT $24,999

Strategic Plan:
Goal #2: Efficient and Effective Services.

Strategic Plan Impact:
The grant-funded drone purchase will enhance the safety of both Law Enforcement Officers and the citizens of Titusville.

ATTACHMENTS:
1. FDLE DRONE GRANT APPROVED 10-14-25
2. DRONE - TPD - Lemur 2 Ops Bundle
3. LEMUR 2 Sole Source
4. Budget Amendment - FDLE Drone Grant
5. FDLE - BRINC APPROVAL STMT
6. BRINC Contract 020625

Drone Replacement Program Financial Assistance Agreement
between
Florida Department of Law Enforcement
and
City of Titusville Police Department

This agreement is entered into by and between the Florida Department of Law Enforcement (herein referred to as "FDLE" or "Department") and the Recipient Agency named above.

WHEREAS, the Department has the authority pursuant to Florida law and does hereby agree to provide state financial assistance to the Recipient upon the terms and conditions hereinafter set forth, and

WHEREAS, The General Appropriations Act, 2023 Legislature, Section 123 provides approximately $25,000,000 in nonrecurring funds to the Florida Department of Law Enforcement for the Drone Replacement Program established in Chapter 2023-240, Laws of Florida, and

WHEREAS, The General Appropriations Act, 2024 Legislature, Section 147, reverted and appropriated the unexpended balance of funds for use in the 2024-2025 fiscal year, and

WHEREAS, Chapter No. 2024-228, Section 44, amended Drone Replacement Program requirements, and

WHEREAS, The General Appropriations Act, 2025 Legislature, Section 132, reverted and appropriated the unexpended balance of funds for use in the 2025-2026 fiscal year, and

WHEREAS, Chapter No. 2025-199, Section 55, amended Drone Replacement Program requirements, and

WHEREAS, Section 934.50, Florida Statutes establishes rules, regulations, and security standards for the use of drones by governmental entities, and

WHEREAS, pursuant to Rule 60GG-2.0075, Florida Administrative Code, the Department of Management Services (DMS) has published minimum security standards for drones used by governmental entities; and

WHEREAS, the Recipient seeks to receive funding to purchase a drone that meets required minimum security standards.

NOW THEREFORE, in consideration of the foregoing, the parties hereto agree to this agreement as follows:

This agreement is subject to all applicable state financial assistance standard conditions provided in **Appendix B**.

The State of Florida's performance and obligation to pay under this agreement is contingent upon an appropriation by the Legislature, availability of funds, and subject to any modification in accordance with Chapter 216, Florida Statutes or the Florida Constitution.

FDLE will administer and disburse funds under this agreement in accordance with sections 215.97, 215.971, 215.981 and 215.985, F.S. for state financial assistance. The Recipient shall perform all tasks, activities, and provide deliverables, including reports, as specified in this agreement. FDLE's determination of acceptable expenditures shall be conclusive.

The Recipient certifies with respect to this agreement that it possesses the legal authority to receive the funds to be provided under this agreement and that, if applicable, its governing body has authorized, by resolution or otherwise, the execution and acceptance of this agreement with all covenants and assurances

contained herein. The Recipient also certifies that the undersigned possesses the authority to legally execute and bind Recipient to the terms of this agreement.

Expenditures of state financial assistance shall be compliant with laws, rules and regulations applicable to expenditures of State funds, including, but not limited to, the Reference Guide for State Expenditures published by the Florida Department of Financial Services.

OVERVIEW AND FUNDING

Project Title: FY2025-26 Drone Replacement Program

Project Start Date: 07/01/2025 **Project End Date:** 06/30/2026

Program Activities and Scope of Work

The Florida Legislature amended Section 934.50, Florida Statutes during the 2022 session. By July 1, 2022 governmental agencies using any drone not produced by an approved manufacturer must implement a plan to discontinue the use of the such drone by January 1, 2023. This grant provides funding for the Recipient to purchase drones that meet the compliance requirements outlined in Rule 60GG-2.0075, Florida Administrative Code.

The Recipient must prepare a Drone Funding Request Form (**Appendix A**) to receive funding under the revised program guidelines in Chapter 2025-199, Section 55, Laws of Florida. This form includes information about the recipient agency and how many drones they anticipate purchasing. The Department will review the request and allocate funding based on the information provided. The Recipient will be awarded funds, not to exceed $25,000 per compliant drone, approved by the Department on the Drone Funding Request Form (**Appendix A**).

DELIVERABLES

As stated in the scope and responsibilities above, the Recipient shall purchase new drones that are compliant with Rule 60GG-2.0075, Florida Administrative Code.

DISTRIBUTION AND PAYMENTS

This award is a cost-reimbursement agreement with the ability to request a cash advance. The Recipient will be awarded funds, not to exceed $25,000 for each compliant drone approved to purchase under this award.

Any funds paid in excess of the amount to which the participating agency is entitled under the terms and conditions of the agreement must be refunded to FDLE. Factual misrepresentations of drone purchases or other certifications will result in the loss of funding.

Funds under this agreement will be disbursed when all the following criteria are met:

- Executed agreement is signed by the Chief Official and provided to OCJGSFA@fdle.state.fl.us;
- The Drone Funding Request Form (Appendix A) is prepared and signed by the Chief Official and provided to OCJGSFA@fdle.state.fl.us; and
- Criteria is met for Option 1 (Reimbursement) or Option 2 (Cash Advance):

  Option 1 = Reimbursement: The Recipient may use its own funds to purchase the compliant drone and provide documentation related to the purchase including: purchase order, invoice, and proof of payment (cancelled check, bank/card statement, etc.).

  Option 2 = Cash Advance: The Recipient may request a cash advance to receive program funds and subsequently purchase the compliant drone. In order to qualify for this method of payment, the Recipient must provide a valid, executed purchase order and must be ready to order the compliant drone immediately upon the receipt of advanced funds. The Recipient must

provide documentation of purchase (invoice) and proof of payment (cancelled check, bank/card statement, etc.) within 45 days of receiving the advanced funds. Failure to provide documentation within 45 days will result in the Recipient being required to submit a refund to FDLE.

FDLE GRANT MANAGEMENT CONTACTS

The following individuals can assist with any program related questions or concerns:

FDLE Grant Manager
Name: Patricia Stark
Title: Government Analyst II
Phone: 850-617-1252
Email: PatriciaStark@fdle.state.fl.us

FDLE Alternate Contact
Name: Tennille Robinette
Title: Research & Planning Administrator
Phone: 850-617-1268
Email: TennilleRobinette@fdle.state.fl.us

If you are unable to reach either member above directly, please call the Bureau of Criminal Justice Grants main line at 850-617-1250 or email OCJGSFA@fdle.state.fl.us.

RECIPIENT CONTACTS

For assistance with any contract or financial questions, the Florida Department of Law Enforcement can contact:

Contract/Grant Manager:
(please print)
Name: JOSHUA BERND
Title: LIEUTENANT - SPECIAL OPERATIONS
Phone: 661-313-9994
Email: JOSHUA.BERND@TITUSVILLE..COM

Chief Official
(please print)
Name: JOHN LAU
Title: CHIEF OF POLICE
Phone: 321-567-3937
Email: JOHN.LAU@TITUSVILLE.COM

Financial Contact:
(please print)
Name: DONALD WELK
Title: SENIOR FISCAL ANALYST II
Phone: 321-567-3930
Email: DONALD.WELK@TITUSVILLE.COM

Alternate Point-of- Contact
(please print)
Name:
Title:
Phone:
Email:

Recipient's Vendor ID (FEID/EIN): 59-6000440

Please provide the Remittance/Payment Address where a check should be mailed if the Recipient is not set up for EFTs from the State of Florida:

Entity Name: TITUSVILLE POLICE DEPARTMENT
Address 1: 1100 JOHN GLENN BLVD
Address 2:
City, State, Zip: TITUSVILLE, FL 32780

SIGNATURES

In witness whereof, the parties affirm they each have read and agree to the conditions set forth in this agreement, have read and understand the agreement in its entirety and have executed this agreement by their duly authorized officers on the date, month and year set out below.

Modifications to this page, including strikeovers, whiteout, etc. are not permitted.

Florida Department of Law Enforcement
Bureau of Criminal Justice Grants

Signature: _____ Date: 10/13/25

Printed Name and Title: Cody Menacof, Bureau Chief

Recipient
CITY OF TITUSVILLE POLICE DEPARTMENT

The award is not valid until signed and dated by all required parties including either the Chief Official or Designee below. Any Designee signatures must be accompanied by documentation granting the authority to execute this agreement.

Recipient Chief Official

Signature: _____ Date: 10/10/2025

Printed Name and Title: JOHN LAU, CHIEF OF POLICE

*** If using a designee, sign the Chief Official Designee section below***

Recipient Chief Official Designee

Signature: _____ Date: _____

Printed Name and Title: _____

Additional Recipient Signatures (optional)

If your local process requires additional signatures (i.e., legal, clerk, etc.) use the spaces below.

Signature: _____ Date: _____

Printed Name and Title: _____

Signature: _____ Date: _____

Printed Name and Title: _____

Award #: 3X255
CSFA: 71.092

Appendix A – Drone Funding Request Form

Recipient: CITY OF TITUSVILLE POLICE DEPARTMENT **County:** Brevard

1. Recipient Type (select all that apply):

   ✔ New Recipient (no funds received under this program)
   Located in a fiscally constrained county
   None of the above

2. How many drone pilots do you currently have on staff? 3

3. How many additional pilots are you seeking to train/certify? 5

4. How many compliant drones do you currently have in your fleet? 0

5. How many additional drones are you seeking with these funds? 1

   Based on your request, you are seeking an award amount of $ 25,000.00
   (max reimbursement of $25,000 per drone)

   Provide any additional information we should consider when reviewing this request.

   The addition of a drone equipped with interior surveillance capabilities will significantly enhance officer safety, operational efficiency, and community service for the Titusville Police Department. With 103 sworn officers and a total staff of 160 serving a growing population of approximately 56,000 residents, the department continuously seeks innovative tools to improve public safety and response effectiveness. A drone of this caliber would provide a safer alternative to entering potentially dangerous environments, such as buildings during barricaded subject incidents, searches for armed suspects, or welfare checks, by allowing officers to assess threats remotely before deploying personnel. This technology directly reduces risk to both officers and citizens while enabling faster, more informed tactical decision-making.

By signing below, I am submitting the request to receive funding in accordance with the revised Drone Replacement Program guidelines cited above.

Signature: **Date:** **OCTOBER 10, 2025**

Name/Title: JOHN LAU, CHIEF OF POLICE

****** FDLE BUREAU OF CRIMINAL JUSTICE GRANTS ONLY ******

The Recipient may purchase 1 drones and receive reimbursement of up to $25,000 each, not to exceed the award amount of: $ 25,000.00

Authorized Official

10/13/25
Date

Appendix B – FY2025-26 State Financial Assistance Standard Conditions

The following terms and conditions will be binding upon approval of the grant award and execution of the contract by both the Recipient and the Florida Department of Law Enforcement. The Recipient will maintain required registrations and certifications for eligibility under this program.

The Department and the Recipient agree that they do not contemplate the development, transfer or receipt of intellectual property as a part of this agreement.

SECTION I: PROJECT IMPLEMENTATION

Legal Authority: The Recipient certifies with respect to this agreement that it possesses the legal authority to receive the funds to be provided under this agreement and that, if applicable, its governing body has authorized, by resolution or otherwise, the execution and acceptance of this agreement with all covenants and assurances contained herein. The Recipient also certifies that the undersigned possesses the authority to legally execute and bind Recipient to the terms of this agreement.

Not Operational within 60 and 90 Days: If a project is not operational within 60 days of the original start date of the award period, the Recipient must report by letter to the Department the steps taken to initiate the project, the reasons for delay, and the expected start date. If a project is not operational within 90 days of the original start date of the award period, the Recipient must submit a second statement to the Department explaining the implementation delay. Upon receipt of the 90-day letter, the Department shall determine if the reason for delay is justified or shall, at its discretion, require additional project documentation and justifications throughout the award period. The Department will also require the Recipient provide a revised project timeline that includes all anticipated project activities, tasks, and estimated completion date(s).

SECTION II: PAYMENTS

Obligation to Pay: The State of Florida's obligation to pay under this agreement is contingent upon an appropriation by the Legislature.

Overpayments: Any funds paid in excess of the amount to which the Recipient is entitled under the terms and conditions of the agreement must be refunded to the Department. Any balance of unobligated cash that has been paid and has not been authorized to be retained for direct program costs in a subsequent period must be refunded to the Department.

Advance Funding (Drone Program Only): Advance funding may be provided to a Recipient upon completion and submission of the following to the assigned FDLE Grant Manager: (1) a completed "Compliant Drone Cash Advance Request" form, (2) a valid, executed Purchase Order, and (3) vendor quote(s) for the compliant drone. The request form must be signed by the Chief Official. Advanced funds must be spent on drone purchase within 30 days of receipt. In order to reconcile the Cash Advance, the Recipient must provide the invoice and proof of payment for the compliant drone to the assigned FDLE Grant Manager within 45 days of the receipt of the advanced funding. Should extenuating circumstances arise which prevent the expenditure of advance funds within 30 days of receipt, or the provision of required documentation to reconcile the funds, a written request to retain the funds must be provided by the Recipient and approved by the Department. Failure to provide documentation will result in a refund of any advanced funding.

SECTION III: PROJECT AND GRANT MANAGEMENT

Personnel Changes: The Recipient must notify the FDLE grant manager of any change in the Chief Officials or Project Director or any change in contact information, including mailing address, phone number, email, or title change.

Obligation of Grant Funds: Grant funds shall not under any circumstances be obligated prior to the effective date, or subsequent to the termination date, of the period of performance. Only project costs incurred on or after the effective date, and on or prior to the termination date of the Recipient's project are eligible for reimbursement. All payments must be completed within thirty (30) days of the end of the grant period of performance.

Financial Management: The Recipient must have a financial management system able to record and report on the receipt, obligation, and expenditure of grant funds. An adequate accounting system must be able to separately track receipts, expenditures, assets, and liabilities for awards, programs, and subrecipients. The Recipient shall maintain books, records, and documents (including electronic storage media) in accordance with generally accepted accounting procedures and practices. Recipient must have written procedures for procurement transactions.

Travel: Cost for travel shall be reimbursed at the Recipient's travel rate, but the maximum reimbursement for each type of travel cost shall not exceed rates established in State of Florida Travel Guidelines, §112.061, F.S.

Subcontracts: Recipient agrees that all employees, subcontractors, or agents performing work under the agreement shall be properly trained individuals who meet or exceed any specified training qualifications. Recipient agrees to be responsible for all work performance and all expenses incurred in fulfilling the obligations of this agreement, and will not assign the responsibility for this agreement to another party. If the Recipient subcontracts any or all of the work required under this agreement, the Recipient must provide a completed DFS-A2-NS (Recipient-Subrecipient vs. Vendor Determination) form and a copy of the executed subcontract within thirty (30) days after execution of the subcontract. The Recipient agrees to include in the subcontract that (i) the subcontractor is bound by all applicable state and federal laws and regulations, and (ii) the subcontractor shall hold the Department and Recipient harmless against all claims of whatever nature arising out of the subcontractor's performance of work under this agreement, to the extent allowed and required by law.

Grant Adjustments: Recipients must submit a Request for Grant Adjustment to the FDLE grant manager for substantive changes such as: scope modifications, changes to project activities, target populations, service providers, implementation schedules, project director, designs or research plans set forth in the approved agreement, and for any budget changes affecting a cost category that was not included in the original budget. Recipients may transfer up to 10% of the total budget between current, approved budget categories without prior approval, as long as the funds are transferred to an existing line item. Adjustments are required when there will be a transfer of 10% or more of the total budget between budget categories. Under no circumstances can transfers of funds increase the total award. Requests for changes to the grant agreement must be signed by the Recipient or Implementing Agency's chief official or the chief official's designee. All requests for changes must be submitted no later than thirty (30) days prior to grant expiration date.

Property Management: The Recipient shall establish and administer a system to protect, preserve, use, maintain, and dispose of any property furnished to it by the Department or purchased pursuant to this agreement.

SECTION IV: MANDATORY DISCLOSURES

Conflict of Interest: The Recipient will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain. Recipients must disclose in writing any potential conflict of interest to the Department.

Violations of Criminal Law: The Recipient must disclose all violations of state or federal criminal law involving fraud, bribery or gratuity violations potentially affecting the grant award.

Convicted Vendors: The Recipient shall disclose to the Department if it, or any of its affiliates, as defined in §287.133(1)(a) F.S., is on the convicted vendor list. A person or affiliate placed on the convicted vendor list following a conviction for a public entity crime is prohibited from doing any activities listed in the agreement for a period of thirty-six (36) months from the date of being placed on the convicted vendor list.

Vendors on Scrutinized Companies Lists: If this agreement is in the amount of $1 million or more, Recipient certifies upon executing this agreement, that it is not listed on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to §215.473, F.S., or engaged in business operations in Cuba or Syria. In the event that federal law ceases to authorize the states to adopt and enforce the contracting prohibition identified herein, this provision shall be null and void.

Discriminatory Vendors: The Recipient shall disclose to the Department if it or any of its affiliates, as defined by §287.134(1)(a), F.S. appears on the discriminatory vendors list. An entity or affiliate placed on the discriminatory vendor list pursuant to §287.134, F.S. may not a) submit a bid, proposal, or reply on a contract or agreement to provide any goods or services to a public entity; b) submit a bid, proposal, or reply on a contract or agreement with a public entity for the construction or repair of a public building or public work; c) submit bids, proposals, or replies on leases of real property to a public entity; d) be awarded or perform work as a contractor, subcontractor, Recipient, supplier, subrecipient, or consultant under a contract or agreement with any public entity; or e) transact business with any public entity.

Reporting Potential Fraud, Waste, Abuse, and Similar Misconduct: The Recipient must promptly refer to the Department of Law Enforcement, Bureau of Criminal Justice Grants any credible evidence that a principal, employee, agent, contractor, subcontractor, or other person has either 1) submitted a claim for grant funds that violates the False Claims Act; or 2) committed a criminal or civil violation of laws pertaining to fraud, conflict of interest, bribery, gratuity, or similar misconduct involving grant funds.

Non-Disclosure Agreements: Restrictions and certifications regarding non- disclosure agreements and related matters Recipients or contracts/subcontracts under this award may not require any employee or contractor to sign an internal confidentiality agreement or statement that prohibits, restricts or purports to prohibit or restrict, the reporting of waste, fraud or abuse in accordance with law, to an investigative or law enforcement representative of a state or federal department or agency authorized to receive such information. The Recipient certifies that if informed or notified of any subrecipient, or contractor/subcontractor has been requiring their employees to execute agreements or statements that prohibit the reporting of fraud, waste, or abuse that it will immediately cease all further obligations of award funds to the entity and will immediately notify the Department. The Recipient will not resume obligations until expressively authorized to do so from the Department.

SECTION V: COMPLIANCE WITH STATUTES, RULES, AND REGULATIONS

In performing its obligations under this agreement, the Recipient shall without exception be aware of and comply with all State and Federal laws, rules and regulations relating to its performance under this agreement as they may be enacted or amended from time-to-time, as well as any court or administrative order, judgment, settlement or compliance agreement involving the Department which by its nature affects the services provided under this agreement. The following are examples of rules and regulations that govern Recipient's performance under this agreement.

Lobbying Prohibited: The Recipient shall comply with the provisions of 11.062 and 216.347, F.S., which prohibit the expenditure of funds for the purpose of lobbying the Legislature, judicial branch, or a State agency. No funds or other resources received from the Department in connection with this agreement may

be used directly or indirectly to influence legislation or any other official action by the Florida Legislature or any state agency.

State of Florida E.O. 20-44: Public-Private Partnerships: Any entity named in statute with which the agency must form a sole-source, public-private agreement; and any nongovernmental Recipient receiving 50% or more of their annual budget from any combination of state or federal funding must submit an annual report to the Bureau of Criminal Justice Grants. The report must include the most recent IRS Form 990, detailing the total compensation for the entities' executive leadership teams. Total compensation shall include salary, bonuses, cashed-in leave, cash equivalents, severance pay, retirement benefits, deferred compensation, real-property gifts, and any other payout. In addition, the Recipient must agree through appropriate contract or grant agreement amendment to inform the agency of any changes in total executive compensation between the annual reports. All compensation reports must indicate what percent of compensation comes directly from the State or Federal allocations to the Recipient.

Civil Rights: The Recipient agrees to comply with the Americans With Disabilities Act (Public Law 101-336, 42 U.S.C. Section 12101 et seq.) and shall not discriminate against any employee (or applicant for employment) in the performance of this agreement because of race, color, religion, sex, national origin, disability, age, or marital status. These requirements shall apply to all contractors, subcontractors, subgrantees or others with whom it arranges to provide services or benefits to clients or employees in connection with its programs and activities.

E-Verify: The Department shall consider the employment by any contractor of unauthorized aliens a violation of section 274(e) of the Immigration and Nationalization Act. Such violation shall be cause for unilateral cancellation of this contract. Pursuant to F.S. 448.095, the Contracting Party and any subcontractors are required to register with and use the E-Verify system operated by the U.S. Department of Homeland Security beginning on January 1, 2021. The Contracting Party and any subcontractors are prohibited from entering into contracts with one another unless all parties register and use the E-Verify system. Subcontractors who enter into contracts with the Contracting Party are required to provide a certification that the subcontractor does not employ or use unauthorized aliens as defined in the statute, a copy of which the Contracting Party must maintain. The Contracting Party and any subcontractors are required to terminate a contract if a party has a good faith belief that another party is in violation of F.S. 448.09(1), prohibiting the employment of unauthorized aliens. If a public employer has a good faith belief that the subcontractor has violated these requirements, but that the Contracting Party has otherwise complied, the public employer must notify the Contracting Party to terminate its contract with the subcontractor. A party may challenge a contract termination in accordance with these requirements. A penalized Contractor is prohibited from obtaining another contract with a public employer for at least one year.

Background Check: Whenever a background screening for employment or a background security check is required by law for employment, unless otherwise provided by law, the provisions of Chapter 435 F.S., shall apply. All employees in positions designated by law as positions of trust or responsibility shall be required to undergo security background investigations as a condition of employment and continued employment. For the purposes of the subsection, security background investigations shall include, but not be limited to, employment history checks, fingerprinting for all purposes and checks in this subsection, statewide criminal and juvenile record checks through the Florida Department of Law Enforcement, and federal criminal record checks through the Federal Bureau of Investigation, and may include local criminal record checks through local law enforcement agencies.

Public Records: As required by 287.058(1)(c), F.S., the Recipient shall allow public access to all documents, papers, letters, or other public records as defined in 119.011(12), F.S.as prescribed by 119.07(1) F.S., made or received by the Recipient in conjunction with this agreement, except public records which are made confidential by law must be protected from disclosure. It is expressly understood that the Recipient's failure to comply with this provision shall constitute an immediate breach of contract, for which the Department may unilaterally terminate this agreement.

Independent Contractor, Subcontracting and Assignments: In performing its obligations under this agreement, the Recipient shall at all times be acting in the capacity of an independent contractor and not as an officer, employee, or agent of the State of Florida. Neither the Recipient nor any of its agents, employees, subcontractors or assignees shall represent to others that it is an agent of or has the authority to bind the Department by virtue of this agreement, unless specifically authorized in writing to do so.

Timely Payment of Subcontractors: To the extent that a subcontract provides for payment after Recipient's receipt of payment from the Department, the Recipient shall make payments to any subcontractor within 7 working days after receipt of full or partial payments from the Department in accordance with §287.0585, F.S., unless otherwise stated in the agreement between the Recipient and subcontractor. Failure to pay within seven (7) working days will result in a penalty that shall be charged against the Recipient and paid by the Recipient to the subcontractor in the amount of one-half of one percent (.005) of the amount due per day from the expiration of the period allowed for payment. Such penalty shall be in addition to actual payments owed and shall not exceed fifteen (15%) percent of the outstanding balance due.

Notice of Legal Actions: The Recipient shall notify the Department of potential or actual legal actions taken against the Recipient related to services provided through this agreement or that may impact the Recipient's ability to complete the deliverables outlined herein, or that may adversely impact the Department. The Department's Grant Manager will be notified within 10 days of Recipient becoming aware of such actions or potential actions or from the day of the legal filing, whichever comes first.

Property: In accordance with 287.05805, F.S., any State funds provided for the purchase of or improvements to real property are contingent upon the Recipient granting to the State a security interest in the property at least to the amount of the State funds provided for at least five (5) years from the date of purchase or the completion of the improvements or as further required by law.

SECTION VI: RECORDS, AUDITS, AND INFORMATION SECURITY

Records Retention: Retention of all financial records, supporting documents, statistical records, and any other documents (including electronic storage media) pertinent to this agreement shall be maintained by the Recipient during the term of this agreement and retained for a period of five (5) years after completion of the agreement or longer when required by law. In the event an audit is required under this agreement, records shall be retained for a minimum period of five years after the audit report is issued or until resolution of any audit findings or litigation based on the terms of this agreement, at no additional cost to the Department. Upon demand, at no additional cost to the Department, the Recipient will facilitate the duplication and transfer of any records or documents during the term of this agreement and the required five (5) year retention period. No record may be withheld, nor may the Recipient attempt to limit the scope of any of the foregoing inspections, reviews, copying, transfers or audits based on any claim that any record is exempt from public inspection or is confidential, proprietary or trade secret in nature; provided, however, that this provision does not limit any exemption to public inspection or copying to any such record. These records shall be made available at all reasonable times for inspection, review, copying, or audit by State, or other personnel duly authorized by the Department.

Records Inspection: Pursuant to Section 216.1366, F.S., in order to preserve the interest of the state in the prudent expenditure of state funds, the Department shall be authorized to inspect the (a) Financial records , papers, and documents of the Contractor that are directly related to the performance of the Contract or the expenditure of state funds, and (b) Programmatic records, papers, and documents of the Contractor which the Department determines are necessary to monitor the performance of the Contract or to ensure that the terms of the Contract are being met. The Contractor shall provide such records, papers, and documents requested by the Department within ten (10) business days after the request is made.

Monitoring: The Recipient agrees to comply with the Department's grant monitoring guidelines, protocols, and procedures; and to cooperate with the Department on all grant monitoring requests, including requests related to desk reviews, enhanced programmatic desk reviews, site visits, and/or Florida Department of Financial Services contract reviews and Expanded Audits of Payment (EAP). The Recipient agrees to provide the Department all documentation necessary to complete monitoring of the award and verify expenditures in accordance with 215.971, F.S. Further, the Recipient agrees to abide by reasonable deadlines set by the Department for providing requested documents. Failure to cooperate with grant monitoring activities may result in sanctions affecting the Recipient's award, including, but not limited to: withholding and/or other restrictions on the Recipient's access to funds, and/or referral to the Office of the Inspector General for audit review.

Florida Single Audit Act (FSAA): The Recipient shall comply and cooperate immediately with any inspections, reviews, investigations, or audits deemed necessary by The Office of the Inspector General (§20.055, F.S.). In the event that the Recipient expends a total amount of state financial assistance equal to or in excess of $750,000 in any fiscal year, the Recipient must have a single audit or project-specific audit in accordance with §215.97, F.S. and the applicable rules of the Department of Financial Services and the Auditor General. In determining the state financial assistance expended in its fiscal year, the Recipient shall consider all sources of state financial assistance, including state financial assistance received from the Department of Law Enforcement, other state agencies, and other non-state entities. State financial assistance does not include Federal direct or pass-through awards and resources received by a non-state entity for Federal program matching requirements. The schedule of expenditures should disclose the expenditures by contract/agreement number for each contract with the Department in effect during the audit period. All questioned costs and liabilities due the Department shall be fully disclosed in the audit report package with reference to the specific contract number. If the Recipient expends less than $750,000 in state financial assistance in its fiscal year, an audit conducted in accordance with the provisions of 215.97, F.S., is not required. In the event that the Recipient expends less than $750,000 in state financial assistance in its fiscal year and elects to have an audit conducted in accordance with the provisions of 215.97, F.S., the cost of the audit must be paid from the non-state entity's resources (i.e., the cost of such an audit must be paid from the Recipient's resources obtained from other than State entities). Pursuant to 215.97(8), F.S., state agencies may conduct or arrange for audits of state financial assistance that are in addition to audits conducted in accordance with §215.97, F.S. In such an event, the state awarding agency must arrange for funding the full cost of such additional audits. Any reports, management letters, or other information required to be submitted to the Department pursuant to this agreement shall be submitted within nine (9) months after the end of the Recipient's fiscal year or within 30 days of the Recipient's receipt of the audit report, whichever occurs first, unless otherwise required by Florida Statutes. Copies of financial reporting packages required by this agreement shall be submitted by or on behalf of the Recipient directly to each of the following:

The Department of Law Enforcement:
Florida Department of Law Enforcement
Bureau of Criminal Justice Grants
ATTN: State Financial Assistance
Post Office Box 1489 Tallahassee, Florida 32302-1489

The Auditor General's Office at:
Auditor General's Office, Room 401
Pepper Building
111 West Madison Street
Tallahassee, Florida 32399-1450

Criminal Justice Information Data Security: Acceptance of this award, constitutes understanding that transmission of Criminal Justice Information (CJI) between locations must be encrypted to conform to the Federal Bureau of Investigation (FBI) Criminal Justice Information Services (CJIS) Security Policy.

Recipient's Confidential and Exempt Information: By executing this agreement, the Recipient acknowledges that any information not marked as "confidential" or "exempt" will be posted by the Department on the public website maintained by the Department of Financial Services pursuant to 215.985, F.S. The Recipient agrees that, upon written request of the Department, it shall promptly provide to the Department a written statement of the basis for the exemption applicable to each provision identified by the Recipient as "confidential" or "exempt", including the statutory citation to an exemption created or afforded by statute, and state with particularity the reasons for the conclusion that the provision is exempt or confidential. Any claim by Recipient of trade secret (proprietary) confidentiality for any information contained in Recipient's documents (reports, deliverables or work papers, etc., in paper or electronic form) submitted to the Department in connection with this agreement cannot be waived, unless the claimed confidential information is submitted in accordance with the following two paragraphs.

The Recipient must clearly label any portion of the documents, data, or records submitted that it considers exempt from public inspection or disclosure pursuant to Florida's Public Records Law as trade secret. The labeling will include a justification citing specific statutes and facts that authorize exemption of the information from public disclosure. If different exemptions are claimed to be applicable to different portions of the protected information, the Recipient shall include information correlating the nature of the claims to the particular protected information.

The Department, when required to comply with a public records request including documents submitted by the Recipient, may require the Recipient to expeditiously submit redacted copies of documents marked as trade secret in accordance with this section. Accompanying the submission shall be an updated version of the justification, correlated specifically to redacted information, either confirming that the statutory and factual basis originally asserted remain unchanged or indicating any changes affecting the basis for the asserted exemption from public inspection or disclosure. The redacted copy must exclude or obliterate only those exact portions that are claimed to be trade secret. If the Recipient fails to promptly submit a redacted copy, the Department is authorized to produce the records sought without any redaction of proprietary or trade secret information.

SECTION VII: PENALTIES, TERMINATION, DISPUTE RESOLUTION, AND LIABILITY

Financial Penalties for Failure to Take Corrective Action: Corrective action plans may be required for noncompliance, nonperformance, or unacceptable performance under this agreement. Penalties may be imposed for failures to implement or to make acceptable progress on such corrective action plans.

Termination: The Department reserves the right to unilaterally cancel this agreement for refusal by the Recipient to allow public access to all documents, papers, letters or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the Recipient in conjunction with this agreement, unless the records are exempt pursuant to Article I. Section 24(a), of the Florida Constitution and §119.07(1), F.S. The Department shall be the final authority as to the appropriation, availability and adequacy of funds. In the event the Recipient fails to fully comply with the terms and conditions of this agreement, the Department may terminate the agreement upon written notice. Such notice may be issued without providing an opportunity for cure if it specifies the nature of the noncompliance and states that provision for cure would adversely affect the interests of the State or is not permitted by law or regulation. Otherwise, notice of termination will be issued after the Recipient's failure to fully cure such noncompliance within the time specified in a written notice of noncompliance issued by the Department specifying the nature of the noncompliance and the actions required to cure such noncompliance. In addition, the Department may employ the default provisions in Rule 60A-1.006(3), F.A.C., but is not required to do so in order to terminate the agreement. The Department's failure to demand performance of any provision of this agreement shall not be deemed a waiver of such performance. The Department's waiver of any one breach of any provision of this agreement shall not be deemed to be a waiver of any other breach and neither event shall be construed to be a modification of the terms and conditions of this agreement. The provisions herein do not limit the Department's right to remedies at law or in equity. The validity of this agreement is subject to the truth and accuracy of all the information, representations, and materials submitted or provided by the Recipient in this agreement, in any subsequent submission or response to Department request, or in any

submission or response to fulfill the requirements of this agreement, and such information, representations, and materials are incorporated by reference. The lack of accuracy thereof or any material changes shall, at the option of the Department and with thirty (30) days written notice to the Recipient, cause the termination of this agreement and the release of the Department from all its obligations to the Recipient. This agreement shall be construed under the laws of the State of Florida, and venue for any actions arising out of this agreement shall lie in Leon County. If any provision hereof is in conflict with any applicable statute or rule, or is otherwise unenforceable, then such provision shall be deemed null and void to the extent of such conflict, and shall be deemed severable, but shall not invalidate any other provision of this agreement. No waiver by the Department of any right or remedy granted hereunder or failure to insist on strict performance by the Recipient shall affect or extend or act as a waiver of any other right or remedy of the Department hereunder, or affect the subsequent exercise of the same right or remedy by the Department for any further or subsequent default by the Recipient. Any power of approval or disapproval granted to the Department under the terms of this agreement shall survive the terms and life of this agreement as a whole. The agreement may be executed in any number of counterparts, any one of which may be taken as an original. In the event of termination, the Recipient will be compensated for any work satisfactorily completed through the date of termination or an earlier date of suspension of work.

Disputes and Appeals: The Department shall make its decision in writing when responding to any disputes, disagreements, or questions of fact arising under this agreement and shall distribute its response to all concerned parties. The Recipient shall proceed diligently with the performance of this agreement according to the Department's decision. If the Recipient appeals the Department's decision, the appeal also shall be made in writing within twenty-one (21) calendar days to the Department's clerk (agency clerk). The Recipient's right to appeal the Department's decision is contained in Chapter 120, F.S., and in procedures set forth in Fla. Admin. Code R.28-106.104. Failure to appeal within this time frame constitutes a waiver of proceedings under Chapter 120, F.S. After receipt of a petition for alternative dispute resolution the Department and the Recipient shall attempt to amicably resolve the dispute through negotiations. Timely delivery of a petition for alternative dispute resolution and completion of the negotiation process shall be a condition precedent to any legal action by the Recipient concerning this agreement.

Liability: Unless the Recipient is a state agency or subdivision, the Recipient shall be solely responsible to parties with whom it shall deal in carrying out the terms of this agreement, and shall save the Department harmless against all claims of whatever nature by third parties arising out of the performance of work under this agreement. For purposes of this agreement, Recipient agrees that it is not an employee or agent of the Department, but is an independent contractor. Nothing herein shall be construed as consent by a state agency of the State of Florida to be sued by third parties in any matter arising out of any contract. Nothing shall be construed affect in any way the Recipient rights, privileges, and immunities under the doctrine of "sovereign immunity" and as set forth in 768.28, F.S.

brinc

Titusville FL PD - Lemur 2 Ops Bundle

Titusville FL PD
1100 John Glenn Blvd
Titusville, FL 32780
United States

Reference: 20251007-080651948
Quote created: October 7, 2025
Quote expires: December 6, 2025
Quote created by: Katie Sisco
Director - Strategic Accounts
katie.sisco@brincdrones.com
+16122201776

Josh Bernd
Lt
joshua.bernd@titusville.com

Nicolas Jablonsky
Officer
nicolas.jablonsky@titusville.com
(321)426-5908

Any applicable taxes the agency owes will be added when invoicing if they are not included in this quote. If the agency is tax-exempt, please provide documentation to your BRINC Drones point of contact.

Comments from Katie Sisco

Products & Services

Item & Description	SKU	Quantity & Total
LEMUR 2 Ops Bundle - 1x LEMUR 2 Kit Including: 1x LEMUR 2 Airframe, 1x Controller, 2x Battery, 1x Charging Kit (1x Power Supply, 2x Chargers, 3x USB-C Cables, 1x Power Supply Cable), 1x Spare Parts Kit, 1x Tool Kit, 1x Hard Case - 1x Accessory Kit Including: 1x Glass Breaker, 1x Dropper, 1x Robot Mount - LiveOps Tactical W/ Storage For One Year	L2-OB-1	1 x $24,999.00

Total	**$24,999.00**
Total contract value	**$24,999.00**

Purchase terms

Payment Terms: Net 30.

Forms of payment accepted include ACH and wire transfer. VISA, Mastercard, and American Express are accepted on orders less than $3,000.

Signature

Signature

Date

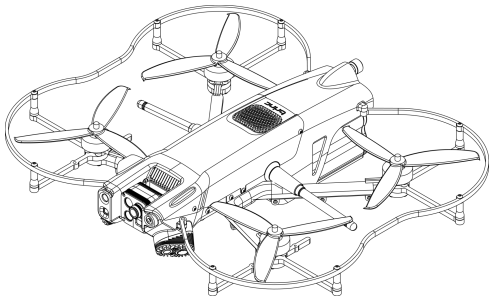
Printed name

Questions? Contact me



Katie Sisco
Director - Strategic Accounts
katie.sisco@brincdrones.com
+16122201776

BRINC
3668 Albion Pl N
Seattle, WA 98103
United States



Sole Source Letter for BRINC Drones Lemur 2 and Fleet Operations Solution

BRINC is the sole manufacturer and developer of the Lemur 2. BRINC is also the sole provider of the comprehensive fleet management, live streaming, and operations hub which integrates with the Lemur 2.

The Lemur 2 is the only law enforcement grade drone system to offer the following combination of features:

- Integrated loudspeaker and microphone, transforming the drone into a mobile communication hub for negotiators.
- Glass breaker attachment, for effective entry into structures and ventilation of buildings.
- Payload Dropper Attachment, for delivering or dragging small objects during negotiations.
- Turtle Mode enables the LEMUR 2 to automatically flip back and redeploy in the event of being knocked over on its back.
- Produce real-time floor plans while the drone is in flight, utilizing LiDAR sensors that stream data directly to the controller.
- Designed and made in the USA, meets the security standards set forth by the National Defense Authorization Act (NDAA).

Integrates with BRINC LiveOps, a cloud-based platform streamlining Lemur 2 operations, offering the following combination of features:

- Live stream with the drone's advanced 4K color, night vision, and FLIR thermal sensors.
- Stream LiDAR data to LiveOps for stakeholders while the drone autonomously creates and shares 3D maps, saving all information on LiveOps.
- Communicate using the drone's built-in speaker and microphone, seamlessly connected to the LiveOps platform.
- Enhance negotiations with A.I. call transcriptions on LiveOps, ensuring accuracy, real-time insights, and collaborative decision-making.
- Efficiently manage fleets and teams, overseeing pilots, maintaining detailed flight records, and tracking call history.

Budget Amendment/Transfer Form

Source of Funds:
FY2026

Account Number	Project Number	Description	Amount	Budget Amendment/ Budget Transfer
001-0000-334.20-00-GFLE72	GFLE72	STATE GRANTS/PUBLIC SAFETY	$ 24,999	Budget Amendment
		Total	**$ 24,999**	

Use of Funds:
FY2026

Account Number	Project Number	Description	Amount	Budget Amendment/ Budget Transfer
001-5555-513.64-00-GFLE72	GFLE72	MACHINERY & EQUIPMENT	$ 24,999	Budget Amendment
		Total	**$ 24,999**	

Input Name:	Budget Office Approval:	Notes:
		ACCEPT AND ALLOCATE FLORIDA DEPARTMENT OF LAW ENFORCEMENT (FDLE) GRANT FOR PURCHASE OF TITUSVILLE POLICE DEPARTMENT DRONE
Input Date:	**Budget Office Approval Date:**	
Manual JE/BA#:	**Post Date:**	

Welk, Donald

From: Stark, Patricia <PatriciaStark@fdle.state.fl.us>
Sent: October 20, 2025 10:16
To: Welk, Donald
Subject: RE: TITUSVILLE POLICE DEPARTMENT - DRONE GRANT

Good morning,

Yes, we have had many agencies use BRINC for their compliant drone purchases.

PATRICIA STARK, FCCM
Government Analyst II

Criminal Justice Grants
Florida Department of Law Enforcement
(850) 617-1252
Post Office Box 1489, Tallahassee, FL 32302-1489
patriciastark@fdle.state.fl.us
www.fdle.state.fl.us | Criminal Justice Grants

Attention: Florida has a very broad public records law. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your email communications may therefore be subject to public disclosure. Consider the environment before printing this e-mail.

From: Welk, Donald <Donald.Welk@Titusville.com>
Sent: Monday, October 20, 2025 10:13 AM
To: Stark, Patricia <PatriciaStark@fdle.state.fl.us>
Subject: TITUSVILLE POLICE DEPARTMENT - DRONE GRANT

CAUTION: This email originated outside of FDLE. Please use caution when opening attachments, clicking links, or responding to this email.

Good Morning:

In preparing agenda item for our city council to approve acceptance of the FDLE Drone Grant($25,000), our Purchasing department is questioning if BRINC is an approved manufacturer under Florida Statutes 934.50(7)(b).

I have a noon deadline today to submit agenda item, so, your expeditious response is greatly appreciated.

Don Welk
Senior Fiscal Analyst II
Titusville Police Department

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MASTER AGREEMENT # 020625
CATEGORY: Public Safety Communications Technology and Hardware Solutions
SUPPLIER: BRINC Drones, Inc.

This Master Agreement (Agreement) is between Sourcewell, a Minnesota service cooperative located at 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and BRINC Drones, Inc., 3668 Albion Pl. N., Seattle, WA 98103 (Supplier).

Sourcewell is a local government and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) offering a Cooperative Purchasing Program to eligible participating government entities.

Under this Master Agreement entered with Sourcewell, Supplier will provide Included Solutions to Participating Entities through Sourcewell's Cooperative Purchasing Program.

Article 1:
General Terms

The General Terms in this Article 1 control the operation of this Master Agreement between Sourcewell and Supplier and apply to all transactions entered by Supplier and Participating Entities. Subsequent Articles to this Master Agreement control the rights and obligations directly between Sourcewell and Supplier (Article 2), and between Supplier and Participating Entity (Article 3), respectively. These Article 1 General Terms control over any conflicting terms. Where this Master Agreement is silent on any subject, Participating Entity and Supplier retain the ability to negotiate mutually acceptable terms.

1) **Purpose.** Pursuant to Minnesota law, the Sourcewell Board of Directors has authorized a Cooperative Purchasing Program designed to provide Participating Entities with access to competitively awarded cooperative purchasing agreements. To facilitate the Program, Sourcewell has awarded Supplier this cooperative purchasing Master Agreement following a competitive procurement process intended to meet compliance standards in accordance with Minnesota law and the requirements contained herein.

2) **Intent.** The intent of this Master Agreement is to define the roles of Sourcewell, Supplier, and Participating Entity as it relates to Sourcewell's Cooperative Purchasing Program.

3) **Participating Entity Access.** Sourcewell's Cooperative Purchasing Program Master Agreements are available to eligible public agencies (Participating Entities). A Participating Entity's authority to access Sourcewell's Cooperative Purchasing Program is determined through the laws of its respective jurisdiction.

4) **Supplier Access.** The Included Solutions offered under this Agreement may be made available to any Participating Entity. Supplier understands that a Participating Entity's use of this Agreement is at the Participating Entity's sole convenience. Supplier will educate its sales and service forces about

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Sourcewell eligibility requirements and required documentation. Supplier will be responsible for ensuring sales are with Participating Entities.

5) **Term.** This Agreement is effective upon the date of the final signature below. The term of this Agreement is four (4) years from the effective date. The Agreement expires at 11:59 P.M. Central Time on July 24, 2029, unless it is cancelled or extended as defined in this Agreement.

   a) **Extensions.** Sourcewell and Supplier may agree to up to three (3) additional one-year extensions beyond the original four-year term. The total possible length of this Agreement will be seven (7) years from the effective date.

   b) **Exceptional Circumstances.** Sourcewell retains the right to consider additional extensions as required under exceptional circumstances.

6) **Survival of Terms.** Notwithstanding the termination of this Agreement, the obligations of this Agreement will continue through the performance period of any transaction entered between Supplier and any Participating Entity before the termination date.

   1. **Scope.** Supplier is awarded a Master Agreement to provide the solutions identified in RFP #020625 to Participating Entities. In Scope solutions include:

      Sourcewell is seeking proposals for Public Safety Communications Technology and Hardware Solutions, including communications technology and hardware designed or primarily intended for use by Public Safety agencies, such as:

      a. In-station Public Safety alerting or paging systems;
      b. Dispatch/control room consoles and associated integrated communications equipment;
      c. Wearable or portable communication devices, including biomonitoring wearables, alerting or paging systems;
      d. Connectivity and interoperability devices, hardware, and equipment for the connection of communication systems and endpoints, including:
         i. Satellite communications equipment;
         ii. Portable and deployable wireless hubs, routers, and networks;
         iii. Mesh networks and mesh radios;
         iv. Land mobile/broadband radios;
         v. Push to talk over Cellular (PoC) handsets; and,
         vi. High Power User Equipment (HPUE) for LTE; and,
      e. Airborne, marine, and underwater communication systems.

   2. Complimentary equipment, accessories, and services directly related to the offering of systems or solutions described in subsections 1. a. – e. above.

7) **Included Solutions.** Supplier's Proposal to the above referenced RFP is incorporated into this Master Agreement. Only those Solutions included within Supplier's Proposal and within Scope (Included Solutions) are included within the Agreement and may be offered to Participating Entities.

8) **Indefinite Quantity.** This Master Agreement defines an indefinite quantity of sales to eligible Participating Entities.

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9) **Pricing.** Pricing information (including Pricing and Delivery and Pricing Offered tables) for all Included Solutions within Supplier's Proposal is incorporated into this Master Agreement.

10) **Not to Exceed Pricing.** Suppliers may not exceed the prices listed in the current Pricing List on file with Sourcewell when offering Included Solutions to Participating Entities. Participating Entities may request adjustments to pricing directly from Supplier during the negotiation and execution of any transaction.

11) **Open Market.** Supplier's open market pricing process is included within its Proposal.

12) Supplier Representations:

i) **Compliance.** Supplier represents and warrants it will provide all Included Solutions under this Agreement in full compliance with applicable federal, state, and local laws and regulations.

ii) **Licenses.** As applicable, Supplier will maintain a valid status on all required federal, state, and local licenses, bonds, and permits required for the operation of Supplier's business with Participating Entities. Participating Entities may request all relevant documentation directly from Supplier.

iii) **Supplier Warrants.** Supplier warrants that all Included Solutions furnished under this Agreement are free from liens and encumbrances, and are free from defects in design, materials, and workmanship. In addition, Supplier warrants the Solutions are suitable for and will perform in accordance with the ordinary use for which they are intended.

13) **Bankruptcy Notices.** Supplier certifies and warrants it is not currently in a bankruptcy proceeding. Supplier has disclosed all current and completed bankruptcy proceedings within the past seven years within its Proposal. Supplier must provide notice in writing to Sourcewell if it enters a bankruptcy proceeding at any time during the term of this Agreement.

14) **Debarment and Suspension.** Supplier certifies and warrants that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota, the United States federal government, or any Participating Entity. Supplier certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this Agreement. Supplier further warrants that it will provide immediate written notice to Sourcewell if this certification changes at any time during the term of this Agreement.

15) **Provisions for non-United States federal entity procurements under United States federal awards or other awards (Appendix II to 2 C.F.R § 200).** Participating Entities that use United States federal grant or other federal funding to purchase solutions from this Agreement may be subject to additional requirements including the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. § 200. Participating Entities may have additional requirements based on specific funding source terms or conditions. Within this Section, all references to "federal" should be interpreted to mean the United States federal government. The following list applies when a Participating Entity accesses Supplier's Included Solutions with United States federal funds.

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i) **EQUAL EMPLOYMENT OPPORTUNITY.** Except as otherwise provided under 41 C.F.R. § 60, all agreements that meet the definition of "federally assisted construction contract" in 41 C.F.R. § 60-1.3 must include the equal opportunity clause provided under 41 C.F.R. § 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 C.F.R. §, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 C.F.R. § 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor." The equal opportunity clause is incorporated herein by reference.

ii) **DAVIS-BACON ACT, AS AMENDED (40 U.S.C. § 3141-3148).** When required by federal program legislation, all prime construction contracts in excess of $2,000 awarded by non-federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. § 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 C.F.R. § 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-federal entity must report all suspected or reported violations to the federal awarding agency. The contracts must also include a provision for compliance with the Copeland "Anti-Kickback" Act (40 U.S.C. § 3145), as supplemented by Department of Labor regulations (29 C.F.R. § 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-federal entity must report all suspected or reported violations to the federal awarding agency. Supplier must comply with all applicable Davis-Bacon Act provisions.

iii) **CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. § 3701-3708).** Where applicable, all contracts awarded by the non-federal entity in excess of $100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations (29 C.F.R. § 5). Under 40 U.S.C. § 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies, materials, or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. This provision is hereby incorporated by reference into this Agreement. Supplier certifies that during the term of an award for all

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Agreements by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

iv) **RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT.** If the federal award meets the definition of "funding agreement" under 37 C.F.R. § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that "funding agreement," the recipient or subrecipient must comply with the requirements of 37 C.F.R. § 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency. Supplier certifies that during the term of an award for all Agreements by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

v) **CLEAN AIR ACT (42 U.S.C. § 7401-7671Q.) AND THE FEDERAL WATER POLLUTION CONTROL ACT (33 U.S.C. § 1251-1387).** Contracts and subgrants of amounts in excess of $150,000 require the non-federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA). Supplier certifies that during the term of this Agreement it will comply with applicable requirements as referenced above.

vi) **DEBARMENT AND SUSPENSION (EXECUTIVE ORDERS 12549 AND 12689).** A contract award (see 2 C.F.R. § 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. § 180 that implement Executive Orders 12549 (3 C.F.R. § 1986 Comp., p. 189) and 12689 (3 C.F.R. § 1989 Comp., p. 235), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Supplier certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any federal department or agency.

vii) **BYRD ANTI-LOBBYING AMENDMENT, AS AMENDED (31 U.S.C. § 1352).** Suppliers must file any required certifications. Suppliers must not have used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Suppliers must disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier to tier up to the non-federal award. Suppliers must file all certifications and disclosures required by, and otherwise comply with, the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352).

viii) **RECORD RETENTION REQUIREMENTS.** To the extent applicable, Supplier must comply with the record retention requirements detailed in 2 C.F.R. § 200.333. The Supplier further certifies that it will retain all records as required by 2 C.F.R. § 200.333 for a period of 3 years after

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grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

ix) **ENERGY POLICY AND CONSERVATION ACT COMPLIANCE.** To the extent applicable, Supplier must comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

x) **BUY AMERICAN PROVISIONS COMPLIANCE.** To the extent applicable, Supplier must comply with all applicable provisions of the Buy American Act. Purchases made in accordance with the Buy American Act must follow the applicable procurement rules calling for free and open competition.

xi) **ACCESS TO RECORDS (2 C.F.R. § 200.336).** Supplier agrees that duly authorized representatives of a federal agency must have access to any books, documents, papers and records of Supplier that are directly pertinent to Supplier's discharge of its obligations under this Agreement for the purpose of making audits, examinations, excerpts, and transcriptions. The right also includes timely and reasonable access to Supplier's personnel for the purpose of interview and discussion relating to such documents.

xii) **PROCUREMENT OF RECOVERED MATERIALS (2 C.F.R. § 200.322).** A non-federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. § 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

xiii) **FEDERAL SEAL(S), LOGOS, AND FLAGS.** The Supplier cannot use the seal(s), logos, crests, or reproductions of flags or likenesses of Federal agency officials without specific pre-approval.

xiv) **NO OBLIGATION BY FEDERAL GOVERNMENT.** The U.S. federal government is not a party to this Agreement or any purchase by a Participating Entity and is not subject to any obligations or liabilities to the Participating Entity, Supplier, or any other party pertaining to any matter resulting from the Agreement or any purchase by an authorized user.

xv) **PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS.** The Contractor acknowledges that 31 U.S.C. § 38 (Administrative Remedies for False Claims and Statements) applies to the Supplier's actions pertaining to this Agreement or any purchase by a Participating Entity.

xvi) **FEDERAL DEBT.** The Supplier certifies that it is non-delinquent in its repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowance, and benefit overpayments.

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xvii) **CONFLICTS OF INTEREST.** The Supplier must notify the U.S. Office of General Services, Sourcewell, and Participating Entity as soon as possible if this Agreement or any aspect related to the anticipated work under this Agreement raises an actual or potential conflict of interest (as described in 2 C.F.R. Part 200). The Supplier must explain the actual or potential conflict in writing in sufficient detail so that the U.S. Office of General Services, Sourcewell, and Participating Entity are able to assess the actual or potential conflict; and provide any additional information as necessary or requested.

xviii) **U.S. EXECUTIVE ORDER 13224.** The Supplier, and its subcontractors, must comply with U.S. Executive Order 13224 and U.S. Laws that prohibit transactions with and provision of resources and support to individuals and organizations associated with terrorism.

xix) **PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT.** To the extent applicable, Supplier certifies that during the term of this Agreement it will comply with applicable requirements of 2 C.F.R. § 200.216.

xx) **DOMESTIC PREFERENCES FOR PROCUREMENTS.** To the extent applicable, Supplier certifies that during the term of this Agreement, Supplier will comply with applicable requirements of 2 C.F.R. § 200.322.

Article 2:
Sourcewell and Supplier Obligations

The Terms in this Article 2 relate specifically to Sourcewell and its administration of this Master Agreement with Supplier and Supplier's obligations thereunder.

1) **Authorized Sellers**. Supplier must provide Sourcewell a current means to validate or authenticate Supplier's authorized dealers, distributors, or resellers which may complete transactions of Included Solutions offered under this Agreement. Sourcewell may request updated information in its discretion, and Supplier agrees to provide requested information within a reasonable time.

2) **Product and Price Changes Requirements.** Supplier may request Included Solutions changes, additions, or deletions at any time. All requests must be made in writing by submitting a Sourcewell Price and Product Change Request Form to Sourcewell. At a minimum, the request must:
   - Identify the applicable Sourcewell Agreement number;
   - Clearly specify the requested change;
   - Provide sufficient detail to justify the requested change;
   - Individually list all Included Solutions affected by the requested change, along with the requested change (e.g., addition, deletion, price change); and
   - Include a complete restatement of Pricing List with the effective date of the modified pricing, or product addition or deletion. The new pricing restatement must include all Included Solutions offered, even for those items where pricing remains unchanged.

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A fully executed Sourcewell Price and Product Change Request Form will become an amendment to this Agreement and will be incorporated by reference.

3) **Authorized Representative.** Supplier will assign an Authorized Representative to Sourcewell for this Agreement and must provide prompt notice to Sourcewell if that person is changed. The Authorized Representative will be responsible for:
   - Maintenance and management of this Agreement;
   - Timely response to all Sourcewell and Participating Entity inquiries; and
   - Participation in reviews with Sourcewell.

   Sourcewell's Authorized Representative is its Chief Procurement Officer.

4) **Performance Reviews.** Supplier will perform a minimum of one review with Sourcewell per agreement year. The review will cover transactions to Participating Entities, pricing and terms, administrative fees, sales data reports, performance issues, supply chain issues, customer issues, and any other necessary information.

5) **Sales Reporting Required.** Supplier is required as a material element to this Master Agreement to report all completed transactions with Participating Entities utilizing this Agreement. Failure to provide complete and accurate reports as defined herein will be a material breach of the Agreement and Sourcewell reserves the right to pursue all remedies available at law including cancellation of this Agreement.

6) **Reporting Requirements.** Supplier must provide Sourcewell an activity report of all transactions completed utilizing this Agreement. Reports are due at least once each calendar quarter (Reporting Period). Reports must be received no later than 45 calendar days after the end of each calendar quarter. Supplier may report on a more frequent basis in its discretion. Reports must be provided regardless of the amount of completed transactions during that quarter (i.e., if there are no sales, Supplier must submit a report indicating no sales were made).

   The Report must contain the following fields:
   - Participating Entity Name (e.g., City of Staples Highway Department);
   - Participating Entity Physical Street Address;
   - Participating Entity City;
   - Participating Entity State/Province;
   - Participating Entity Zip/Postal Code;
   - Sourcewell Participating Entity Account Number;
   - Transaction Description;
   - Transaction Purchased Price;
   - Sourcewell Administrative Fee Applied; and
   - Date Transaction was invoiced/sale was recognized as revenue by Supplier.

   If collected by Supplier, the Report may include the following fields as available:
   - Participating Entity Contact Name;
   - Participating Entity Contact Email Address;
   - Participating Entity Contact Telephone Number;

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7) **Administrative Fee.** In consideration for the support and services provided by Sourcewell, Supplier will pay an Administrative Fee to Sourcewell on all completed transactions to Participating Entities utilizing this Agreement. Supplier will include its Administrative Fee within its proposed pricing. Supplier may not directly charge Participating Entities to offset the Administrative Fee.

8) **Fee Calculation.** Supplier's Administrative Fee payable to Sourcewell will be calculated as a stated percentage (listed in Supplier's Proposal) of all completed transactions utilizing this Master Agreement within the preceding Reporting Period. For certain categories, a flat fee may be proposed. The Administrative Fee will be stated in Supplier's Proposal.

9) **Fee Remittance.** Supplier will remit fee to Sourcewell no later than 45 calendar days after the close of the preceding calendar quarter in conjunction with Supplier's Reporting Period obligations defined herein. Payments should note the Supplier's name and Sourcewell-assigned Agreement number in the memo; and must be either mailed to Sourcewell above "Attn: Accounts Receivable" or remitted electronically to Sourcewell's banking institution per Sourcewell's Finance department instructions.

10) **Noncompliance.** Sourcewell reserves the right to seek all remedies available at law for unpaid or underpaid Administrative Fees due under this Agreement. Failure to remit payment, delinquent payments, underpayments, or other deviations from the requirements of this Agreement may be deemed a material breach and may result in cancellation of this Agreement and disbarment from future Agreements.

11) **Audit Requirements.** Pursuant to Minn. Stat. § 16C.05, subdivision 5, the books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by Sourcewell and the Minnesota State Auditor for a minimum of six years from the end of this Agreement. Supplier agrees to fully cooperate with Sourcewell in auditing transactions under this Agreement to ensure compliance with pricing terms, correct calculation and remittance of Administrative Fees, and verification of transactions as may be requested by a Participating Entity or Sourcewell.

12) **Assignment, Transfer, and Administrative Changes.** Supplier may not assign or otherwise transfer its rights or obligations under this Agreement without the prior written consent of Sourcewell. Such consent will not be unreasonably withheld. Sourcewell reserves the right to unilaterally assign all or portions of this Agreement within its sole discretion to address corporate restructurings, mergers, acquisitions, or other changes to the Responsible Party and named in the Agreement. Any prohibited assignment is invalid. Upon request Sourcewell may make administrative changes to agreement documentation such as name changes, address changes, and other non-material updates as determined within its sole discretion.

13) **Amendments.** Any material change to this Agreement must be executed in writing through an amendment and will not be effective until it has been duly executed by the parties.

14) **Waiver.** Failure by Sourcewell to enforce any right under this Agreement will not be deemed a waiver of such right in the event of the continuation or repetition of the circumstances giving rise to such right.

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15) **Complete Agreement.** This Agreement represents the complete agreement between the parties for the scope as defined herein. Supplier and Sourcewell may enter into separate written agreements relating specifically to transactions outside of the scope of this Agreement.

16) **Relationship of Sourcewell and Supplier.** This Agreement does not create a partnership, joint venture, or any other relationship such as employee, independent contractor, master-servant, or principal-agent.

17) **Indemnification.** Supplier must indemnify, defend, save, and hold Sourcewell, including their agents and employees, harmless from any claims or causes of action, including attorneys' fees incurred by Sourcewell, arising out of any act or omission in the performance of this Agreement by the Supplier or its agents or employees; this indemnification includes injury or death to person(s) or property alleged to have been caused by some defect in design, condition, or performance of Included Solutions under this Agreement. Sourcewell's responsibility will be governed by the State of Minnesota's Tort Liability Act (Minnesota Statutes Chapter 466) and other applicable law.

18) **Data Practices.** Supplier and Sourcewell acknowledge Sourcewell is subject to the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13. As it applies to all data created and maintained in performance of this Agreement, Supplier may be subject to the requirements of this chapter.

19) **Grant of License.**
    a) **During the term of this Agreement:**
        i) **Supplier Promotion.** Sourcewell grants to Supplier a royalty-free, worldwide, non-exclusive right and license to use the trademark(s) provided to Supplier by Sourcewell in advertising, promotional materials, and informational sites for the purpose of marketing Sourcewell's Agreement with Supplier.

        ii) **Sourcewell Promotion.** Supplier grants to Sourcewell a royalty-free, worldwide, non-exclusive right and license to use Supplier's trademarks in advertising, promotional materials, and informational sites for the purpose of marketing Supplier's Agreement with Sourcewell.

    b) **Limited Right of Sublicense.** The right and license granted herein includes a limited right of each party to grant sublicenses to their respective subsidiaries, distributors, dealers, resellers, marketing representatives, partners, or agents (collectively "Permitted Sublicensees") in advertising, promotional, or informational materials for the purpose of marketing the Parties' relationship. Any sublicense granted will be subject to the terms and conditions of this Article. Each party will be responsible for any breach of this section by any of their respective sublicensees.

    c) **Use; Quality Control.**
        i) Neither party may alter the other party's trademarks from the form provided and must comply with removal requests as to specific uses of its trademarks or logos.

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ii) Each party agrees to use, and to cause its Permitted Sublicensees to use, the other party's trademarks only in good faith and in a dignified manner consistent with such party's use of the trademarks. Each party may make written notice to the other regarding misuse under this section. The offending party will have 30 days of the date of the written notice to cure the issue or the license/sublicense will be terminated.

d) **Termination.** Upon the termination of this Agreement for any reason, each party, including Permitted Sublicensees, will have 30 days to remove all Trademarks from signage, websites, and the like bearing the other party's name or logo (excepting Sourcewell's pre-printed catalog of suppliers which may be used until the next printing). Supplier must return all marketing and promotional materials, including signage, provided by Sourcewell, or dispose of it according to Sourcewell's written directions.

20) **Venue and Governing law between Sourcewell and Supplier Only.** The substantive and procedural laws of the State of Minnesota will govern this Agreement between Sourcewell and Supplier. Venue for all legal proceedings arising out of this Agreement between Sourcewell and Supplier will be in court of competent jurisdiction within the State of Minnesota. This section does not apply to any dispute between Supplier and Participating Entity. This Agreement reserves the right for Supplier and Participating Entity to negotiate this term to within any transaction documents.

21) **Severability.** If any provision of this Agreement is found by a court of competent jurisdiction to be illegal, unenforceable, or void then both parties will be relieved from all obligations arising from that provision. If the remainder of this Agreement is capable of being performed, it will not be affected by such determination or finding and must be fully performed.

22) **Insurance Coverage.** At its own expense, Supplier must maintain valid insurance policy(ies) during the performance of this Agreement with insurance company(ies) licensed or authorized to do business in the State of Minnesota having an "AM BEST" rating of A- or better, with coverage and limits of insurance not less than the following:

a) **Commercial General Liability Insurance.** Supplier will maintain insurance covering its operations, with coverage on an occurrence basis, and must be subject to terms no less broad than the Insurance Services Office ("ISO") Commercial General Liability Form CG0001 (2001 or newer edition), or equivalent. At a minimum, coverage must include liability arising from premises, operations, bodily injury and property damage, independent contractors, products-completed operations including construction defect, contractual liability, blanket contractual liability, and personal injury and advertising injury. All required limits, terms and conditions of coverage must be maintained during the term of this Agreement.

- $1,500,000 each occurrence Bodily Injury and Property Damage
- $1,500,000 Personal and Advertising Injury
- $2,000,000 aggregate for products liability-completed operations
- $2,000,000 general aggregate

b) **Certificates of Insurance.** Prior to execution of this Agreement, Supplier must furnish to Sourcewell a certificate of insurance, as evidence of the insurance required under this Agreement. Prior to expiration of the policy(ies), renewal certificates must be mailed to Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 or provided to in an alternative manner as directed by Sourcewell. The certificates must be signed by a person

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authorized by the insurer(s) to bind coverage on their behalf. Failure of Supplier to maintain the required insurance and documentation may constitute a material breach.

c) **Additional Insured Endorsement and Primary and Non-contributory Insurance Clause.** Supplier agrees to list Sourcewell, including its officers, agents, and employees, as an additional insured under the Supplier's commercial general liability insurance policy with respect to liability arising out of activities, "operations," or "work" performed by or on behalf of Supplier, and products and completed operations of Supplier. The policy provision(s) or endorsement(s) must further provide that coverage is primary and not excess over or contributory with any other valid, applicable, and collectible insurance or self-insurance in force for the additional insureds.

d) **Waiver of Subrogation.** Supplier waives and must require (by endorsement or otherwise) all its insurers to waive subrogation rights against Sourcewell and other additional insureds for losses paid under the insurance policies required by this Agreement or other insurance applicable to the Supplier or its subcontractors. The waiver must apply to all deductibles and/or self-insured retentions applicable to the required or any other insurance maintained by the Supplier or its subcontractors. Where permitted by law, Supplier must require similar written express waivers of subrogation and insurance clauses from each of its subcontractors.

e) **Umbrella/Excess Liability/SELF-INSURED RETENTION.** The limits required by this Agreement can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies), or self-insured retention.

23) **Termination for Convenience.** Sourcewell or Supplier may terminate this Agreement upon 60 calendar days' written notice to the other Party. Termination pursuant to this section will not relieve the Supplier's obligations under this Agreement for any transactions entered with Participating Entities through the date of termination, including reporting and payment of applicable Administrative Fees.

24) **Termination for Cause.** Sourcewell may terminate this Agreement upon providing written notice of material breach to Supplier. Notice must describe the breach in reasonable detail and state the intent to terminate the Agreement. Upon receipt of Notice, the Supplier will have 30 calendar days in which it must cure the breach. Termination pursuant to this section will not relieve the Supplier's obligations under this Agreement for any transactions entered with Participating Entities through the date of termination, including reporting and payment of applicable Administrative Fees.

Article 3:
Supplier Obligations to Participating Entities

The Terms in this Article 3 relate specifically to Supplier and a Participating Entity when entering transactions utilizing the General Terms established in this Master Agreement. Article 1 General Terms control over any conflict with this Article 3. Where this Master Agreement is silent on any subject, Participating Entity and Supplier retain the ability to negotiate mutually acceptable terms.

1) **Quotes to Participating Entities.** Suppliers are encouraged to provide all pricing information regarding the total cost of acquisition when quoting to a Participating Entity. Suppliers and Participating Entities are encouraged to include all cost specifically associated with or included within the Suppliers proposal and Included Solutions within transaction documents.

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2) **Shipping, Delivery, Acceptance, Rejection, and Warranty.** Supplier's proposal may include proposed terms relating to shipping, delivery, inspection, and acceptance/rejection and other relevant terms of tendered Solutions. Supplier and Participating Entity may negotiate final terms appropriate for the specific transaction relating to non-appropriation, shipping, delivery, inspection, acceptance/rejection of tendered Solutions, and warranty coverage for Included Solutions. Such terms may include, but are not limited to, costs, risk of loss, proper packaging, inspection rights and timelines, acceptance or rejection procedures, and remedies as mutually agreed include notice requirements, replacement, return or exchange procedures, and associated costs.

3) **Applicable Taxes.** Participating Entity is responsible for notifying supplier of its tax-exempt status and for providing Supplier with any valid tax-exemption certification(s) or related documentation.

4) **Ordering Process and Payment.** Supplier's ordering process and acceptable forms of payment are included within its Proposal. Participating Entities will be solely responsible for payment to Supplier and Sourcewell will have no liability for any unpaid invoice of any Participating Entity.

5) **Transaction Documents.** Participating Entity may require the use of its own forms to complete transactions directly with Supplier utilizing the terms established in this Agreement. Supplier's standard form agreements may be offered as part of its Proposal. Supplier and Participating Entity may complete and document transactions utilizing any type of transaction documents as mutually agreed. In any transaction document entered utilizing this Agreement, Supplier and Participating Entity must include specific reference to this Master Agreement by number and to Participating Entity's unique Sourcewell account number.

6) **Additional Terms and Conditions Permitted.** Participating Entity and Supplier may negotiate and include additional terms and conditions within transaction documentation as mutually agreed. Such terms may supplant or supersede this Master Agreement when necessary and as solely determined by Participating Entity. Sourcewell has expressly reserved the right for Supplier and Participating Entity to address any necessary provisions within transaction documents not expressly included within this Master Agreement, including but not limited to transaction cancellation, dispute resolution, governing law and venue, non-appropriation, insurance, defense and indemnity, force majeure, and other material terms as mutually agreed.

7) **Subsequent Agreements and Survival.** Supplier and Participating Entity may enter into a separate agreement to facilitate long-term performance obligations utilizing the terms of this Master Agreement as mutually agreed. Such agreements may provide for a performance period extending beyond the full term of this Master Agreement as determined in the discretion of Participating Entity.

8) **Participating Addendums.** Supplier and Participating Entity may enter a Participating Addendum or similar document extending and supplementing the terms of this Master Agreement to facilitate adoption as may be required by a Participating Entity.

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Sourcewell

Signed by:
Jeremy Schwartz
C0FD2A139D06489...

By: _____
Jeremy Schwartz
Title: Chief Procurement Officer

Date: 7/18/2025 | 12:54 PM CDT

BRINC Drones, Inc.

Signed by:
Manoj Mohan
B708448FB8B1436...

By: _____
Manoj Mohan
Title: Chief Growth Officer

Date: 7/18/2025 | 11:43 AM CDT

RFP 020625 - Public Safety Communications Technology and Hardware Solutions

Vendor Details

Company Name:	BRINC Drones, Inc.
Address:	3668 Albion Pl N. Seattle, WA 98103
Contact:	Nolan Sieger
Email:	nolan.sieger@brincdrones.com
Phone:	909-493-7728
HST#:	83-2465449

Submission Details

Created On:	Monday January 27, 2025 14:31:25
Submitted On:	Thursday February 06, 2025 13:34:08
Submitted By:	Nolan Sieger
Email:	nolan.sieger@brincdrones.com
Transaction #:	dc067c6c-f10a-4c18-b5cb-716f94a45ff9
Submitter's IP Address:	147.243.131.110

Specifications

Table 1: Proposer Identity & Authorized Representatives (Not Scored)

General Instructions (applies to all Tables) Sourcewell prefers a brief but thorough response to each question. Do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; respond "N/A" if the question does not apply to you (preferably with an explanation).

Table 1 Specific Instructions. Sourcewell requires identification of all parties responsible for providing Solutions under a resulting master agreement(s) (Responsible Supplier). Proposers are strongly encouraged to include all potential Responsible Suppliers including any corporate affiliates, subsidiaries, D.B.A., and any other authorized entities within a singular proposal. All information required under this RFP must be included for each Responsible Supplier as instructed. Proposers with multiple Responsible Supplier options may choose to respond individually as distinct entities, however each response will be evaluated individually and only those proposals recommended for award may result in a master agreement award. Unawarded entities will not be permitted to later be added to an existing master agreement through operation of Proposer's corporate organization affiliation.

Line Item	Question	Response *	
1	Provide the legal name of the Proposer authorized to submit this Proposal.	BRINC Drones, Inc.	*
2	In the event of award, is this entity the Responsible Supplier that will execute the master agreement with Sourcewell? Y or N.	Y	*
3	Identify all subsidiaries, D.B.A., authorized affiliates, and any other entity that will be responsible for offering and performing delivery of Solutions within this Proposal (i.e. Responsible Supplier(s) that will execute a master agreement with Sourcewell).	BRINC Drones, Inc. is also referred to as BRINC	*
4	Provide your CAGE code or Unique Entity Identifier (SAM):	8VW30	*
5	Provide your NAICS code applicable to Solutions proposed.	336411, 334290, 334220	
6	Proposer Physical Address:	3668 Albion Pl N Seattle, WA 98103	*
7	Proposer website address (or addresses):	www.brincdrones.com	*
8	Proposer's Authorized Representative (name, title, address, email address & phone) (The representative must have authority to sign the "Proposer's Assurance of Compliance" on behalf of the Proposer):	Manoj Mohan - Chief Growth Officer 3668 Albion Pl N, Seattle, WA 98103 manoj.mohan@brincdrones.com (609) 366-2055	*
9	Proposer's primary contact for this proposal (name, title, address, email address & phone):	Nolan Sieger - Sr. Sales Operations Manager 3668 Albion Pl N., Seattle, WA 98103 nolan.sieger@brincdrones.com (909) 260-2152	*
10	Proposer's other contacts for this proposal, if any (name, title, address, email address & phone):	Steven Butler 3668 Albion Pl N. Seattle, WA 98103 steven.butler@brincdrones.com (909) 200-8946	*

Table 2A: Financial Viability and Marketplace Success (50 Points, applies to Table 2A and 2B)

Line Item	Question	Response *	

11	Provide a brief history of your company, including your company's core values, business philosophy, and industry longevity related to the requested Solutions.	BRINC was founded in response to the tragic 2017 Las Vegas Shooting. We are committed to deploying technologies that benefit the community and help save lives since starting with our first customers in 2020 with the original Lemur indoor tactical drone. BRINC has expanded to partner with more than 500 public safety agencies. BRINC has continued its dedication to providing technology solutions for public safety agencies designed to help de-escalate and keep people safe in dangerous situations. From a throwable cell phone in the form-factor of a ball to an indoor drone with two-way communications for communications to now full-scale programs, including outdoor drones with the same two-way communications using mesh network and LTE, BRINC is focused on providing purpose-built technology in the service of public safety. At BRINC we are committed to: 1. Never building tech designed to hurt or kill 2. Be open, honest and transparent 3. Move carefully and with purpose 4. Do the hard stuff 5. Build technologies designed to save lives 6. Listen to our customers and communities 7. Develop solutions that respect privacy 8. Be mindful of the implications of our work. We understand that the technology we produce is part of our future. Let's ensure that we are all excited about living in that future.
12	What are your company's expectations in the event of an award?	If awarded a contract, BRINC will include Sourcewell in marketing efforts and direct sales conversations as an option for our customers.
13	Demonstrate your financial strength and stability with meaningful data. This could include such items as financial statements, SEC filings, credit and bond ratings, letters of credit, and detailed reference letters. Upload supporting documents (as applicable) in the document upload section of your response. DO NOT PROVIDE ANY TAX INFORMATION OR PERSONALLY IDENTIFIABLE INFORMATION.	Please take a look at the attached report in the documents section. BRINC's 2024 bookings were $30M+, mainly consisting of long-term contracts from subscriptions to provide a stable financial base.
14	What is your US market share for the Solutions that you are proposing?	BRINC started by working specifically with tactical teams at law enforcement agencies. We currently work with roughly 15% of the tactical teams in the United States. Our current solutions, including DFR, are new, and BRINC customers make up approximately 20% of active agencies using DFR.
15	What is your Canadian market share for the Solutions that you are proposing?	1%
16	Disclose all current and completed bankruptcy proceedings for Proposer and any included possible Responsible Party within the past seven years. Proposer must provide notice in writing to Sourcewell if it enters a bankruptcy proceeding at any time during the pendency of this RFP evaluation.	BRINC has never been involved in any bankruptcy proceedings.
17	How is your organization best described: is it a manufacturer, a distributor/dealer/reseller, or a service provider? Answer the question that best applies to your organization, either a) or b). a) If your company is best described as a distributor/dealer/reseller (or similar entity), provide your written authorization to act as a distributor/dealer/reseller for the manufacturer of the products proposed in this RFP. If applicable, is your dealer network independent or company owned? b) If your company is best described as a manufacturer or service provider, describe your relationship with your sales and service force and with your dealer network in delivering the products and services proposed in this RFP. Are these individuals your employees, or the employees of a third party?	a) N/A b) BRINC account executives play a vital role in knowing our customer's needs and providing solutions to solve challenges. They are primarily on the ground in their assigned territories throughout the United States, working directly with public safety agencies. Some BRINC service employees work at our headquarters in Seattle, WA, and others work throughout the United States. BRINC employees support and install all of our products. BRINC handles technical support and repairs for all of its manufactured products. BRINC's United States sales and service force members are BRINC employees. BRINC has partnered with authorized resellers in Canada who would have members of a sales force carrying the same responsibilities as BRINC sales personnel in the United States.

18	If applicable, provide a detailed explanation outlining the licenses and certifications that are both required to be held, and actually held, by your organization (including third parties and subcontractors that you use) in pursuit of the business contemplated by this RFP.	BRINC is committed to maintaining the highest security, compliance, and safety standards in alignment with industry best practices and regulatory requirements. In pursuit of the business contemplated by this RFP, BRINC holds or is actively working toward the following certifications and standards: Criminal Justice Information Services (CJIS) Compliance: BRINC adheres to CJIS security policies to protect sensitive law enforcement data. Our systems and processes are designed to meet the stringent security requirements necessary for working with public safety agencies. SOC 2 (In Progress) – BRINC is pursuing SOC 2 compliance to demonstrate further our commitment to data security, availability, and confidentiality. This certification will validate our adherence to industry-leading controls for protecting customer data. UN 38.3 Certification – BRINC products comply with UN 38.3 standards for lithium battery safety during transportation. This certification ensures our batteries meet rigorous testing protocols for durability, pressure, temperature, and impact resistance, ensuring safe handling and shipping. ASTM F3322-22 (In Progress): BRINC is working toward compliance with ASTM F3322-22, a standard for parachute recovery systems used in small unmanned aircraft systems (sUAS). This certification will support our efforts to enhance operational safety and comply with evolving drone regulations. BRINC is dedicated to meeting and exceeding the necessary certifications and compliance standards to support our customers with secure, reliable, mission-ready technology solutions.	*
19	Disclose all current and past debarments or suspensions for Proposer and any included possible Responsible Party within the past seven years. Proposer must provide notice in writing to Sourcewell if it enters a debarment or suspension status any time during the pendency of this RFP evaluation.	BRINC has not been suspended or disbarred in the past ten years.	*
20	Describe any relevant industry awards or recognition that your company has received in the past five years.	BRINC's founder Blake Resnick was honored on Forbes 30 under 30 list for Social Impact in 2022. BRINC won the Manufacturing Excellence Award for Innovation from the Association of Washington Business (AWB) in 2022	*
21	What percentage of your sales are to the governmental sector in the past three years?	About 90%	*
22	What percentage of your sales are to the education sector in the past three years?	About 2%	*
23	List all state, cooperative purchasing agreements that you hold. What is the annual sales volume for each of these agreement over the past three years?	BuyBoard Contract #718-23: $10M+ League of Oregon Cities (NPPGov) Contract #PS24040: $6M State of Arizona Contract # CTR07445: $500K+ TIPS Contract# 240101: $600K+	*
24	List any GSA contracts or Standing Offers and Supply Arrangements (SOSA) that you hold. What is the annual sales volume for each of these contracts over the past three years?	BRINC does not hold any GSA contracts.	*

Table 2B: References/Testimonials

Line Item 25. Supply reference information from three customers who are eligible to be Sourcewell participating entities.

Entity Name *	Contact Name *	Phone Number *	
Clovis, California Police Department	Lt. Josh Richards	(559) 324-3461	*
Londonderry, New Hampshire Police Department	Lt. Keith Lee	(603) 432-1118	*
Redmond, Washington Police Department	Chief Darrell Lowe	(425) 556-2521	*
Schenectady Police Department, New York	Chief Eric Clifford	(518) 382-5202	

Table 3: Ability to Sell and Deliver Solutions (150 Points)

Describe your company's capability to meet the needs of Sourcewell participating entities across the US and Canada, as applicable. Your response should address in detail at least the following areas: locations of your network of sales and service providers, the number of

workers (full-time equivalents) involved in each sector, whether these workers are your direct employees (or employees of a third party), and any overlap between the sales and service functions.

Line Item	Question	Response *	
26	Sales force.	BRINC employs a nationwide sales force, including Leadership, Account Executives, and Product Specialists committed to selling and delivering solutions to public safety entities across the United States. BRINC's sales force is spread across the US and is organized to provide technology to agencies based on factors such as type, size, and geographic location. The sales staff comprises experienced professionals from the public safety industry and former public safety officers, typically law enforcement officers. BRINC sales leadership and Account Executives can provide hardware and services, conduct site visits, provide demonstrations, and ensure customer satisfaction. BRINC product specialists feature extensive tech knowledge and work to support account executives and customers in answering additional questions or supporting onsite demonstrations. BRINC's hiring process is structured to ensure that BRINC Account Executives properly represent BRINC by working through numerous challenges to provide life-saving, purpose-built technology to public safety agencies. This process includes multiple interviews, including leadership from various departments, to ensure a match to BRINC's culture and mission.	*
27	Describe the network of Authorized Sellers who will deliver Solutions, including dealers, distributors, resellers, and other distribution methods.	BRINC does not sell any technology in the US through distributors. BRINC has partnered with Measur as an authorized reseller of BRINC products only in Canada.	*
28	Service force.	BRINC employs a service force of 10 full-time employees and 10 contractors, including customer success, implementation, and training departments, which provide customers with post-sales and post-deployment support. BRINC customer success and technical support are available 24 hours a day, 7 days a week. They can be reached via direct email, form submission at brincdrones.com, a phone hotline, or the support section of their BRINC LiveOps account. REPAIRS BRINC's repair service center is at BRINC Headquarters in Seattle, Washington. When a customer support team member receives a request, they evaluate the situation to decide whether the hardware can be repaired in the field, remotely with software, or if it needs to be sent back to headquarters for repair. When it is decided that hardware must be sent for repair, the customer is provided with a prepaid shipping label to send it back to headquarters. That process is further explained in item number 30. For large-scale drone program customers, we have an implementation team that will work closely with our customers to determine ideal launch points and installation sites for radio and radar infrastructure.	*
29	Describe the ordering process. If orders will be handled by distributors, dealers or others, explain the respective roles of the Proposer and others.	BRINC will process orders from United States Sourcewell customers directly, as we don't have any resellers in the United States. Canadian-based orders may be processed directly by BRINC or through an authorized reseller, including Measur. The process starts with a customer requesting a quote from a BRINC Account Executive. The Account Executive can generate a quote in our HubSpot CRM using pre-defined SKUs. Depending on the dollar amount and the hardware requested, approval will be asked by members of Sales Operations and/or Leadership if necessary. If agreed upon, a signed copy of the quote is requested from the customer, along with a purchase order. All order details will be confirmed with the customer, and the order will be booked with the shipment of hardware added to a delivery queue for planning and fulfillment.	*

30	Describe in detail the process and procedure of your customer service program, if applicable. Include your response-time capabilities and commitments, as well as any incentives that help your providers meet your stated service goals or promises.	BRINC's toll-free service line connects customers to our full-time Customer Success team, monitored 24/7/365, including members from retired law enforcement agencies. For calls not immediately answered, events are placed in our support queue, with requests from Safeguard customers receiving the highest priority. Customers can also open a non-emergency service ticket via BRINC's proprietary web portal dashboard with requests triaged and responded to within 24 hours of the next regular business day. BRINC uses an internal ticketing system that tracks all support cases and details. An Emergency Hotline is available, and callers can be transferred to our dedicated emergency hotline group. BRINC commits to a tiered return resolution time system for the repair merchandise authorization process relative to the check-in date. The highest priority is 1 day from check-in, BRINC Safeguard is 2-4 days from check-in, and a la carte customers are 5-10 days from check-in. BRINC also covers shipping costs associated with origin and destination, and Safeguard customers enjoy available loaner hardware service to remain enabled during the resolution turnaround window.	*
31	Describe your ability and willingness to provide your products and services to Sourcewell participating entities.	BRINC is willing to provide all included products and services to Sourcewell participating agencies in the United States.	*
32	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in Canada.	BRINC is willing to provide all included products and services to Sourcewell participating entities in the United States.	*
33	Identify any geographic areas of the United States or Canada that you will NOT be fully serving through the proposed agreement.	There are no restricted areas in the United States or Canada for the proposed contract.	*
34	Identify any account type of Participating Entity which will not have full access to your Solutions if awarded an agreement, and the reasoning for this.	BRINC will serve any participating entity for the proposed contract.	*
35	Define any specific requirements or restrictions that would apply to our participating entities in Hawaii and Alaska and in US Territories.	No additional requirements or restrictions would apply to participating entities in Hawaii, Alaska, or the US Territories.	*
36	Will Proposer extend terms of any awarded master agreement to nonprofit entities?	Yes	*

Table 4: Marketing Plan (100 Points)

Line Item	Question	Response *	

37	Describe your marketing strategy for promoting this opportunity. Upload representative samples of your marketing materials (if applicable) in the document upload section of your response.	As a proud partner of Sourcewell, BRINC will be committed to ensuring that our team and potential customers are well-informed about the benefits and appropriate use of cooperative contracts like Sourcewell. Our sales team serves as the primary connection to our customers and plays a vital role in promoting the advantages of cooperative contracts. At BRINC, we recognize that these contracts streamline the purchasing process, making it easier for public safety agencies to access our lifesaving technology. To ensure our team is equipped to guide customers effectively, we prioritize internal education for our sales and contract teams. All sales staff receive comprehensive training on the availability and use of cooperative contracts through dedicated sales training sessions, webinars, and integrated tools like HubSpot. Additionally, we are continuously enhancing our internal resource guides to provide detailed information on cooperative contracts, including availability dates, authorized users, price lists, and relevant terms and conditions. These guides also include public links and resources that can be shared directly with customers to improve their awareness and connect them to cooperative purchasing options like Sourcewell. Our HubSpot system is designed to streamline order processing and includes internal links to available cooperative contracts, enabling our sales team to quickly provide customers with the necessary details for pricing discussions and procurement justification. This ensures a seamless experience for agencies looking to leverage cooperative contracts for their purchases. BRINC also hosts public webinars and blogs to educate potential customers on the various purchasing options available to them, including cooperative contracts. These pieces are designed to empower agencies with the knowledge they need to make informed decisions. Furthermore, we actively seek to hire staff, including legal and contracting professionals, with expertise in cooperative contracts. This not only strengthens our internal capabilities but also enhances our ability to support customers in navigating cooperative purchasing opportunities. At BRINC, we are dedicated to making it as easy as possible for public safety agencies to access our innovative drone technology through cooperative contracts like Sourcewell, ensuring they can focus on what matters most: saving lives and protecting communities. Learn more about BRINC and our commitment to cooperative purchasing at brincdrones.com.	*
38	Describe your use of technology and digital data (e.g., social media, metadata usage) to enhance marketing effectiveness.	At BRINC, we leverage technology and digital data to maximize our marketing effectiveness and reach public safety agencies with mission-critical solutions. We utilize social media platforms like LinkedIn, Twitter, Facebook, and Instagram to showcase our industry-leading drone technology. By analyzing engagement metrics such as impressions, shares, and comments, we refine our content strategy to optimize reach and impact. Our messaging is tailored to ensure it resonates with first responders, industry leaders, and decision-makers. We use our Hubspot database to track performance analytics for blog posts, email campaigns, and press coverage to assess effectiveness and continuously refine our messaging. Website traffic and engagement data help us understand what content resonates most with our audience, allowing us to focus on high-value topics like Drone as First Responder (DFR) solutions and two-way communications technology. We also maintain a website with detailed information not only about our fleet of products but also about our holistic programs and subject matter expertise on how agencies can start and scale successful drone programs. We utilize video demonstrations, case studies, and interactive content to illustrate the real-world impact of DFR technology. By integrating multimedia content into our website and social media strategy, we drive engagement and educate agencies on the benefits of our integrated drone solutions. By combining these data-driven approaches with cutting-edge digital tools, BRINC ensures our message reaches the right audience, empowering first responders with the next generation of life-saving technology. An example of some of our video and social content can be found here: https://www.youtube.com/watch?v=ndU0Con2pu0	*

39	In your view, what is Sourcewell's role in promoting agreements arising out of this RFP? How will you integrate a Sourcewell-awarded agreement into your sales process?	Sourcewell plays a critical role in promoting cooperative contracts to law enforcement agencies, many of which may not realize they are already members of a cooperative. BRINC has observed that awareness of cooperative membership is often low, and Sourcewell's outreach and education efforts can help bridge this gap by informing agencies of the purchasing opportunities available to them. While BRINC does not currently hold a Sourcewell contract, we are eager to integrate a Sourcewell-awarded contract into our sales process to make it easier for public safety agencies to access our innovative drone technology. Upon award of a contract, we will immediately announce it to our sales teams and update our HubSpot system to ensure that all relevant contract details, pricing, and terms are readily accessible. This will enable our sales representatives to quickly identify and promote the Sourcewell contract as a purchasing option for eligible agencies. In cases where an agency or our agency point of contact is not aware of their membership, we can handle that education process through our sales team and outbound marketing.	*
40	Are your Solutions available through an e-procurement ordering process? If so, describe your e-procurement system and how governmental and educational customers have used it.	BRINC does not have an e-commerce or e-procurement function. Orders a processed directly as discussed in line item 29.	*

Table 5A: Value-Added Attributes (100 Points, applies to Table 5A and 5B)

Line Item	Question	Response *	
41	Describe any product, equipment, maintenance, or operator training programs that you offer to Sourcewell participating entities. Include details, such as whether training is standard or optional, who provides training, and any costs that apply.	BRINC is proud to offer standard training, which is included in the prices of our products. We provide different types of training for different products, but all courses offered are comprehensive and designed to help customers become competent and confident in using their solutions operationally. BRINC employees or fully-trained contractors complete all BRINC training. All members of training BRINC's training team have public safety experience. Training includes providing customers with all guides and manuals for their products. These are also available via BRINC LiveOps and upon request from our training or Customer Success team members. BRINC is proud to offer a BRINC Ground School for our airborne platforms, which is POST (California Peace Officer Standards and Training) certified. This school is also available for our Safeguard customers, who receive continual training whenever their hardware is refreshed. Additional training, including a train-the-trainer course, is available for purchase. Just as BRINC technology and solutions improve and innovate, so do our trainers and the courses we offer to ensure customers are on the cutting edge.	*
42	Describe your proposed solutions integration and interoperability capabilities with other communication and technology components.	BRINC is committed to providing solutions, including robust integration and interoperability capabilities with other communication and technology components used by public safety agencies. We aim to allow our customers to use all possible systems to maximize efficiency. Some integrations and interoperability capabilities include but are not limited to: - Integrate with digital evidence management (DEMS) - Integration within real-time crime centers (RTFF - Integrate with Computer Aided Dispatch (CAD) - Integrate with 3rd party video streaming platforms - Integration with Gunshot Detection System and ALPR systems - Ingest FAA advisories for drone systems - Ingest ADS-B from aircraft - Ingest weather data - Ingest data from ground-based radar solutions	*
43	Describe any “green” initiatives that relate to your company or to your Solutions, and include a list of the certifying agency for each.	BRINC recognizes and fully complies with all local, state, and federal government requirements. BRINC uses AWS as its cloud provider of choice. Since 2023, renewable energy sources, including US East/West and GovCloud, have matched 100% of electricity consumed across 22 AWS data center regions. BRINC aims to minimize waste by recycling and reusing materials when possible. Another green initiative in the building at our Seattle headquarters includes recycling and compost bins in dining areas in addition to trash bins.	*
44	Identify any third-party issued eco-labels, ratings or certifications that your company has received for the Solutions included in your Proposal related to energy efficiency or conservation, life-cycle design (cradle-to-cradle), or other green/sustainability factors.	N/A	*
45	What unique attributes does your company, your products, or your services offer to Sourcewell participating entities? What makes your proposed solutions unique in your industry as it applies to Sourcewell participating entities?	BRINC is proud to produce purpose-built hardware and solutions specifically for public safety. With this defined focus, we aim to provide the most intentional products, keeping people safe in dangerous situations. A key feature of our products is two-way communications established via mesh radio and LTE networks. This feature is standard on our BRINC Ball, a throwable cell phone, and our indoor tactical offering, Lemur. We have continued this feature with our next Responder and Guardian drone platforms. BRINC is committed to innovating our products while receiving customer input and feedback. When Sourcewell participating entities purchase from BRINC, they become not only customers but also partners. Working with more than 500 agencies across the United States, we are proud to provide technology in the service of public safety. The partnership with members does not stop at the time of sale or delivery. BRINC offers world-class customer service, implementation, and training. This partnership continues throughout the life of a contract, as our customers have direct lines of communication with Account Executives, Customer Success, Training, Leadership, and Engineering team members.	*

Table 5B: Value-Added Attributes

Line Item	Question	Certification	Offered	Comment	
46	Select any Women or Minority Business Entity (WMBE), Small Business Entity (SBE), or veteran owned business certifications that your company or hub partners have obtained. Upload documentation and a listing of dealerships, HUB partners or re-sellers if available. Select all that apply.		○ Yes ◉ No	N/A	*
47		Minority Business Enterprise (MBE)	○ Yes ◉ No	N/A	*
48		Women Business Enterprise (WBE)	○ Yes ◉ No	N/A	*
49		Disabled-Owned Business Enterprise (DOBE)	○ Yes ◉ No	N/A	*
50		Veteran-Owned Business Enterprise (VBE)	○ Yes ◉ No	N/A	*
51		Service-Disabled Veteran-Owned Business (SDVOB)	○ Yes ◉ No	N/A	*
52		Small Business Enterprise (SBE)	○ Yes ◉ No	N/A	*
53		Small Disadvantaged Business (SDB)	○ Yes ◉ No	N/A	*
54		Women-Owned Small Business (WOSB)	○ Yes ◉ No	N/A	*

Table 6A: Pricing (400 Points, applies to Table 6A and 6B)

Provide detailed pricing information in the questions that follow below.

Line Item	Question	Response *	
55	Describe your payment terms and accepted payment methods.	Payment terms are net 30. Preferred payment methods include ACH or wire transfer. Paper check is acceptable if requested.	*
56	Describe any leasing or financing options available for use by educational or governmental entities.	BRINC does not offer leasing or financing options. However, our MSPA does have a provision that allows an agency to cancel if sufficient funds are not appropriated.	*
57	Describe any standard transaction documents that you propose to use in connection with an awarded agreement (order forms, terms and conditions, service level agreements, etc.). Upload all template agreements or transaction documents which may be proposed to Participating Entities.	BRINC's Master Services and Purchasing Agreement is a standard transaction document that includes the terms and conditions we propose to use in connection with an awarded contract. A sample MSPA has been uploaded with our response.	*
58	Do you accept the P-card procurement and payment process? If so, is there any additional cost to Sourcewell participating entities for using this process?	BRINC can accept P-card payments up to $3,000. Other P-card payments may be accepted on a case-by-case basis.	*

59	Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the Sourcewell discounted price) on all of the items that you want Sourcewell to consider as part of your RFP response. If applicable, provide a SKU for each item in your proposal. Upload your pricing materials (if applicable) in the document upload section of your response.	BRINC is providing line-item discounts. Discounts will be reflected in the price list included in the document upload section.	*
60	Quantify the pricing discount represented by the pricing proposal in this response. For example, if the pricing in your response represents a percentage discount from MSRP or list, state the percentage or percentage range.	BRINC will be providing up to 2.5% from MSRP.	*
61	Describe any quantity or volume discounts or rebate programs that you offer.	BRINC does not provide quantity or volume discounts. Discounts may be applied on a case-by-case basis. BRINC offers a program called BRINC Beyond, which provides agencies with credit for existing platforms to transition to purpose-built BRINC products.	*
62	Propose a method of facilitating “sourced” products or related services, which may be referred to as “open market” items or "non-contracted items". For example, you may supply such items “at cost” or “at cost plus a percentage,” or you may supply a quote for each such request.	BRINC generally sells at the sourced party's MSRP. Discounts may be applied on a case-by-case basis.	*
63	Identify any element of the total cost of acquisition that is NOT included in the pricing submitted with your response. This includes all additional charges associated with a purchase that are not directly identified as freight or shipping charges. For example, list costs for items like pre-delivery inspection, installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer.	All standard costs, such as those for implementation and training, are included in standard pricing for members based in the United States. Shipping, installation and training charges may be applied to orders outside the United States.	*
64	If freight, delivery, or shipping is an additional cost to the Sourcewell participating entity, describe in detail the complete freight, shipping, and delivery program.	Freight, delivery and shipping are included in our costs.	*
65	Specifically describe freight, shipping, and delivery terms or programs available for Alaska, Hawaii, Canada, or any offshore delivery.	Freight delivery and shipping are included in our costs for entities in the United States including Alaska and Hawaii. Freight, delivery and shipping will be added separately as a quoted line for entities in Canada.	*
66	Describe any unique distribution and/or delivery methods or options offered in your proposal.	BRINC offers expedited shipping upon request. We can also facilitate in-person delivery at our headquarters or during training.	*
67	Specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed agreement with Sourcewell. This process includes ensuring that Sourcewell participating entities obtain the proper pricing.	BRINC uses HubSport as our CRM and quoting tool. All Sourcewell contract SKUs will be built-in and tracked there. We track each deal we work on with a customer. When it is selected that Sourcewell pricing is being provided, a discount is calculated. Further, these quotes are approved by sales leadership or sales operations to ensure compliance. Sales Operations runs quarterly reports to review all contracts closed during the previous quarter using a cooperative agreement. Our implementation and production team confirms this to ensure unshipped contracts are accounted for.	*
68	If you are awarded an agreement, provide a few examples of internal metrics that will be tracked to measure whether you are having success with the agreement.	BRINC will track the following internal metrics to measure success with this agreement. - The number of agencies who utilize the cooperative. - The dollar amount of sales associated with the cooperative. - Impact or demand generated from marketing efforts regarding an awarded agreement.	*
69	Provide a proposed Administration Fee payable to Sourcewell. The Fee is in consideration for the support and services provided by Sourcewell. The propose an Administrative Fee will be payable to Sourcewell on all completed transactions to Participating Entities utilizing this Agreement. The Administrative Fee will be calculated as a stated percentage, or flat fee as may be applicable, of all completed transactions utilizing this Master Agreement within the preceding Reporting Period defined in the agreement.	BRINC proposes an Administration Fee of 1.05% on all equipment, products, and services to all participating entities.	*

Table 6B: Pricing Offered

Line Item	The Pricing Offered in this Proposal is: *	Comments	
70	The pricing offered is as good as or better than pricing typically offered through existing cooperative contracts, state contracts, or agencies.	BRINC maintains consistent pricing across all cooperative and state contracts. BRINC can negotiate special pricing directly with a Sourcewell member entity on a case-by-case basis.	*

Table 7A: Depth and Breadth of Offered Solutions (200 Points, applies to Table 7A and 7B)

Line Item	Question	Response *
71	Provide a detailed description of all the Solutions offered, including used Solutions if applicable, offered in the proposal.	Responder Built for public safety, BRINC's Responder is the world's first purpose-built 911 response drone. As with all BRINC products, this drone is NDAA-compliant and made in the United States. Responder includes 2-way communication capabilities with a loudspeaker, emergency lights, sirens, thermal camera, and mesh networking to work as an airborne communication system. Responder is designed to work as a patrol-based aerial platform capable of overwatch and communicating with individuals or the public. Examples include missing persons when the drone can be launched, and an announcement with a description of the missing person can be made via the loudspeaker. If someone is in distress, the drone can land, and a two-way conversation can be carried out through the drone between the person and the operator. Responder is also designed to fit seamlessly into the BRINC Drone as First Responder (DFR) Solution with features including Remote piloting, CAD/911 integration, auto-dispatch from the Station, and Multi-Drone Live Streams. The responder can be remotely operated with integrated 4G LTE. Installed antenna masts throughout a jurisdiction can manage mesh networking to create a redundant communication network. The integrated loudspeaker and microphone enable clear and reliable communication. Loudspeaker at 95 dBA The microphone can pick up sounds from more than 100 feet away Responder can carry and deliver life-saving emergency payloads, including Narcan, EpiPen, or personal flotation devices (PFD). When combined with communication capabilities, Responder can deliver life-saving payloads, and a remote operator can provide instructions on how to use them if needed. Station Station is designed to house Responder for DFR deployments Station launches, protects, and recharges the Responder airborne communication system. Features include: <5 second Deployment Time Large vehicle mountable Starlink / Solar Compatible Standard power input Weather resistant Charge 0 to 90% in 35 minutes Corrosion resistant Integrated HVAC Lemur 2 Lemur 2 is an airborne communication system designed to enter dangerous situation to keep people safe. NDAA compliant, this system is made in the United States. Designed for indoor use, including for tactical or building search, the Lemur 2 has many unique featues: 4k Day time, night vision and thermal sensors 360 degree position hold Realtime floor plans Glass Breaker Attachment 2-way Communications Live Stream off-site Mesh network capability via BRINC Connect. The above features combine to allow Lemur 2 to be flown into a structure by an operator/pilot from a safe position. When it enters a building, it broadcasts a video that can be live-streamed via BRINC LiveOps and can be viewed by other agency members with access. Lemur 2's two-way communication ability allows the operator to land the drone, turn off the motors, and establish communication from a safe distance. It can be used to be flown into an unstable environment and make

		announcements for search and rescue applications. With BRINC Connect, Lemur 2 systems can work as signal repeaters to create a mesh network. 1 BRINC Pilot controller can work with multiple Lemur 2 systems. The signal is AES-256 encrypted and can penetrate through walls. BRINC Ball BRINC Ball is a communications system designed to provide an alternative to the throw-phone commonly used by public safety agencies. In the form factor of a ball, BRINC Ball provides two-way communication via LGE, much like a cell phone. Designed to survive impact upon deployment, BRINC Ball is ruggedized to provide operators with confidence in establishing communication from a safe distance. BRINC Ball can be used for two-way communication or for announcement broadcasts in any environment. BRINC Ball can be used with BRINC LiveOps to allow for remote communication, transcription and translation. BRINC LiveOps BRINC LiveOps provides unified operations for all BRINC systems. BRINC LiveOps is proprietary and works with BRINC systems for: Teleoperations AR Map overlays Live Streams Place and REcord Calls Evidence Storage Transparency Portal Integrations. BRINC LiveOps provides remote flight operations to dispatch drones to incident locations automatically. The drones can stream live video, make remote announcements, and control attachments (e.g., payloads), and Stations. Multi-system live streaming allows an agency to steam all BRINC systems to LiveOps on a single page. BRINC LiveOps ensures the safe deployment of airborne communication systems by ingesting data from ADS-B, Ground-based radar, and weather systems to provide total airspace awareness. BRINC LiveOps connects to CAD, RTCC, evidence management, ALPR, gunshot detection, 911 call-sharing software, and more to integrate these systems seamlessly into daily operations. Agencies can directly initiate two-way communications to any BRINC device from LIveOps, facilitating swift de-escalation from anywhere in the world. BRINC LiveOps features a Transparency Dashboard to provide clear and open public insight into an agency's program. BRINC has taken steps to ensure the safety of data input to LiveOps. Every piece of data generated by an agency remains its own. LiveOps is AES-256 / FIPS 140-2 encrypted, and all data is securely hosted on AWS servers within the US. It adheres to the FBI's CJIS standards for criminal justice information, guaranteeing lawful and secure data handling. BRINC Connect BRINC is proud to pair cell and radio systems with the BRINC Connect blended communication system, which combines the benefits of each while adding redundancy and flexibility. Agencies can customize communication and streamline response by ensuring seamless integration of all systems: BRINC Pilot, Lemur 2, Resonder, and BRINC LiveOps. The system involves meshing radio technology to increase spectral efficiency and deliver robust, reliable communication links to BRINC Connect. By embedding this innovative radio technology into the BRINC Pilot controller and our airborne communication systems (drones), we offer a seamless communication framework across platforms. We provide a seamless communication framework across platforms by embedding this innovative radio technology into the BRINC Pilot controller and our airborne communication systems (drones) For agencies with diverse needs, BRINC Connect can include repeater kits leveraging software-defined radios to customize frequency ranges based on customer needs. A BRINC Connect Tacitacl Repeater Kit can be strapped to an officer's vest or placed where needed for tactical and manual deployments. Vehicle-mounted repeater kits allow you to scale out your connectivity for agencies with a lot of ground to cover. Finally, a fixed site repeater kit allows agencies to solve known radio interference problems and boost capacity. The fixed site is part of our single-site DFR solution featuring Responder or Guardian systems.	*
72	Within this RFP category there may be subcategories of solutions. List subcategory titles that best describe your products and services.	1. Airborne communication systems 2. Connectivity and interoperability devices, hardware, and equipment for the connection of communication systems and endpoints, including mesh networks and mesh radios.	*

Table 7B: Depth and Breadth of Offered Solutions

Indicate below if the listed types or classes of Solutions are offered within your proposal. Provide additional comments in the text box provided, as necessary.

Line Item	Category or Type	Offerings	Offered *	Comments	
73	In-station Public Safety alerting or paging systems;		(•) Yes ( ) No	BRINC LiveOps cloud-based software provides alerts to emergency calls for service and other integrated services such as ALPR, gunshot detection.	*
74	Dispatch/control room consoles and associated integrated communications equipment;		(•) Yes ( ) No	BRINC LiveOps cloud software integrates directly with 911 and Computer Aided Dispatch (CAD) with devices that include two-way communications.	*
75	Wearable or portable communication devices, including biomonitoring wearables, alerting or paging systems		(•) Yes ( ) No	BRINC Ball is a portable communication device. BRINC ball is a two-way communication device in the form-factor of a ball. Example use cases include: - Deployment into a situation with an individual barricaded. This acts as a cell phone that public safety agencies can call to gain communication. They can allow others, including family members, to contact the ball to help a dangerous situation end peacefully. - Search and Rescue: in an instance where someone is in a collapsed building or hard-to-reach area, a ball can be deployed for an announcement to gain the awareness of someone in trouble. - Multi-level buildings, Multiple BRINC Balls can be deployed to make mass announcements during emergencies.	*
76	Connectivity and interoperability devices, hardware, and equipment for the connection of communication systems and endpoints, including:		(•) Yes ( ) No	BRINC is proud to pair cell and radio systems with the BRINC Connect blended communication system, which combines the benefits of each while adding redundancy and flexibility.	*
77		Satellite communications equipment;	(•) Yes ( ) No	BRINC infrastructure installations include Starlink satellite communication capability. Certain BRINC airborne systems have integrated satellite communications systems.	*
78		Portable and deployable wireless hubs, routers, and networks	(•) Yes ( ) No	BRINC infrastructure solutions include wireless hubs, routers, and networks to enable redundant communications in areas without such infrastructure.	*

79		Mesh networks and mesh radios	(•) Yes ( ) No	BRINC is proud to pair cell and radio systems with the BRINC Connect blended communication system, which combines the benefits of each while adding redundancy and flexibility. Agencies can customize communication and streamline response by ensuring seamless integration of all systems: BRINC Pilot, Lemur 2, Resonder, and BRINC LiveOps. The system involves meshing radio technology to increase spectral efficiency and deliver robust, reliable communication links to BRINC Connect. By embedding this innovative radio technology into the BRINC Pilot controller and our airborne communication systems (drones), we offer a seamless communication framework across platforms. We provide a seamless communication framework across platforms by embedding this innovative radio technology into the BRINC Pilot controller and our airborne communication systems (drones) For agencies with diverse needs, BRINC Connect can include repeater kits leveraging software-defined radios to customize frequency ranges based on customer needs. A BRINC Connect Tacitacl Repeater Kit can be strapped to an officer's vest or placed where needed for tactical and manual deployments. Vehicle-mounted repeater kits allow you to scale out your connectivity for agencies with a lot of ground to cover. Finally, a fixed site repeater kit allows agencies to solve known radio interference problems and boost capacity. The fixed site is part of our single-site DFR solution featuring Responder or Guardian systems.	*
80		Land mobile/broadband radios	(•) Yes ( ) No	See #79 above.	*
81		Push to Talk over Cellular (PoC) handsets	( ) Yes (•) No	N/A	*
82		High Power User Equipment (HPUE) for LTE	(•) Yes ( ) No	BRINC offers cellular backhaul solutions for our launch site connectivity that uses High Power User Equipment (HPUE) for LTE	*

83	Airborne, marine, and underwater communication systems		(•) Yes ( ) No	BRINC manufactures and provides airborne communication systems for multiple use cases and missions. All BRINC products include two-way communication capabilities to deliver and receive messages to provide safe outcomes for all in dangerous situations. Airborne communication systems we offer currently include: Responder for patrol, search, rescue, or Drone as First Responder applications. Lemur 2 - Indoor tactical or search and rescue operations. Guardian (pre-sales) - Designed specifically for Drones as First Responder applications (DFR).	*

Exceptions to Terms, Conditions, or Specifications Form

Only those Proposer Exceptions to Terms, Conditions, or Specifications that have been accepted by Sourcewell have been incorporated into the contract text.

Documents

Ensure your submission document(s) conforms to the following:

1. Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.

2. Documents should NOT have a security password, as Sourcewell may not be able to open the file. It is your sole responsibility to ensure that the uploaded document(s) are not either defective, corrupted or blank and that the documents can be opened and viewed by Sourcewell.

3. Sourcewell may reject any response where any document(s) cannot be opened and viewed by Sourcewell.

4. If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file. If the zipped file contains more than one (1) document, ensure each document is named, in relation to the submission format item responding to. For example, if responding to the Marketing Plan category save the document as "Marketing Plan."

- Pricing - Sourcewell BRINC US Domestic Pricelist 02_05_2025.pdf - Wednesday February 05, 2025 17:38:35
- Financial Strength and Stability - BRINC+Drones,+INC._Profit+and+Loss (25).xlsx - Wednesday February 05, 2025 12:43:10
- Marketing Plan/Samples (optional)
- WMBE/MBE/SBE or Related Certificates (optional)
- Standard Transaction Document Samples - BRINC MSPA 2025 (Current).docx.pdf - Wednesday February 05, 2025 12:44:21
- Requested Exceptions - Sourcewell RFP_020625_Public Safety_Communications_Eqpt_Master_Agreement.docx - Wednesday February 05, 2025 18:50:17
- Upload Additional Document (optional)

Addenda, Terms and Conditions

PROPOSER AFFIDAVIT OF COMPLIANCE

I certify that I am an authorized representative of Proposer and have authority to submit the foregoing Proposal:

1. The Proposer is submitting this Proposal under its full and complete legal name, and the Proposer legally exists in good standing in the jurisdiction of its residence.

2. The Proposer warrants that the information provided in this Proposal is true, correct, and reliable for purposes of evaluation for award.

3. The Proposer certifies that:

(1) The prices in this Proposal have been arrived at independently, without, for the purpose of restricting competition, any consultation, communication, or agreement with any other Proposer or competitor relating to-

(i) Those prices;

(ii) The intention to submit an offer; or

(iii) The methods or factors used to calculate the prices offered.

(2) The prices in this Proposal have not been and will not be knowingly disclosed by the Proposer, directly or indirectly, to any other Proposer or competitor before award unless otherwise required by law; and

(3) No attempt has been made or will be made by Proposer to induce any other concern to submit or not to submit a Proposal for the purpose of restricting competition.

4. To the best of its knowledge and belief, and except as otherwise disclosed in the Proposal, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest is created when a current or prospective supplier is unable to render impartial service to Sourcewell due to the supplier's: a. creation of evaluation criteria during performance of a prior agreement which potentially influences future competitive opportunities to its favor; b. access to nonpublic and material information that may provide for a competitive advantage in a later procurement competition; c. impaired objectivity in providing advice to Sourcewell.

5. Proposer will provide to Sourcewell Participating Entities Solutions in accordance with the terms, conditions, and scope of a resulting master agreement.

6. The Proposer possesses, or will possess all applicable licenses or certifications necessary to deliver Solutions under any resulting master agreement.

7. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.

8. Proposer its employees, agents, and subcontractors are not:

1. Included on the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: https://www.treasury.gov/ofac/downloads/sdnlist.pdf;
2. Included on the government-wide exclusions lists in the United States System for Award Management found at: https://sam.gov/SAM/; or
3. Presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this solicitation.

☑ By checking this box I acknowledge that I am bound by the terms of the Proposer's Affidavit, have the legal authority to submit this Proposal on behalf of the Proposer, and that this electronic acknowledgment has the same legal effect, validity, and enforceability as if I had hand signed the Proposal. This signature will not be denied such legal effect, validity, or enforceability solely because an electronic signature or electronic record was used in its formation. - Nolan Sieger, Senior Sales Operations Manager, BRINC Drones, Inc.

The Proposer declares that there is an actual or potential Conflict of Interest relating to the preparation of its submission, and/or the Proposer foresees an actual or potential Conflict of Interest in performing the obligations contemplated in the solicitation proposal.

○ **Yes** ◉ **No**

The Bidder acknowledges and agrees that the addendum/addenda below form part of the Bid Document.

Check the box in the column "**I have reviewed this addendum"** below to acknowledge each of the addenda.

File Name	I have reviewed the below addendum and attachments (if applicable)	Pages
Addendum_12_Public_Safety_Communications_Eqpt_RFP_020625 Wed January 29 2025 03:10 PM	☑	4
Addendum_12_Public_Safety_Communications_Eqpt_RFP_020625 Wed January 29 2025 03:09 PM	☑	4
Addendum_11_Public_Safety_Communications_Eqpt_RFP_020625 Tue January 28 2025 01:37 PM	☑	1
Addendum_10_Public_Safety_Communications_Eqpt_RFP_020625 Mon January 27 2025 04:19 PM	☑	1
Addendum_9_Public_Safety_Communications_Eqpt_RFP_020625 Mon January 27 2025 10:15 AM	☑	1
Addendum_8_Public_Safety_Communications_Eqpt_RFP_020625 Tue January 21 2025 09:01 AM	☑	1
Addendum_7_Public_Safety_Communications_Eqpt_RFP_020625 Thu January 16 2025 03:36 PM	☑	1
Addendum_6_Public_Safety_Communications_Eqpt_RFP_020625 Wed January 8 2025 11:08 AM	☑	1
Addendum_5_Public_Safety_Communications_Eqpt_RFP_020625 Fri January 3 2025 03:19 PM	☑	1
Addendum_4_Public_Safety_Communications_Eqpt_RFP_020625 Mon December 30 2024 04:32 PM	☑	1
Addendum_3_Public_Safety_Communications_Eqpt_RFP_020625 Fri December 27 2024 09:56 AM	☑	1
Addendum_2_Public_Safety_Communications_Eqpt_RFP_020625 Tue December 24 2024 01:46 PM	☑	1
Addendum_1_Public_Safety_Communications_Eqpt_RFP_020625 Wed December 18 2024 08:04 AM	☑	1

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Transmittal of the Evaluation and Appraisal Review (EAR) Based Amendments to the Comprehensive Plan**

Department/Office: Planning

Recommended Action:

Approve the transmittal of the Evaluation and Appraisal Review (EAR) Based Amendments to the Comprehensive Plan to the State Land Planning Agency.

On October 8, 2025, the Planning and Zoning Commission, acting as the Local Planning Agency, recommended approval 6-1 for Transmittal of the Evaluation and Appraisal Review (EAR) based amendments to the Comprehensive Plan to the state's land planning agency with the following changes: (1) Add the following language to Future Land Use Element Policy 1.5.8 "Encourage Brevard Native landscaping;" and (2) Delete Conservation Element Policy 1.6.8. One member voted no as he did not feel that the data used for growth projections were accurate and skewed the accuracy of the whole report.

Summary Explanation & Background:

The State of Florida requires local jurisdictions to determine whether any updates to its Comprehensive Plan are required to reflect changes in state requirements since its last update. This evaluation is required at least once every seven years through the Evaluation and Appraisal (EAR) review process. The last EAR assessment was completed in 2018.

The evaluation and appraisal process is designed to address any changes in State requirements since the last update of the local jurisdiction’s comprehensive plan and to update the plan based on changes to local conditions. Section 163.3191, Florida Statues, requires local governments to address the subjects within the Comprehensive Plan that are important issues for the community. The City engaged Kimley-Horn to conduct visioning exercises and to solicit public input. Two (2) public meetings were held in June and July 2025.

On October 8, 2025, the Planning and Zoning Commission, acting as the Local Planning Agency, recommended approval 6-1 for Transmittal of the Evaluation and Appraisal Review (EAR) based amendments to the Comprehensive Plan to

the state's land planning agency with the following changes:

1. **Add the following language to Future Land Use Element Policy 1.5.8 "Encourage Brevard Native landscaping."**
2. **Delete Conservation Element Policy 1.6.8.**

Commissioner Fayson voted no as he did not feel that the data used for growth projections were accurate and skewed the accuracy of the whole report.

Alternatives:
1. Do not approve.
2. Other.

Item Budgeted:
NA

Source/Use of Funds/Budget Book Page:
NA

Strategic Plan:
Goal 1: Quality of Life, Goal 2: Efficient & Effective Services, Goal 5: Effective Governance, Goal 6: Community Design

Strategic Plan Impact:

ATTACHMENTS:
1. EAR Titusville 2025 City Commission Hearing 10-28-25 630pm
2. Comprehensive Plan Proposed Revisions Strikethrough 8-18-25
3. Local Conditions Analysis Draft 8-18-25
4. Matrix of Recommended Changes to City Council
5. Legal Ad - Evaluation and Appraisal Report 10-2-2025

Comprehensive Plan Updates

Evaluation and Appraisal Review (EAR)

City Commission
October 28, 2025

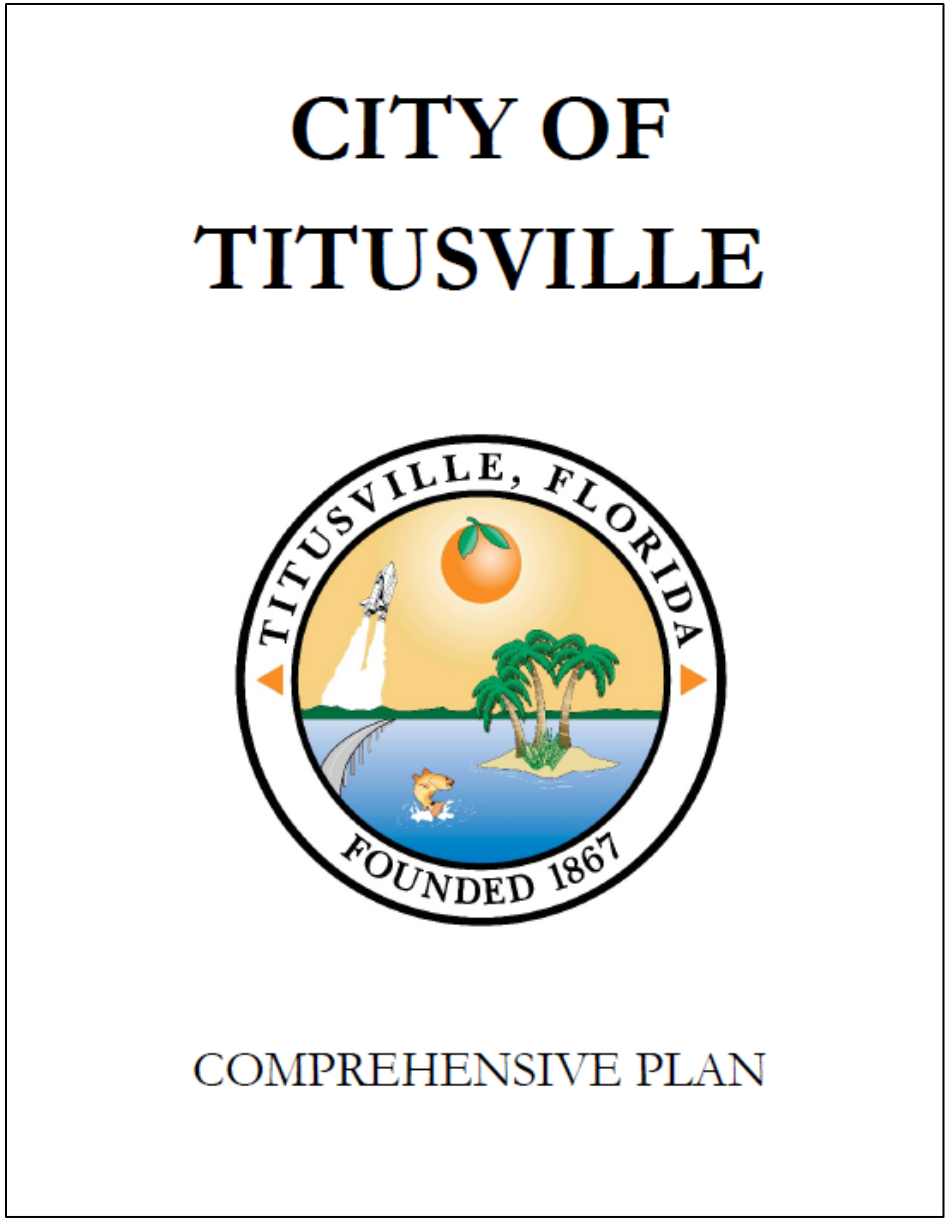
Agenda

- Recap of Evaluation and Updates
- Additional Data
- Public Feedback and Outcomes
- Questions / Discussion

Recap of Evaluation and Updates

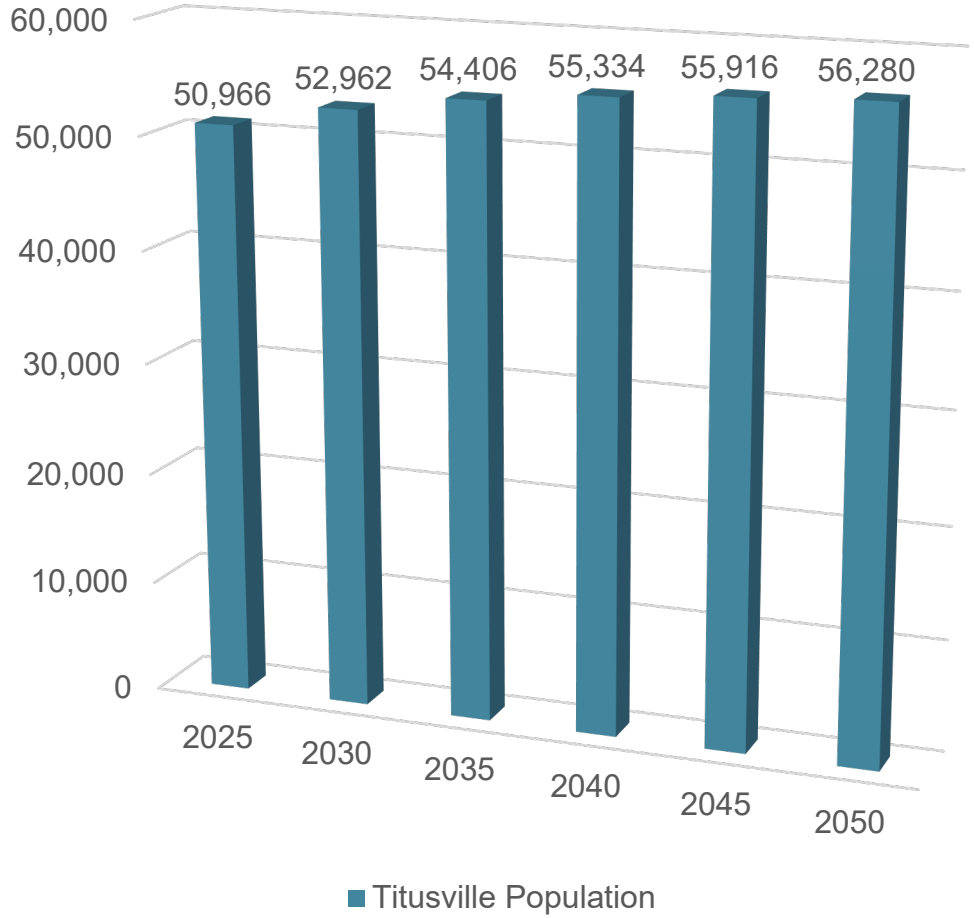
What is an EAR?

- **E**valuation and **A**ppraisal **R**eview
- Evaluate status of the comprehensive plan
- Required every 7 years by state law
- Address new state laws since the last EAR



Anticipated Growth & Needs

- Future Land Use Map supports projected growth through 2050.
- Current infrastructure meets LOS for projected growth (Parks, Sanitary Sewer, Potable Water, and Transportation)



Source: U.S. Census; Bureau of Economic and Business Research

Amendments per Florida Statutes

Coastal Management: Post-storm moratoriums are pre-empted.

Public Schools Element: Align with State impact fee credit and notification requirements.

Infrastructure Element: Align with State septic to sewer and advanced septic requirements for BMAPs.

Housing Element: Add Accessory Dwelling Unit policy

Capital Improvements: Address reporting requirements, potential mobility fee, impact fee waiver for affordable housing.

Future Land Use: Enhance historic preservation policy specific to cemeteries.

Updates Based on Past Community Engagement Efforts

- Titusville Tomorrow (2017)
  - *Added policies to support the development of an active waterfront as a public realm.*
  - *Established a policy to encourage the development of a continuous trail along the waterfront through public-private partnerships.*
- Natural Resources Public Engagement (2024)
  - *Added policies related to:*
    - *Tree canopy and green space*
    - *Brevard native and Florida-Friendly species*

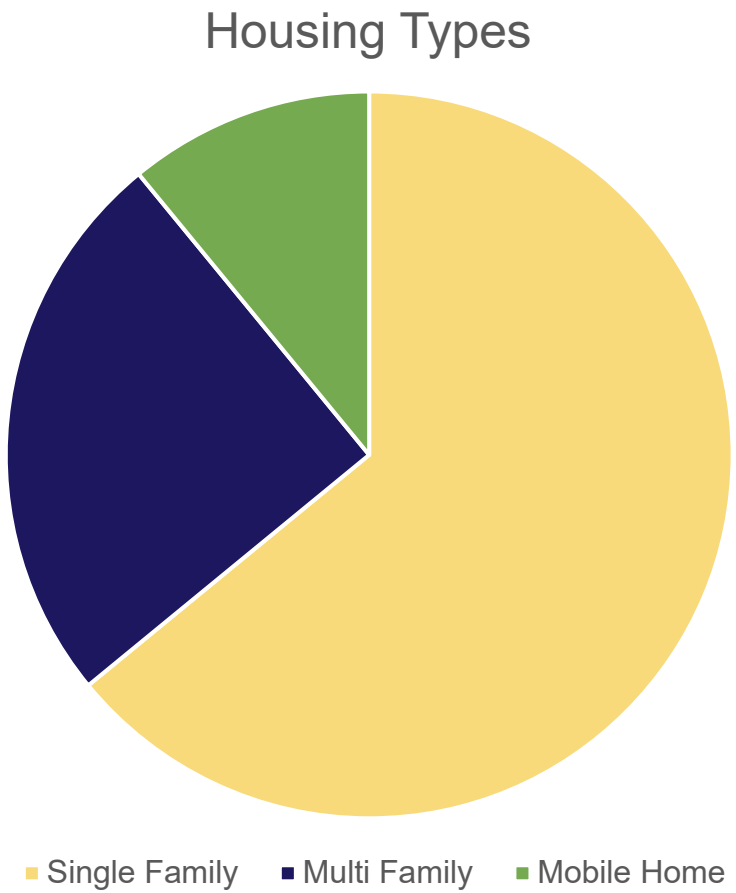
Additional Recommendations

- Additional updates based on:
  - Recommendations from East Central Florida Regional Planning Council (2021)
  - Access Management Best Practices

Additional Data

Housing Data

- Total Housing Units: **23,805**
- Homeownership Rate: **72%**
- Older Housing stock:
  - **79%** of homes built before 2000
- Cost Burden: **35%** of households spend more than **30%** of income on housing
  - Most prevalent among renters making less then 80% AMI.
  - Projected to increase among all income groups by 2050.



Public Feedback and Outcomes

City Council Work Session (July 22nd)

- **No objections regarding recommended and required statutory updates.**
- Concern that enabling the City to waive impact fees for projects that provide affordable housing is unnecessary due to Live Local.
  - *Strengthened language to limit the waiver for projects that provide affordable housing for households ranging from Low-Income to Extremely Low-Income per HUD's definition.*
- Desire for the City to support the Florida Wildlife Corridor.
  - *Added language to an existing policy in the Conservation Element for the City to develop a procedure to identify lands for habitat corridors which support the Florida Wildlife Corridor.*

P&Z Transmittal Hearing (October 8th)

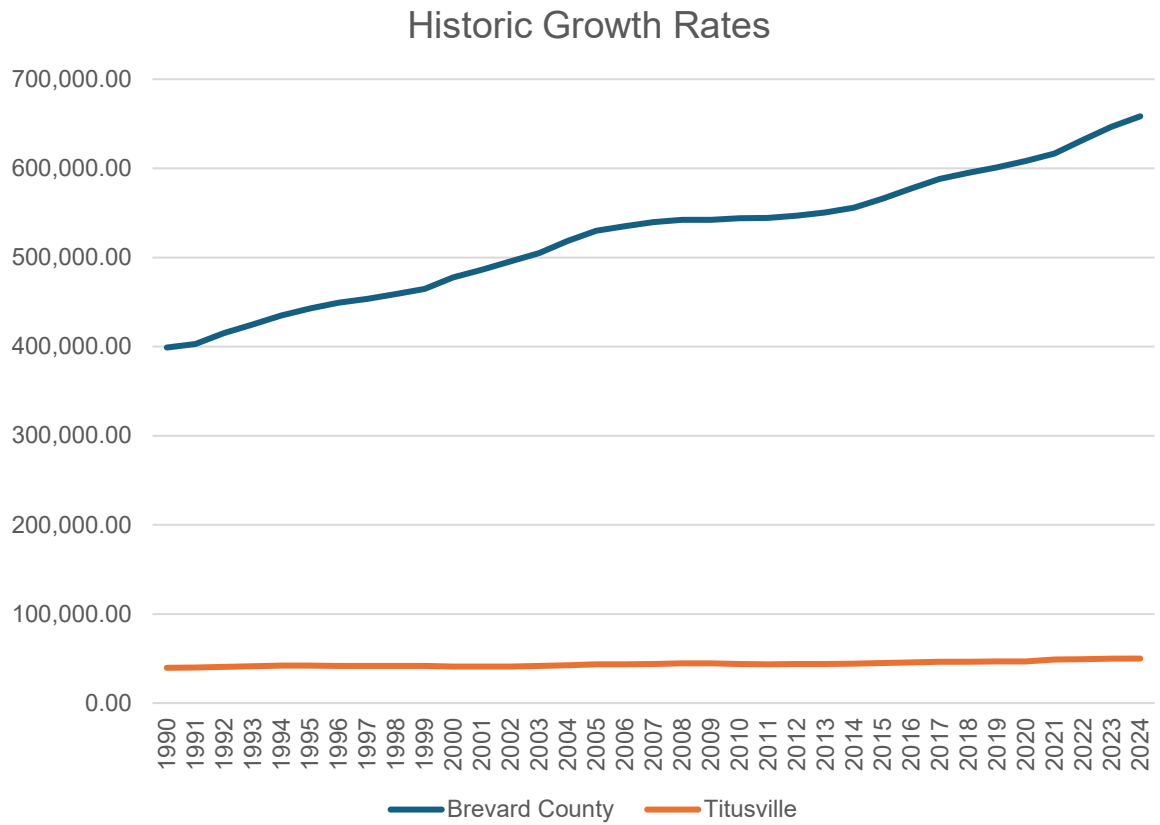
- Updates to the Comprehensive Plan:
  - Added “encourage Brevard-Native plant materials” to policy 1.5.8, in addition to requiring Florida-Friendly™ Landscaping.
  - Removed Policy 1.6.8 related to wetland evaluations.

P&Z Transmittal Hearing

- Concerns regarding LOS for water and sewer.
  - The Water Supply Plan is based on a more conservative (higher) population projection and is updated every 5 years (next update anticipated 2026).
- Concerns that low water pressure is indicative of limited water supply:
  - The City responds to localized water pressure issues on a case-by-case basis. This is not usually related to overall water supply.
  - The City has approximately 200 pressure monitoring sites and is adding more over the next year to proactively identify and address issues.

P&Z Transmittal Hearing

- Commissioner expressed concern population projections were not high enough.
  - *Growth patterns have not historically outperformed expectations.*
  - *Plans are updated on a minimum 7-year cycle with a 20-year horizon.*
  - *The City can update at any time if conditions change.*
  - *Projections based on University of Florida Shimberg Center consistent with BEBR Medium.*



Questions / Discussion

COMPREHENSIVE PLAN
CITY OF
TITUSVILLE, FLORIDA

Published in 2024

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PREFACE TO THE PUBLICATION

This Code constitutes a publication of the general and permanent ordinances of the City of Titusville, Florida.

Source materials used in the preparation of the publication were the City Code, as updated through Ordinance 44-2023 on September 26, 2023, and subsequent ordinances. The source of each new section is included in the history note appearing in parentheses at the end thereof. The absence of such a note indicates that the section is part of the City Code. By use of the comparative tables appearing in the back of this publication, the reader can locate any section of the Code, as updated.

Special note regarding defined terms: Defined terms throughout the Code will be placed in quotes. When a user sees a word in quotes, this will signify that the word has a defined meaning within its respective title.

Acknowledgments

This publication was under the direct supervision of Shelby Hudson, Editor. Credit is gratefully given to the other members of the publisher's staff for their sincere interest and able assistance throughout the project.

The publisher is most grateful to the City of Titusville City Clerk's Office for their cooperation and assistance during the progress of the work on this publication. It is hoped that their efforts and those of the publisher have resulted in a Code of Ordinances which will make the active law of the City readily accessible to all citizens and which will be a valuable tool in the day-to-day administration of the City's affairs.

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FUTURE LAND USE ELEMENT

FUTURE LAND USE ELEMENT

GOAL 1: Growth Management and Land Uses.

To direct growth to suitable areas that make use of existing infrastructure investments, create compact, connected, and complete neighborhoods, and facilitate access to services, amenities, and economic opportunities while protecting the public health, safety and welfare.

(Ord. No. 34-2024, § 2, 10/15/2024)

Objective 1.1: Character Land Use Districts.

The City shall develop, through small area studies, neighborhood plans, and corridor studies, specific land use strategies based on the character and needs of unique character districts or areas of the City for the purpose of providing more comprehensive and holistic planned policies and strategies for areas that are experiencing growth and redevelopment.

Policy 1.1.1:

The City shall identify specific areas in the City based on the unique character of the area, neighborhood, or community as character districts. Specific character districts could include areas with similar development patterns, shared major infrastructure, physical and natural boundaries, and may be recognized as special areas of the City by the general community.

Policy 1.1.2:

The City shall prioritize specific areas of the City to conduct studies and/or plan to provide the data and analysis for the development of the character district goals, objectives and policies.

Policy 1.1.3:

The City shall promote single-family development and redevelopment by restricting the proliferation of multifamily dwellings within the Indian River City subdivision area, which have developed primarily with traditional, detached, low-density single-family dwelling units on individual lots.

(Ord. No. 34-2024, § 2, 10/15/2024)

Policy 1.1.4:

The City shall not introduce, approve or allow other land uses in an area where single family land uses are the predominant land use of the area unless the proposed new land use is consistent with a redevelopment plan or formal study adopted by City Council.

Policy 1.1.5:

The City shall develop a master plan for the State Road 50 corridor to ensure quality economic growth and public spaces within this corridor.

Policy 1.1.6:

The City shall prepare a master plan for the Spaceport Commerce Park and the Enterprise Park to establish a harmonized and coordinated planning process for these areas.

Policy 1.1.7:

As properties along Riveredge Drive are annexed, the Riveredge Drive Small Area Plan (approved by Council November 23, 2004) shall be a guideline when land use and development review decisions are made.

Policy 1.1.8:

Urban Design and landscaping strategies should be used to create transitions between zones of different intensity.

(Ord. No. 34-2024, § 2, 10/15/2024)

Objective 1.2: Redevelopment and Adaptive Reuse.

The City shall encourage the redevelopment and adaptive reuse of commercial, office and residential properties along transportation corridors in the City to create new opportunities for residents and small businesses, discourage urban sprawl, and maximize the return on investments in infrastructure.

(Ord. No. 34-2024, § 2, 10/15/2024)

Policy 1.2.1:

The City shall promote vertical and horizontal mixed-use development in the form of interconnected centers that site complementary uses within walking distance and along major corridors, especially those with transit service. Encourage multi-story construction to optimize the development of land, creation of more efficient parking strategies, and visually appealing buildings.

(Ord. No. 34-2024, § 2, 10/15/2024)

Policy 1.2.2:

The City shall encourage shared stormwater and parking strategies among adjacent developments to encourage greater efficiency and aesthetics.

Policy 1.2.3:

The City shall encourage commercial redevelopment and reuse of residential properties for commercial uses to orient the development at intersections and deter dependency on collector and arterial road frontage.

Policy 1.2.4:

The City shall provide an administrative process for zoning and site development requirement waivers for redevelopment and reuse commercial development projects.

Policy 1.2.5:

The City shall research and if appropriate designate areas and/or properties in the City as "brownfields" to promote redevelopment and reuse.

Policy 1.2.6:

The City shall identify funding mechanisms and provide infrastructure sufficient to support redevelopment in target areas.

(Ord. No. 34-2024, § 2, 10/15/2024)

Policy 1.2.7:

The City shall encourage the redevelopment of underutilized sites into compatible and complementary mixed-use developments through supportive land development regulations and other incentives.

(Ord. No. 34-2024, § 2, 10/15/2024)

Objective 1.3: Concurrency.

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

Policy 1.3.1:

New development, which is not contiguous to City services, shall occur in an orderly and economical manner, with those areas having the greatest combined complement of existing or planned urban public facilities and services

being identified for higher intensity development. New development shall be staged from urbanization in a contiguous manner that minimizes additional public investments.

Policy 1.3.2:

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

Policy 1.3.3:

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

Objective 1.4: Historic and Recreation Resources.

The City of Titusville shall ensure that the City's natural, historic and recreational resources are protected from adverse impacts of development and redevelopment on adjacent lands.

Policy 1.4.1:

The City of Titusville shall take steps to identify its historic resources to maximize the City's ability to protect these resources, including but not limited to cultural resources, artifacts, buildings, signs, infrastructure, and cemeteries.

Strategy 1.4.1.1:

~~A study shall be conducted~~ The City shall continue to identify the City's historic resources prior to the implementation of Land Development regulations required by this Comprehensive Plan.

Strategy 1.4.1.2:

The City shall coordinate with State programs, such as the Historic Cemeteries Program and Historical Marker Program, to access resources to recognize and preserve the City's historic resources.

Policy 1.4.2:

The City of Titusville will undertake efforts to protect its cultural, historical and archaeological resources from vandalism and destruction.

Strategy 1.4.2.1:

Site security shall be enhanced through security fencing and the posting of trespassing notices on applicable public owned property.

Strategy 1.4.2.2:

If determined to be desirable by the property owners, a neighborhood watch program will be initiated in Residential Historic Properties District.

Strategy 1.4.2.3:

Educate the public to the cost associated with the loss of cultural, historical and archeological resources via posters, newspaper articles, social media, and other internet-based resources.

Policy 1.4.3:

Protection and preservation measures shall be implemented for the City's significant historical, archeological or architectural resources.

Strategy 1.4.3.1:

A residential historical properties zoning category shall be established and maintained.

Strategy 1.4.3.2:

The City shall rank properties identified as significant archeological/architectural/ and/or historic resources as top priorities for acquisition and/or preservation efforts.

Strategy 1.4.3.3:

The City shall consider the purchase of development rights associated with certain properties identified as being historically or archeologically significant.

Policy 1.4.4:

The adverse impacts of adjacent land uses on historical/archeological sites located on or eligible for listing on the Florida Master Site file shall be avoided or reduced to the point of no discernible adverse impact.

Strategy 1.4.4.1:

Impact evaluations and assessments shall be part of the review undertaken for each development project when an identified historical/archeological resource may be impacted by the proposed project.

Policy 1.4.5:

The City shall designate lands as Recreational based upon consistency with the following criteria:

1) The property shall be consistent with the Goals, Objectives, and Policies of the Recreation and Open Space Element of the Comprehensive Plan;
2) Recreational lands shall offer recreational opportunities to the residents and tourists of Titusville;
3) Land may be either passive or active recreation lands; and,
4) Public and private parks, golf courses, and recreation areas, including those within subdivision or other development, may be considered for designation.

(Ord. 13-2017, 3/28/2017)

Objective 1.5: Natural Resources and reductions in Greenhouse Gases.[1]

The City shall support the natural environment through sustainable practices and conservation of natural resources.

(Ord. No. 35-2024, § 2, 10/15/2024)

Policy 1.5.1:

The City shall reduce greenhouse gas emissions by promoting compact development and alternative transportation choices such as pedestrian, bicycling and transit.

Policy 1.5.2:

The City shall permit and incentivize water and energy-saving features in new private development and evaluate such features for inclusion in public investments.

(Ord. No. 35-2024, § 2, 10/15/2024)

Policy 1.5.3:

The energy-efficiency of proposed new development shall be considered when land use and development review decisions are made.

Policy 1.5.4:

The City shall develop an incentive program for developers to promote ride sharing and/or the use of public transportation.

Policy 1.5.5:

The City shall develop an incentive program to encourage the generation of local renewable energy.

Policy 1.5.6:

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

Policy 1.5.7:

Protect environmentally sensitive natural resources, including water bodies and wildlife habitats, through preservation and conservation best practices.

[1]Editor's note(s)—Ord. No. 35-2024, § 2, adopted Oct. 15, 2024, amended the title of Objective 1.5 to read as herein set out. The former Objective 1.5 title pertained to Greenhouse Gases.

(Ord. No. 35-2024, § 2, 10/15/2024)

Policy 1.5.8:

~~Encourage~~ Require Florida-friendly™ plant materials for all new development, prohibit the planting of invasive exotic plants, and incentivize the use of ~~and~~ native vegetation as the primary design element in new landscaping. Promote Brevard-Native plant species and the use of plantings appropriate to the unique climatic conditions of Titusville and appropriate for the specific planting conditions to minimize maintenance and encourage plant health.

(Ord. No. 35-2024, § 2, 10/15/2024)

Objective 1.6: Inconsistent Land Uses.

Encourage the elimination or reduction of land uses, which are inconsistent with the Comprehensive Plan and gradually reduce them toward eventual elimination.

Policy 1.6.1:

New development shall be consistent with the guidelines of the Future Land Use Element and Future Land Use Map.

Policy 1.6.2:

The City shall actively work toward the elimination of inconsistent land use.

Strategy 1.6.2.1:

The City shall utilize the administrative rezoning process to bring the zoning into conformity with the Future Land Use Map after adoption of this comprehensive plan.

Policy 1.6.3:

Expansion or replacement of land uses, which are incompatible with the Land Use Plan/Map, shall be prohibited according to the City's land development regulations.

Policy 1.6.4:

Regulation for buffering of incompatible land uses shall be set forth in the City's land development regulations.

Objective 1.7: Urban Sprawl.

The City of Titusville shall discourage the proliferation of urban sprawl through the appropriate land use designation on the land use map.

Policy 1.7.1:

The City shall coordinate with Brevard County in implementing the Interlocal Agreement for areas in and immediately adjacent to the City of Titusville.

Policy 1.7.2:

In considering annexations, the city shall require the availability of essential public facilities, considering whether proposed density is sufficient to support maintenance of expanded services, and assess the level of service of the facilities to support urban development incorporating into the City of Titusville. As a minimum, the level of service standards set forth under Objective 1.5 of the Capital Improvements Element shall be maintained.

(Ord. No. 35-2024, § 2, 10/15/2024)

Policy 1.7.3:

The City shall ensure availability of suitable land for public utility facilities necessary to support the City's urban services area and the servicing of individual parcels of land through a permitted use designation in applicable land development regulations.

Policy 1.7.4:

The City shall discourage sprawl by preparing character district plans as in Objective 1.1, which will promote compact development and improve blighted areas.

Policy 1.7.5:

The City shall encourage the establishment of neighborhood centers including small multi-family buildings, neighborhood retail, office, and civic uses of appropriate scale within one-fourth (¼) mile of most residents as an effective way to reduce vehicular trips and promote transit, walking and bicycling.

(Ord. No. 35-2024, § 2, 10/15/2024)

Policy 1.7.6:

The City shall encourage retail and office buildings to be placed close to the streetside sidewalk to promote pedestrian travel along roadways.

Policy 1.7.7:

The City shall define and designate infill development as vacant, skipped-over parcels of land in built up areas that have been platted or previously developed more than twenty (20) years ago. Infill development properties must also meet one (1) or more of the following characteristics:

1) Is in a subdivision that is more than eighty (80) percent built out and that was platted more than twenty (20) years ago.

2) Is within an area that contains lots of two (2) acres or less where eighty (80) percent or more of the lots or tracts are developed and have been for at least twenty (20) years.

3) Is within a blighted area as defined by state law or is within the City's Community Development Block Grant Target areas.

4) Contains an original structure or use that is no longer viable or which is not economically feasible to renovate.

5) Contains an existing structure that does not comply with current development and/or zoning code requirements.

6) Is a lot that does not comply with current zoning or development code requirements and has been developed in the past.

Policy 1.7.8:

A development must be readily accessible to infrastructure, services and public facilities to be designated as infill development.

Policy 1.7.9:

The City shall provide standards and administrative process to facilitate infill development. The Land Development Regulations shall be amended to provide flexibility in site development.

Objective 1.8: Industrial Land Uses.

The City of Titusville shall provide for appropriate and adequate land for industrial land uses through the designation of Industrial and Planned Industrial Park land use designations on the Future Land Use Map.

Policy 1.8.1:

Sites for industrial development shall be located with convenient access to the major transportation corridors, and should have access to air, water or rail transportation facilities. The major transportation corridors include such roadways as Interstate 95, U.S. Highway #1 and State Roads 405 and 407. Major air facilities are located at the Space Coast Regional Airport.

Policy 1.8.2:

Industrial development sites shall be accessible to and/or provide essential public services at levels of service adopted by this Comprehensive Plan, including transportation, potable water, sewer collection/treatment/disposal, solid waste, drainage and recreation and open space.

Policy 1.8.3:

Industrial land use designations shall be clustered in limited areas for the purpose of maximizing employment centers and convenient access to labor supply, raw material sources and market areas. Industrial development shall be encouraged to be master planned to share infrastructure.

Policy 1.8.4:

Negative impacts of industrial land uses on environmentally sensitive areas shall be minimized and/or mitigated. The Conservation Element objectives and policies shall be utilized in determining the appropriateness of industrial land uses designations, and the specific intensity of use authorized by the Land Development Regulations.

Policy 1.8.5:

Industrial land uses designations and accompanying proposals shall consider compatibility between industrial and surrounding land uses, including, but not limited to, intensity of use, hours of operation, heat, glare, smoke, fumes, noise, visual impacts, privacy factors and impacts on the micro climate.

Policy 1.8.6:

The City shall require natural vegetative and other appropriate buffers to minimize nuisance effects of industrial land uses which include, but not limited to, noise, odor, glare and privacy factors and visual impacts and to minimize such industrial use intrusion into residential land use areas.

Policy 1.8.7:

The City shall protect the Planned Industrial Park areas from the encroachment of non-industrial uses and preserve designated Planned Industrial Park land for industrial and related uses. In Planned Industrial Park Developments, office business and commercial uses may be permitted as complementary uses and must be associated with or servicing the industrial uses.

Policy 1.8.8:

The City shall delineate, through its land development regulations, industrial zoning mechanisms to create zoning categories of Heavy Industrial, Light Industrial and Planned Industrial Park. Each category shall be further delineated with appropriate locations and performance criteria, including the consideration of marketing factors and economic development needed as criteria for said zoning designations. Economic Opportunity Districts shall permit the temporary use of existing structures which vacancy or underutilization has created a blighted or depressed area, as determined by Council.

Policy 1.8.9:

The City shall encourage innovative signage and landscaping at all major entry points into the Planned Industrial Parks.

Policy 1.8.10:

The City shall coordinate through its representatives with the Florida Department of Transportation and Brevard County to expand and enhance the overall transportation network surrounding the Planned Industrial Parks and the surrounding Space Coast Regional Airport.

Policy 1.8.11:

The City shall be encouraged to coordinate with Brevard County as to the development of a master plan for the Spaceport Commerce Park which will establish a process of development and incentives to future businesses.

Policy 1.8.12:

The City shall establish a Green Building Program in order to encourage environmentally friendly and energy-efficient construction.

Policy 1.8.13:

The City shall establish an incentive program for the reduction of greenhouse gases through the use of renewable fuels.

Policy 1.8.14:

All requests for the Planned Industrial Park land use amendment shall include a master development plan. If the project intends to limit the maximum intensity allowed, then the requested maximum intensity thresholds shall be established and listed in the table below. The maximum intensities listed in the project table below, shall be used to determine concurrency and impacts. The maximum intensities listed below shall be illustrated on the Future Land Use Map.

Name of Development/Project	Allowable Intensity
1. 4Frontiers — a 73 acre property located East of State Road 407 and south of Sheppard Drive	Floor Area Ratio of .32

(Ord. No. 30-2010, §2 10-12-2010)

Objective 1.9: Commercial Land Uses.

The City of Titusville shall provide for appropriate and adequate land for commercial land uses through the designation of Commercial High Intensity and Commercial Low Intensity land use designations on the Future Land Use Map.

Policy 1.9.1:

Sites for high intensity commercial development shall be located with convenient and direct access at arterial intersections. Collector/arterial intersections are acceptable provided minimal access is necessary on the collector street.

Policy 1.9.2:

Negative impacts of commercial land uses on environmentally sensitive areas shall be minimized and/or eliminated. The Conservation Element objectives and policies and performance requirements shall be utilized in determining the appropriateness of commercial land use designations.

Policy 1.9.3:

Commercial development sites shall be accessible to and/or provide essential public services at levels of service adopted within the Capital Improvements Element of this Comprehensive Plan, including transportation, potable water, sewer collection/treatment, solid waste, drainage, and recreation and open space.

Policy 1.9.4:

Commercial land use designations shall be encouraged in a pattern, which offers maximum accessibility, compatibility, and clustering. Commercial land use designations shall be given priority at locations exhibiting proximity to other types of non-residential uses, including employment centers and marketing centers.

Policy 1.9.5:

Commercial land use designations and accompanying proposals shall consider compatibility between commercial and surrounding land uses, including, but not limited to, traffic circulation, pedestrian access, hours of operation, visual impacts, privacy factors and impacts on the microclimate.

Policy 1.9.6:

Land development regulations shall include requirements for natural vegetative and other appropriate buffers and/or setbacks to minimize nuisance effects of commercial land uses which include noise, odor, glare and privacy factors and visual impacts and to minimize such commercial uses intrusion into residential land use areas.

Policy 1.9.7:

Water-dependent commercial land uses will be considered for location along the Indian River Lagoon. Only adjacent uplands shall be considered for water related commercial uses adjacent to the Indian River Lagoon.

Policy 1.9.8:

Coastal Management and Conservation Elements objectives, policies and performance requirements shall be utilized in determining the location of commercial land uses adjacent to water bodies.

Policy 1.9.9:

Locations for High Intensity Commercial land use shall be deemed appropriate providing the following factors are additionally complied with:

A. Sites for high intensity commercial development shall be located near the intersections of arterials and/or collector roadways. Sites shall be developed in a compact, cluster type pattern rather than new commercial strip centers. Intersection locations shall be preferable to linear development.

B. Land development regulations shall establish performance requirements for high intensity commercial land use, including residential compatibility, as well as floor area ratio, maximum lot coverage, maximum impervious surface ratio, screening, height, setbacks, glare, landscaping and architectural compatibility.

C. Infill development into established commercial strip areas shall be preferred over the expansion of such strip centers. Strip centers should be centered at intersections and extend no further than ½ mile from said intersections.

D. Impacts upon traffic circulation shall be mitigated, through right-of-way dedication for road widening and frontage access streets, the assessment of impact fees and the provision and/or expansion of pedestrian and bicycling facilities, as deemed appropriate by the location and type of commercial impacts.

E. Automotive oriented uses shall be clustered within established high intensity commercial areas adjacent to major and minor arterials rather than at scattered locations.

F. Internal traffic movements of high intensity commercial development shall be designed in a manner that provides for pedestrian and vehicular traffic compatibility and safety.

G. Light Industrial Services and Warehousing (M-1) zoning that has been established within areas designated as High Intensity Commercial land use prior to September 2013 shall be deemed to be consistent with the High Intensity Commercial designation.

H. Economic Opportunity Districts shall permit the temporary use of existing structures which vacancy or underutilization has created a blighted or depressed area, as determined by Council.

Policy 1.9.10:

Locations for Low Intensity Commercial land use shall be designated based on the same factors listed for High Intensity Commercial, except that the following factors are additionally applicable:

A. Sites for low intensity commercial development shall be located near intersections. Intersection locations are preferred to linear developments. The City shall not introduce, approve or allow commercial land uses in an area where single family land uses are the predominant land use of the area unless the proposed new land use is consistent with a redevelopment plan or formal study adopted by City Council.

B. Land development regulations shall include additional requirements for low intensity commercial and residential land use compatibility. Such requirements shall address, but not be limited to, floor area ratio, maximum lot coverage, maximum impervious surface ratio, screening, height, setbacks, glare, landscaping, and architectural compatibility.

C. Low Intensity Commercial uses oriented towards neighborhood needs and convenience factors and should be designated for limited retail and sales use and/or commercial/professional mixed uses.

Policy 1.9.11:

The City shall further delineate, through its land development regulations, commercial zoning mechanisms to create zoning categories of neighborhood commercial, community commercial, regional commercial, and office. Each category shall be further delineated with appropriate locations and performance criteria.

Policy 1.9.12:

The City shall require a contribution, enhancement, or provision toward the public transportation system for the future growth needs of the commercial areas of the City.

Policy 1.9.13:

The City shall draft policies to facilitate higher intensities for commercial use to provide for concentrated areas to reduce/mitigate greenhouse gas emissions.

Objective 1.10: Downtown.[2]

Downtown is the heart of Titusville. Downtown should have a memorable identity, foster a great variety of activities, and attract a critical mass of people to live, work, visit, and enjoy the small-town ambiance of the community's center. Downtown Titusville shall have a unique Downtown Mixed Use (DMU) on the Future Land Use Map which responds to the specific needs of the core downtown and nearby related areas.

(Ord. No. 34-2024, § 2, 10/15/2024)

Policy 1.10.1:

Encourage development and redevelopment that allows a large variety of uses and increases the residential population including residential, civic, and employment uses to support a vibrant, active downtown.

Strategy 1.10.1.1:

Permit a variety of business, civic, residential, and mixed-use development in the sub-areas of the Downtown Mixed Use district through adaptive reuse of existing building and new construction, as provided for in the Land Development Regulations, including office, retail, service, financial, restaurant, entertainment, lodging and residential uses.

Strategy 1.10.1.2:

Promote infill and redevelopment through market analysis, public improvements and incentives as well as land development regulations. Identify needs and invest in common facilities to reduce barriers to

[2]Editor's note(s)—Ord. No. 34-2024, § 2, adopted Oct. 15, 2024, amended Objective 1.10 in its entirety, in effect repealing and reenacting said Objective 1.10 to read as set out herein. The former Objective 1.10, §§ 1.10.1—1.10.11, pertained to Downtown Land Uses and carried no amendatory history.

redevelopment and provide more efficient and holistic solutions. Study the opportunity for a master stormwater system integrated with open space in downtown.

Strategy 1.10.1.3:

Identify streets which are locally controlled and do not require coordination with other agencies, such as Palm Avenue, to fully implement slow-speed pedestrian-oriented environments that create gathering places and add value to downtown.

Strategy 1.10.1.4:

Establish an active, pedestrian-oriented environment in the vicinity of existing arts activities including establishing public realm standards and identifying opportunities for public-private partnerships.

Strategy 1.10.1.5:

Maintain a robust presence of civic facilities, government offices, arts and performance venues, and government services to support activity in the downtown and ensure public access by locating facilities with multimodal access opportunities.

Strategy 1.10.1.6:

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

(Ord. No. 34-2024, § 2, 10/15/2024)

Policy 1.10.2:

Encourage a substantial and diverse residential population downtown to serve a wide range of household types and incomes by encouraging investment in a mix of housing options.

Strategy 1.10.2.1:

Permit a variety of housing typologies including a broad range of unit types and sizes.

Strategy 1.10.2.2:

Facilitate the ability of families with children to live and work downtown by encouraging or providing family-friendly facilities such as playgrounds and daycare facilities.

Strategy 1.10.2.3:

Encourage a balance of rental and for-sale housing including the re-establishment of affordable owner-occupied neighborhoods in the Downtown Mixed Use district to create a mix of residential housing choices of different types and intensities.

Strategy 1.10.2.4:

Residential density in the Downtown sub-district of the Downtown Mixed Use district shall be calculated based on a parcel acreage of the entire sub-district and not on an individual property basis. Residential density in the downtown subdistrict shall be known as the Downtown Residential Density Pool.

Strategy 1.10.2.5:

In order to increase the quality and volume of activity in the Downtown, incentives are to be established for the Downtown subdistrict of the Downtown Mixed Use district. Development projects that provide a significant public benefit, may access the Downtown Residential Density Pool to provide additional residential units above the base density. Significant public benefits may be defined in the Land Development Regulations and include the following:

- Utilizing tax increment recapture programs, cost-share reimbursement grants, tax abatement programs, City and County impact fee assistance, rental subsidies for targeted businesses, and ad valorem incentives for affordable or workforce housing.
- Providing a dedicated easement to expand the public realm on designated streets.
- Participation in constructing an enhanced public realm on designated streets.
- Providing certified affordable or workforce housing.
- Providing additional publicly accessible parking.
- Providing for active ground floor uses that enhance street life.
- Assisting in improving parks or landscaping.

(Ord. No. 34-2024, § 2, 10/15/2024)

Policy 1.10.3:

Create a multi-modal environment in Downtown to support a high level of activity in the downtown area. Prioritize pedestrian and bicycle circulation.

Strategy 1.10.3.1:

Ensure building and site plans are oriented to promote pedestrian activity in Downtown to encourage active transportation and support businesses. Buildings should be sited and oriented to encourage pedestrian access including direct access between the public sidewalk and main entry without intervening parking areas.

Strategy 1.10.3.2:

Encourage active ground-floor uses adjacent to public sidewalks that promote active pedestrian circulation including but not limited to retail, restaurants, lobbies, galleries, civic uses, sidewalk sales, dining, and direct entrances to residential or office units.

Strategy 1.10.3.3:

Street design should prioritize pedestrian and bicycle activity through the allocation of right-of-way and supportive design elements. Motor vehicle traffic shall be calmed to a speed that complements a safe and comfortable pedestrian and bicycle precinct.

Strategy 1.10.3.4:

Canopy street trees, arcades and other architecture and landscape features should shade walkways, sidewalks, and plazas to allow pedestrians to comfortably navigate downtown in hot weather. A consistent tree canopy should be planted throughout Downtown through a combination of public investment and maintenance, and standards for new development.

Strategy 1.10.3.5:

Bikeways providing access to various destinations in Downtown should be appropriate for riders of various ages and abilities and connect to existing and proposed trail networks.

Strategy 1.10.3.6:

Solutions that reduce demand for parking should be implemented including shared parking, connectivity, transportation demand management, and "park once" strategies. The City will continue to plan for shared and publicly accessible parking facilities to efficiently meet the parking needs for new downtown developments through public and private partnerships.

Strategy 1.10.3.7:

Motor vehicle access should be well-organized with minimal disruption to pedestrian circulation, including the provision of cross-access where feasible and curb management that anticipates commercial loading, ride-sharing, and autonomous vehicles.

(Ord. No. 34-2024, § 2, 10/15/2024)

Policy 1.10.4:

Enhance the visual attractiveness of the downtown area by enhancing streetscapes, creating a network of public spaces, and enhancing gateways into downtown.

Strategy 1.10.4.1:

Open spaces within Downtown should include a variety of typologies including pocket parks to serve daily needs, family-friendly playgrounds and play spaces, and one or more major open space to accommodate community gatherings. Leverage existing public land to create high value open spaces that provides great gathering places for residents and incentivize private sector redevelopment in the near term.

Strategy 1.10.4.2:

Identify at least one significant green space opportunity to provide a central gathering space connecting business activities with the waterfront and providing space for community-wide events.

Strategy 1.10.4.3:

Reconceptualize an existing public area, such as Mariners Way, to better serve existing and future activities in Downtown.

Strategy 1.10.4.4:

The Land Development Regulations should identify a Primary Downtown Pedestrian Network and prioritize a high-value public realm on these streets including enhanced streetscaping, wider sidewalks and active frontages. The City may identify funding sources including public-private partnerships to implement these improvements, including incentives.

Strategy 1.10.4.5:

Plan for underground utilities, including alternate implementation strategies, with a priority on the Primary Downtown Pedestrian Network.

Strategy 1.10.4.6:

Enhance entry points of the downtown area and also as an entrance to the Canaveral National Seashore and the Merritt Island National Wildlife Refuge, with streetscape improvements, architectural continuity, and coordinated commercial signage along the major corridors entering the downtown area including but not limited to U.S. #1, Indian River Avenue, Main Street, and Washington Avenue.

(Ord. No. 34-2024, § 2, 10/15/2024)

Policy 1.10.5:

Prioritize connections between Downtown and the waterfront to increase public access and views of the Indian River.

Strategy 1.10.5.1:

Utilize a waterfront orientation to link the downtown area with the Indian River, East Coast Greenway and Kennedy Space Center through the use of trails, pedestrian walkways, boardwalks, interpretive displays, educational programs, and launch and river viewing areas to create a unique office/retail/residential/open space environment.

Strategy 1.10.5.2:

Provide for public use of existing and newly created waterfront access areas through the utilization of mechanisms such as public access easements, visual corridors/breezeways and river front acquisition programs.

(Ord. No. 34-2024, § 2, 10/15/2024)

Policy 1.10.6:

The Downtown Mixed Use (DMU) category may recognize the variety of character areas encompassed by Downtown and its adjoining neighborhoods and corridors.

Strategy 1.10.6.1:

The Land Development Code shall identify subdistricts with unique standards for a variety of character areas within the Downtown Mixed Use category.

(Ord. No. 34-2024, § 2, 10/15/2024)

Objective 1.11: Urban Mixed Use.

The City of Titusville shall encourage the mix of residential, office, and commercial uses in urban areas through the designation of the Urban Mixed Use land use category on the Future Land Use Map.

Policy 1.11.1:

Provide for the compatibility of mixed land use patterns, which should consist of commercial, office, and residential uses through the implementation of appropriate land development regulations.

Policy 1.11.2:

Provide for pedestrian and cycling facilities, as well as other pedestrian amenities such as interesting streetscapes, urban plazas and open space, and landscaping.

Policy 1.11.3:

Protect public access to natural amenities, such as the Indian River, lakes, streams, wetlands and protected wildlife habitat.

Policy 1.11.4:

Develop a program to link the Main Street corridor with the surrounding neighborhood through pedestrian access, streetscape improvements, architectural continuity, tree preservation and buffering techniques (privacy screening, setbacks, landscaping and noise control).

Policy 1.11.5:

Focus private and public efforts on redevelopment of blighted structures and maintenance of the built environment.

Policy 1.11.6:

Encourage private development activities to coordinate with existing residents and property owners. Coordinate the provision of adequate public facilities and services.

Policy 1.11.7:

Require appropriate visual screens/buffers, with emphasis on landscape materials, between residential and other land uses when new or expanded development is proposed.

Policy 1.11.8:

Apply the Community Development Block Grant program to assist low and moderate-income families and improve the neighborhood environment.

Policy 1.11.9:

Encourage the location and relocation of industrial uses to areas appropriately designated as industrial on the Future Land Use Map.

Policy 1.11.10:

Provide for a reduced need for infrastructure by allowing for shared parking, drainage, and other facilities.

Policy 1.11.11:

Provide residents with a variety of housing choices, both in housing type and cost.

Policy 1.11.12:

This designation is intended primarily for the redevelopment of areas with a distinctly urban character; however, there shall not be an encroachment into existing residential neighborhoods with a density less than five (5) units per acre.

Policy 1.11.13:

Encourage redevelopment in the US 1 Corridor Master Plan study area as identified in the plan approved by City Council on August 22, 2006 at three (3) geographic sites which are designated for significant revitalization. Only these sites within the US 1 Corridor Master Plan study area are candidates for the Urban Mixed Use land use category and the Urban Village zoning district and the exact locations of these sites are defined in the Urban Village Zoning District provided in the Land Development Regulations:

1. Redevelopment Site #1 — The property bordered by Harrison Street to the south, Block 3 of the Bougainvillea Park Subdivision to the north, Highway US 1 (Washington Avenue) to the east, and Hopkins Avenue to the west.
2. Redevelopment Site #2 — The property bordered by Narvaez Drive to the south, Country Club Drive to the north, Highway US 1 (Washington Avenue) to the east and Hopkins Avenue to the west.
3. Redevelopment Site #3 — The property bordered by Highway US 1 to the east, the railroad to the west and south of SR 50, described as lying in Section 26 and 27, Township 22 South, Range 35 East in Brevard County described by the following:

   West side by the F.E.C. Railroad right-of-way

East side by the S.R. #5 (U.S. #1 Hwy.)

North side by the north 54' of lot 8

South side by lots 20 & 21.01 (Indian River City Plat)

Policy 1.11.14:

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

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

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

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

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

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

Policy 1.11.15:

All requests for the UMU designation and UV, Urban Village zoning shall include a master development plan. As each of the three (3) identified revitalization sites prepares a mixed use development plan to accompany the future land use amendment and rezoning request, the maximum density and intensity thresholds established for each site shall be added to the following table and shall be used to determine concurrency and impacts (the identified projects shall have the flexibility of an increase or decrease of up to five (5) percent for density or intensity within the UMU limits established in Policy 1.20.1 (Density and Intensity Criteria) without a comprehensive plan amendment):

Name of Development (Location)	Allowable Density and/or Intensity
Miracle City Mall	Maximum Total Non-residential Intensity — 0.3 FAR Maximum Total Residential — 15 dwelling units Per acre.
Riverwalk Village (Westside of US 1 and south of SR 50) Redevelopment Site # 3	96,100 s.f. retail/restaurant/office 352 dwelling units Maximum Total Non-residential Intensity-0.07 FAR Maximum Total Residential — 12.46 dwelling Units per acre
3550 S Washington Ave. Redevelopment Site #2 - The property bordered by Narvaez Drive to the south, Country Club Drive to the north, Highway US 1 (Washington Avenue) to the east and Hopkins Avenue to the west.	Maximum Total Non-residential Intensity — 0.3 FAR Maximum Total Residential - 15 residential dwelling units per acre.

(Ord. No. 11-2007, § 2-13-2007; Ord. No. 55-2007, § 1.9-25-2007; Ord. No. 7-2013; Ord. No. 25-2014, § 6-10-2014; Ord. No. 28-2021, § 10-26-2021)

Objective 1.12: Shoreline Mixed Use.

The City of Titusville shall pursue a moderately scaled mix of commercial, residential, recreational, and public and semi-public mixed-use that are water-enhanced or water dependent to the Indian River Lagoon and redevelop blighted areas through the designation of the Shoreline Mixed Use land use category on the Future Land Use Map. Waterfront recreation should be supported by complementary businesses and nearby neighborhoods and development areas should be enhanced by access to waterfront amenities and views.

(Ord. No. 35-2024, § 2, 10/15/2024)

Policy 1.12.1:

Preserve and enhance the visual and functional relationship in this unique strip of Indian Riverfront land as a liner link between the industrial/Space Center land uses to the south and the historic/commercial/residential land use to the north.

Policy 1.12.2:

Provide public access/recreation sites to the waterfront that are coordinated with existing and proposed residential/commercial locations to the west of Washington Avenue. Priority shall be given to existing and proposed east/west collector and arterial street extensions.

Strategy 1.12.2.1:

Work with property owners to secure land or easements to support the development of a continuous multimodal trail east of the US 1 Highway.

Strategy 1.12.2.2:

New development should maintain public access to water views where feasible. Provide for visual access locations as part of all development proposals. (Second sentence originally Policy 1.12.2 in part).

(Ord. No. 35-2024, § 2, 10/15/2024)

Policy 1.12.3:

Encourage appropriate land uses based upon a survey of existing uses, market forces, public facilities and services, and environmental concerns set forth in the other elements of the Comprehensive Plan. Develop a flexible set of land development regulations that will provide for mixed use opportunities that, at a minimum, include both low and high intensity residential uses, tourist uses, commercial uses, public and private recreational uses, including wet docking and boat slips, but not marine service activities.

Strategy 1.12.3.1:

Encourage recreation-oriented venues, activities, and businesses within the Waterfront district.

Strategy 1.12.3.2:

Water-dependent and water-enhanced businesses may be permitted and encouraged east of the US 1 Highway where practical.

Strategy 1.12.3.3:

Support moderately scaled mixed-use development on the US 1 Highway that benefits from proximity to the waterfront.

(Ord. No. 35-2024, § 2, 10/15/2024)

Objective 1.13: US 1 Corridor Land Use.

The City shall develop neighborhood specific plans to identify the strengths and weaknesses of each neighborhood and provide recommendations to better improve the community through a Neighborhood Plan.

Policy 1.13.1:

The City of Titusville shall provide for the preservation and revitalization of the established residential and commercial neighborhoods of the US 1 Corridor Study Area as identified in the US 1 Corridor Master Plan (2006).

Strategy 1.13.1.1:

The US 1 Corridor Neighborhoods Land Use District shall protect the interior established single-family areas of the neighborhoods by preventing commercial and multi-family encroachment, unless appropriate areas for commercial and multi-family uses are identified by a Neighborhood Plan.

Strategy 1.13.1.2:

The US 1 Corridor Land Use District within the Indian River City neighborhood area is further categorized into two (2) sub-districts. The Residential sub district and the Commercial Mixed-Use sub-district (see attached map).

Strategy 1.13.1.3:

All commercial uses shall be limited to properties that have access to US 1 Hwy or Hopkins Avenue, unless otherwise provided for by a Neighborhood Plan.

Strategy 1.13.1.4:

Limited mixed uses shall be provided for properties located along the identified commercial corridors based on the Indian River City Neighborhood Plan (Resolution 8-2012). New commercial uses within the residential sub-district shall not be permitted. Hence, the intensity allowed by the US 1 Corridor land use does not apply within this area.

Strategy 1.13.1.5:

Zoning regulations shall provide for greater buffering through landscape, site design, or other means between commercial and residential uses as provided through the land development regulations.

Strategy 1.13.1.6:

The City shall provide opportunities for revitalization through property improvement grant programs, housing opportunity programs, and park and entranceway improvements.

Strategy 1.13.1.7:

The Indian River City Neighborhood shall be designated with US 1 Corridor land use. The Neighborhood Plan for the Indian River City Neighborhood was adopted by the City with Resolution 8-2012 and shall be the guiding document for zoning regulations.

Objective 1.14: Residential Land Use.

The City of Titusville shall provide for appropriate and adequate land for residential land uses through the designation of Residential One, Residential Two, Low Density Residential, Medium Density Residential, and High Density Residential on the Future Land Use Map to provide a variety of housing opportunities and locations.

Policy 1.14.1:

Sites for residential development shall be located throughout the City in a variety of residential zoning classifications, which provide for a variety of lot sizes, floor areas, setbacks, and residential densities.

Policy 1.14.2:

Residential One uses (maximum one (1) unit per acre) shall consider availability of public facilities, existing development patterns, and proposed land use to ensure compatibility.

Policy 1.14.3:

Residential Two uses (maximum two (2) units per acre) shall consider availability of public facilities, existing development patterns, and proposed land uses to ensure compatibility.

Policy 1.14.4:

Low density residential uses (maximum five (5) units per acre) shall consider existing and proposed land uses to ensure compatibility.

Policy 1.14.5:

Medium density residential uses (maximum ten (10) units per acre) shall consider existing and proposed land uses to ensure compatibility. Further, such densities shall be located adjacent to at least a collector street, unless the property is located along the following local road, which already has a multi-family development pattern and is capable of supporting higher density: Rock Pit Road (from Tropic Street to South Street).

Policy 1.14.6:

High density residential uses (maximum fifteen (15) units per acre) or mobile homes shall consider existing and proposed land uses to ensure compatibility. Further, such densities shall be located adjacent to at least a collector or arterial street unless the property is located along the following local road, which already has a multi-family development pattern and is capable of supporting higher density: Rock Pit Road (from Tropic Street to South Street).

Policy 1.14.7:

Residential/Professional uses may be considered in all residential land use designations as a conditional use based upon criteria and performance requirements to insure residential compatibility. Further, such uses shall be located adjacent to at least a collector or arterial street.

Policy 1.14.8:

Negative impacts of residential land uses on environmentally sensitive areas shall be minimized. The Conservation Element objectives and policies shall be utilized in determining the appropriateness of residential land uses designation and the specific intensity of use authorized by land development regulations.

Policy 1.14.9:

Residential development sites shall be accessible to and/or provide essential public services at levels of service adopted by the Comprehensive Plan including transportation, potable water, sewage treatment, solid waste, drainage, recreation and open space, law enforcement and fire protection.

Policy 1.14.10:

Land development regulations shall include requirements for natural vegetative and other appropriate buffers to minimize nuisance effects and incompatibilities with other land uses.

Policy 1.14.11:

The City shall further delineate, through its land development regulations and Future Land Use Map, residential zoning mechanisms to create zoning categories for Residential One, Residential Two, Single Family, Low Density Residential, Medium Density Residential, and High Density Residential. Each category shall be further delineated with appropriate location and performance criteria.

(Ord. No. 35-2004, § 2, 5/11/2003; Ord. No 50-2005, § 1, 7/26/2005; Ord. No. 55-2007, §2, 9/25/2007)

Objective 1.15: Public/Semi-Public Land Use.

The City of Titusville shall provide for appropriate and adequate land for public/semi-public land uses through the designation of Public/Semi Public Land Use.

Policy 1.15.1:

Governmental facilities shall be located in areas easily accessible by the public and compatible with surrounding land uses, and the City shall encourage the location of appropriate government facilities to be located in the Downtown Mixed Use land use category area on the Future Land Use Map.

Policy 1.15.2:

Service facilities such as water and wastewater treatment facilities shall be located in either commercial or industrial areas.

Policy 1.15.3:

Safety facilities such as police and fire station shall be located to maximize such facility's efficiency to serve the City based on response time and configuration of the circulation system.

Policy 1.15.4:

Semi-public facilities shall be permitted by conditional use process through land development regulations.

Policy 1.15.5:

New public land uses shall be permitted within all land use categories identified in the Future Land Use Map, provided that the proposed use is approved by City Council, after a public hearing is held on the proposed use.

(Ord. 12-2017, 3/28/2017)

Objective 1.16: Conservative Land Use.

The City of Titusville shall provide for appropriate and adequate land for conservation land use through the adoption of Land Development Regulations.

Policy 1.16.1:

Designate Conservation land uses on the Future Land Use Map based upon site specific studies and field determinations as primary data sources consistent with the Goals, Objectives and Policies of the Conservation Element.

Policy 1.16.2:

As of 2009, the wetlands shown as Conservation Land Use on the Future Land Use Map were established using the National Wetlands Inventory Map of 1988. These wetlands shown on this map have not been groundtruthed. In order to provide more accurate mapping of wetlands, when the City receives a wetland delineation on specific sites, the delineations will be accepted by the City of Titusville and the Future Land Use Map will be amended accordingly. The Conservation Land Use shall be amended to include all wetland areas on the site to be preserved, unless such wetlands are preserved by a conservation easement as part of a Planned Development (PD) or other

master-planned development, and any other upland areas to be permitted for preservation for state and/or federal listed wildlife species.

Strategy 1.16.2.1:

When Conservation Land Use is present on a specific site, a property owner shall submit a preliminary environmental assessment, including a wetland delineation when wetlands are present, prior to any future development. If the environmental assessment indicates that only wetlands are present and the wetlands are to be preserved rather than mitigated, the City shall accept the wetland delineation and amend the Future Land Use Map to align the Conservation Land Use with that delineation.

Strategy 1.16.2.2:

When Conservation Land Use is present on a specific site, a property owner shall submit a preliminary environmental assessment, including a wetland delineation when wetlands are present, prior to any future development. If the environmental assessment indicates that state and/or federal listed wildlife are present within the areas of the site that are designated as Conservation Land Use, the City shall not amend the Conservation Land Use until the property owner submits an environmental study which confirms the presence and potential locations of the state and/or federal list wildlife species. If the study identifies a location or locations on the site for suitable habitat for preservation, and these areas ae accepted by the permitting agencies as preservation for the identified species, then the City shall amend the Conservation Land Use to include these areas.

(Ord. 10-2018, 2/27/2018)

Policy 1.16.3:

Permitted uses within the Conservation land use area shall be limited to residential uses of one (1) unit per five (5) acres, conservation, recreation, open space, and stormwater management systems consistent with the policies of the Conservation Element and the land development regulations.

Policy 1.16.4:

Impacts to areas designated as Conservation land use designation shall be considered if it is unavoidable due to absence of feasible and/or practical alternatives for reasonable use of the land, or the regulations create an inordinate burden on an existing use of the land or a vested right to a specific use of the land, or due to significant site constraint and/or practical design modification constraint. The allowable impacts shall be based upon site specific evaluation determined through the permitting process conducted by all the regulatory agencies with jurisdiction.

Objective 1.17: Natural Resources Protection.

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

Policy 1.17.1:

All future land use decisions, zoning changes, special uses, conditional uses, development review and amendments to the land use shall be based, in part, upon the compatibility of the proposed use with regard to areas as discussed in the Conservation Element.

Strategy 1.17.1.1:

The following items shall be addressed in the analysis of the land use changes:

1. Surrounding uses;
2. Surrounding zoning;
3. Acreage;
4. Description of site;
5. Soils and topography;
6. Flood zone;
7. Recharge potential;
8. Traffic counts on adjacent streets; and
9. Impact on adopted levels of service.
10. Water supply availability.

Strategy 1.17.1.2:

The City of Titusville shall address at a minimum the following provisions in its adopted land development regulations:

1. Stormwater management;
2. Safe and convenient on-site traffic flow;
3. Parking;
4. Percentage of impervious surface;
5. Drainage;
6. Signs;
7. The subdivision of Land;
8. Provision of open space and recreation;
9. Buffering/screening;
10. Aquifer recharge;
11. Regulation of the development of flood prone areas; and
12. Landscaping.

Policy 1.17.2:

The following uses are not compatible in the immediate vicinity of municipal potable water wells:

Gasoline and/or hazardous material storage tanks;

Industrial land uses; or

Commercial agricultural activities.

Policy 1.17.3:

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

Objective 1.18: Coastal Evacuation.

The City of Titusville shall coordinate with Brevard County in the safe evacuation of coastal populations in accordance with Brevard County's Hurricane Evacuation Plan.

Policy 1.18.1:

The City of Titusville shall maintain a Disaster Operations Plan, which will be coordinated with Brevard County and the Kennedy Space Center.

Policy 1.18.2:

The City of Titusville shall identify inland structures, which can function as temporary housing for the evacuated population and assist the Red Cross in equipping these structures for emergencies.

Policy 1.18.3:

The City of Titusville police and fire departments shall coordinate with Brevard County in evacuating coastal residents.

Policy 1.18.4:

Programs shall be developed to mitigate the destructive forces of hurricane events within the City's coastal zone. The following criteria shall apply in the implementation of this policy:

A. Post-hurricane mitigation shall include mechanisms for the relocation of structures significantly damaged in major hurricane events.

B. Land acquisition programs shall include provisions for the possible redirection of funds to acquire coastal and estuarine properties, which should not be redeveloped following a major hurricane.

C. Discourage the redevelopment and rebuilding of facilities, which serve to encourage growth in hazardous areas except for necessary services for existing development.

Objective 1.19: Planned Unit Development.

The City of Titusville shall establish the Planned Unit Development concept for residential, commercial and industrial land uses and consider other mixed-use land development techniques through the designation of the Planned Unit Development land use category on the Future Land Use Map.

Policy 1.19.1:

Encourage creative approaches in housing developments that will result in quality living environment through innovative design and aesthetic controls.

Policy 1.19.2:

Provide for pedestrian and cycling facilities, as well as other pedestrian amenities such as interesting streetscapes, urban plazas and open space, and landscaping when providing for residential and commercial use.

Policy 1.19.3:

Link any commercial or activity centers with surrounding uses through pedestrian, streetscape improvements, architectural continuity, tree preservation and buffering techniques (private screening, setbacks, landscaping and noise control).

Policy 1.19.4:

Protect public access to natural amenities, such as the Indian River, lakes, streams, wetlands, and protected wildlife habitat.

Policy 1.19.5:

Encourage creative approaches in commercial/office developments that will result in quality shopping and working environments through innovative design and aesthetic controls.

Policy 1.19.6:

Encourage a combination of housing types and styles including single family, two-family, and multiple family dwellings.

Policy 1.19.7:

Encourage flexibility in design by permitting development clustering and a variety of architectural styles and treatments.

Policy 1.19.8:

Encourage the preservation of common open space, recreational facilities, and natural features such as woodland and wetland areas.

Policy 1.19.9:

Consider the carrying capacity of the various levels of service for infrastructure and services.

Policy 1.19.10:

Encourage mixed use zoning districts to intermix residential land use with employment, commercial, educational and recreational opportunities in those unique mixed-use areas designated on the Future Land Use Map.

Policy 1.19.11:

Encourage development of vacant and/or used urbanized area to minimize urban sprawl.

Policy 1.19.12:

All requests for the PUD designation shall include a master development plan. As each site prepares a development plan to accompany the future land use amendment and rezoning request, the maximum density and intensity established for each site as shown on the binding development plan shall not be exceeded, and these thresholds shall be used to determine concurrency. The maximum density and intensity thresholds established for each site shall be added to the following table:

Name of Development	Allowable Density and/or Intensity
San Mateo (CPA #2006-02A)	2.81 dwelling units per acre
Brooks Landing (CPA #2006-02B)	1.57 dwelling units per acre
Inspiration Village (SSA#2-2011)	
Willow Creek (CPA #1-2016)	4.3 dwelling units per acre 1,277 residential units max

(Ord. No. 95-2006 § 1, 10/24/2006; Ord. 7-2017; 2/28/2017)

Objective 1.20: Regional Mixed Use.

The City of Titusville shall pursue the development of Regional Mixed Use development, which shall be intended to act as a center of commercial, professional, financial, high tech industrial and unique retail serving a specific residential community through the designation of Regional Mixed Use land use category on the Future Land Use Map.

Policy 1.20.1:

Regional Mixed Use developments shall contain a minimum of one hundred sixty (160) acres. No additions to the development shall be permitted to the original development boundaries.

Policy 1.20.2:

Regional Mixed Use developments shall include a mix of three (3) or more uses consisting of the following:

Type of Use	Allowable Density and/or Intensity
Single-Family	0-6.7 du/acre
Multi-Family	10 to 40 units/acre
Commercial	10 to 40 timeshare/resort units per acre 50% lot coverage/FAR from 0 to 3
Industrial	50% lot coverage/0 to 1 FAR
Public Uses	Not Applicable
Recreational Uses	Not Applicable

Policy 1.20.3:

No single use, as noted in Policy 1.19.2, shall occupy more than fifty (50) percent in acreage of the regional mixed-use district.

Policy 1.20.5:

Negative impacts on environmentally sensitive areas shall be minimized, eliminated and/or mitigated. The Conservation Element objectives and policies shall be utilized in determining the appropriateness of industrial land use designations and the specific intensity of use authorized by land development regulations.

Policy 1.20.6:

All development activity shall be within all adopted concurrency requirements identified in the Land Development Regulations.

Policy 1.20.7:

All Regional Mixed Use developments shall include the preservation of natural areas, such as woodland and wetland areas.

Policy 1.20.8:

All Regional Mixed Use developments shall include a compatible and interrelated mix of residential and non-residential development, which should include employment and recreational opportunities.

Policy 1.20.9:

All Regional Mixed Use developments shall include innovative design and aesthetic controls and shall be required to have buffer areas between different uses when appropriate. Internal traffic movements shall be designed in a manner that provide for pedestrian, bicycle and vehicular compatibility and safety.

Policy 1.20.10:

Minimize circulation conflicts by providing truck routes to industrial areas and pedestrian access to residential areas, with traffic control devises at conflict points with general traffic circulation.

Policy 1.20.11:

Governmental facilities shall be located in areas easily accessible by the public and compatible with surrounding land uses.

Policy 1.20.12:

School facilities shall be located in conjunction with residential patterns and easily accessible by the public. Residential development shall be coordinated with the Brevard County School Board to encourage adequate, functional, and accessible facility for the public.

Policy 1.20.13:

Regional Mixed Use Development shall be located off an existing improved Major/Minor arterial roadway corridors. A minimum of twenty-five (25) percent of the total perimeter boundary of the site shall directly front on a Major/Minor Arterial. All main access points to the development shall be from a Major/Minor Arterial.

Policy 1.20.14:

The City shall further delineate, through its land development regulations, Single Family, Multi Family, Commercial and High Tech Industrial zoning mechanisms to create zoning categories for the Regional Mixed Use land use, which are consistent with the objectives and policies of the Residential, Commercial and Industrial land use policies of the Future Land Use Element. The zoning category shall be further delineated with appropriate location and performance criteria.

Objective 1.21: Density and Intensity Land Use Criteria.

The City of Titusville will establish standards for density and/or intensity of use for each future land use category.

Policy 1.21.1:

The following standards for densities or intensities of use shall apply to each future land use category as indicated below:

Land Use	**Objective**	**Density[4] (Residential Use)**	**Intensity[4] (Non-Residential Use)**
Industrial	1.8	n/a	1.0 FAR [2]
Planned Industrial Park	1.8	n/a	1.5 FAR [2]
Commercial High Intensity	1.9	n/a	1.0 FAR [2]
Commercial Low Intensity	1.9	n/a	1.0 FAR [2]

Downtown Mixed Use	1.10	20 du/acre; 30 du/acre In the Downtown Sub-district & Uptown Sub-district.	5.0 FAR [2]
Urban Mixed Use	1.11	15 du/acre	1.0 FAR [2]
Shoreline Mixed Use	1.12	20 du/acre	1.0 FAR [2]
Residential One	1.14	1 du/acre	.2 FAR [2]
Residential Two	1.14	2 du/acre	.2 FAR [2]
Low Density Residential	1.14	5 du/acre	.2 FAR [2]
Medium Density Residential	1.14	10 du/acre	.2 FAR [2]
High Density Residential	1.14	15 du/acre	.2 FAR [2]
Public/Semi-public	1.15	n/a	.2 FAR [2]
Conservation	1.16	1 du/5 acres	n/a
Planned Unit Development	1.19	12 du/acre	.2 FAR [2]
Regional Mixed Use[1]	1.20	Policy 1.20.2	Policy 1.20.2

[1] Density/Intensity standards for Regional Mixed Use are contained in Objective 1.20, Policy 1.20.2.

[2] FAR will be applied to individually developed lots/parcels. Where a planned/mixed use development is proposed and common amenities (i.e., parking, stormwater retention, open space, etc.) are provided, the FAR will apply to the total planned/mixed use development; however, individual parcels within the planned/mixed use development will be allowed at a high FAR based upon site specific impacts.

[3] The density in this category may be increased by fifty (50) percent when using Transfer of Development Rights as specified in Policy 2, Strategy 3.

[4] Maximums unless approved through density or intensity bonuses as described in Strategies 1.10.2.5 and 1.24.3.2.

(Ord. 11-2018, 2/27/2018; Ord. No. 34-2024, § 3, 10/15/2024)

Policy 1.21.2:

The City of Titusville shall encourage higher densities in areas more suitable for development while preserving historic and public resources by recognizing Transfer of Development Rights (TDRs).

Strategy 1.21.2.1:

Transfer of Development Rights (TDRs) may be obtained through the conditional use permit process to direct residential development to areas which are suitable for growth with the intent of furthering City goals related to preservation of historic preservation, downtown revitalization, quality affordable housing, and quality public infrastructure.

Strategy 1.21.2.2:

TDRs may be transferred from sending districts as authorized by the Land Development Regulations.

Strategy 1.21.2.3:

The following land use designations may be considered receiving districts for Transfer of Development Rights: Downtown Mixed Use.

Strategy 1.21.2.4:

The density bonus for a project receiving TDRs shall not exceed fifty (50) percent of the density permitted in the designated land use category. The maximum allowable density of a development shall take into consideration all other requirements of the Comprehensive Plan.

Strategy 1.21.2.5:

TDRs may be considered to protect historic resources, and public infrastructure; to encourage the revitalization of the Downtown, and to encourage the development of affordable housing.

Strategy 1.21.2.6:

Applications for TDR projects shall include an analysis describing the estimated impacts the increased density will have on neighboring developments and the public infrastructure.

(Ord. No. 14-2003, § 3, 4/8/2003; Ord. No 35-2004, §3, 5/11/2003; Ord. No. 50-2005, §2, 7/26/2005; Ord. No. 106-2005, §3, 12/19/2005; Ord. No. 30-2010, §1, 10/12/2010)

Objective 1.22: Educational Land Use.

The City of Titusville shall designated public schools and properties owned by Brevard County Public Schools as Educational Land Use.

Policy 1.22.1:

School facilities shall be located in conjunction with residential development and easily accessible by the public.

Policy 1.22.2:

The City shall enhance community design and quality of life through effective school facility siting standards. The City shall encourage the siting of schools so they serve as community focal points and are compatible with surrounding land uses.

Policy 1.22.3:

Elementary, middle and high school shall be allowed in all Land use designations except Industrial, Planned Industrial Park and Conservation land use designations. Existing elementary, middle and high schools shall be considered as permitted with their respective land use designations and future elementary, middle and high schools shall be required to comply with this policy. The City of Titusville will ensure the availability of lands within these land use designations to site future public schools.

Policy 1.22.4:

The City shall coordinate with the School Board to facilitate the location of new schools which are proximate and convenient to existing residential areas, areas of projected growth, and require minimal additional public infrastructure. The City's Comprehensive Plan intends for future schools to be sited as closely to urban residential areas as practical, preferably within walking and/or biking distance of the primary residential areas to be served.

Policy 1.22.5:

The City shall encourage the collection of public schools and other public facilities such as parks, libraries, and community centers. The City shall select the future location of public facilities, to the greatest extent possible, to achieve collocation with an existing public school, or so that the facility can be retrofitted to achieve collocation.

Policy 1.22.6:

The City shall coordinate the Brevard County School Board's five-year facilities work program with the City's Capital Improvements Schedule for all capital improvements related to new capacity.

Policy 1.22.7:

The City shall work cooperatively and maintain an outgoing exchange of information with the Brevard County School Board and other educational facility providers to ensure that new and expanded educational facilities are properly located, designed and constructed to be consistent with the City's comprehensive plan and Interlocal Agreement with the School Board.

(Ord. No. 50-2005, §3, 7/26/2005; Ord. No. 33-208, 9/23/2008; Ord. 12-2017, 3/28/2017)

Objective 1.23: Community Participation.

The City of Titusville shall enhance the notifications, information and process for citizen input in land use matters, to ensure an opportunity for meaningful citizen and community participation in the City's Comprehensive Planning process.

Policy 1.23.1:

The City shall provide a process for citizens to submit material in writing that reaches the Local Planning Agency members packets prior to the meeting.

Policy 1.23.2:

The City shall evaluate the notification process to determine if it needs to be lengthened for larger projects.

Policy 1.23.3:

The City shall continue to evaluate land use amendments to improve the notifications and ensure that they are understandable and convey the necessary information to citizens.

Policy 1.23.4:

Whenever an area plan, land use application or any other land use planning is undertaken, the City shall ensure an opportunity for continuous and maximum participation by those who will be affected by the plan including residents who live in or near the plan area, merchants and others who do business in the affected area, as well as members of interested groups and the general public.

Policy 1.23.5:

The City shall require applicants of land use and zoning application submittals to schedule and conduct a community meeting with interested members of the public regarding their application at least seven (7) days prior to the first public hearing. The applicant shall provide notification to all property owners within five hundred (500) feet of the subject property of the land use and zoning application and shall notify the City of the meeting as well.

Policy 1.23.6:

The City shall use geographic information systems and other technology to facilitate information transmittal to citizens concerning land use information for their geographic areas of the City.

Strategy 1.23.6.1:

Post supporting documents such as staff reports for the next current meeting of boards and commissions dealing with land use matters in an easily accessible location on the City of Titusville website.

Strategy 1.23.6.2:

Post live or delayed streams of public hearings of the Planning and Zoning Commission and City Council on the internet as a source of easily accessible media outlet.

Objective 1.24: Gateway Corridors.

The City's major roadways shall be treated as Gateways critical to the City's image. Gateway corridors shall accommodate a wide variety and intensity of land uses within a framework that enhances the visual identity of the corridors to create a favorable impression for visitors.

(Ord. No. 35-2024, § 3, 10/15/2024)

Policy 1.24.1:

The Gateway Corridors shall be defined as properties along the following roadways:

- US-1
- Garden Street / S.R. 406
- South Street / S.R. 405
- Cheney Highway / S.R. 50

(Ord. No. 35-2024, § 3, 10/15/2024)

Policy 1.24.2:

As the first impression that many visitors will have of the City, properties and public improvements in the Gateway Corridor should have a consistent and attractive appearance.

Strategy 1.24.2.1:

The Land Development Regulations shall develop a zoning overlay with required elements of landscaping, tree planting, maintenance, signage, and other public-facing characteristics in development within the overlay zone consistent with the policies of the Gateway Corridors objective. The overlay may be mandatory as determined in the Land Development Regulations.

(Ord. No. 35-2024, § 3, 10/15/2024)

Policy 1.24.3:

Targeted investment in the overlay shall be supported by the Gateway Corridor objective that encourages horizontal and vertical mixed-use development and redevelopment with quality landscaping and design that will contribute to a positive image of the City.

Strategy 1.24.3.1:

Future development within Gateway Corridor should be composed primarily of commercial, mixed-use, and multi-family development.

Strategy 1.24.3.2:

The Land Development Code shall include in the zoning overlay incentive bonuses permitting higher density multifamily residential uses and non-residential or mixed-use development up to two (2.0) FAR and forty (40) units per acre with building heights not to exceed five (5) stories. Incentive bonuses shall be based on contributions to the public realm including landscaping, green infrastructure, bicycle and pedestrian infrastructure, and other improvements which implement the policies of the Gateway Corridor objective and exceed the minimum requirements for the overlay.

Strategy 1.24.3.3:

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

Strategy 1.24.3.4:

Higher intensity development along corridors shall transition to existing single-family neighborhoods in an orderly fashion.

(Ord. No. 35-2024, § 3, 10/15/2024)

Policy 1.24.4:

The City shall encourage the development of higher density housing in appropriate locations along Gateway Corridors to increase housing supply while discouraging urban sprawl.

Strategy 1.24.4.1:

Encourage and incentivize through flexible zoning the development of multi-family housing on underutilized commercial or vacant parcels along corridors consistent with the infill policies.

Strategy 1.24.4.2:

Encourage the development of more affordable housing in locations within a ¼ mile to public transit.

(Ord. No. 35-2024, § 3, 10/15/2024)

Policy 1.24.5:

The City shall ensure that the Gateway Corridors have appropriate open spaces to provide aesthetic value for the city and recreational opportunities for those who live and work along the corridors.

Strategy 1.24.5.1:

Open spaces such as parks or plazas should be included in developments along the corridors for the use of residents, employees, and visitors.

Strategy 1.24.5.2:

As redevelopment occurs, the City shall identify new recreation needs and opportunities to create new public or private open spaces with parks and recreation to serve them.

(Ord. No. 35-2024, § 3, 10/15/2024)

Policy 1.24.6:

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

Strategy 1.24.6.1:

Operational improvements that maintain or improve traffic flow along major roadways shall be identified and implemented.

Strategy 1.24.6.2:

Safe crossings for people walking and biking shall be provided at regular intervals where development is located on both sides of a roadway.

Strategy 1.24.6.3:

Access to development areas from Gateway roads should be consolidated, including using existing streets where existing intersections are frequent, to limit the number of access points on major roadways and to limit sidewalk and bikeway conflicts.

Strategy 1.24.6.4:

Where feasible, new development shall provide cross-access to existing or undeveloped parcels and existing streets to mitigate the impact of new development on traffic operations of the major road.

Strategy 1.24.6.5:

Shared parking, structured parking, and design strategies should be encouraged in order to minimize the visual and environmental impacts of surface parking lots.

(Ord. No. 35-2024, § 3, 10/15/2024)

Objective 1.25: Indian River Waterfront.

Enhance public access, recreational opportunities, environmental quality, and amenities on the Indian River waterfront to create value for the entire City.

Policy 1.25.1:

Coastal resources should be preserved, restored, and enhanced in accordance with Coastal Management Objective 1.3 to maximize public use and assure the economic viability of the Waterfront in the future.

Policy 1.25.2

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

Policy 1.25.3

The City shall explore opportunities to expand and connect the East Coast Greenway Trail along the waterfront to create a continuous, publicly accessible corridor that accommodates pedestrians and bicyclists.

Policy 1.25.4

Waterfront access and recreation should be supported by complementary businesses and development areas should be enhanced by access to waterfront amenities and views.

Policy 1.25.5

The City shall encourage the inclusion of public amenities such as benches, shade structures, restrooms, water fountains, and native landscaping in new waterfront development and redevelopment projects.

TRANSPORTATION ELEMENT

TRANSPORTATION ELEMENT

GOAL 1:

A safe, convenient and energy efficient transportation system in the City of Titusville that serves the needs of all residents and visitors. The system shall promote multiple modes of transportation for goods and people to encourage stability and an improved quality of life.

Objective 1.1:

The City shall improve and maintain safety, convenience, connectivity, and energy efficiency within the transportation system.

Policy 1.1.1:

A Level of Service (LOS) E is established for arterial and Collector roadways. A Level of Service (LOS) D is established for roadways on the Florida Intra-state Highway System (FIHS) and Strategic Intermodal System (SIS) per the Florida Department of Transportation

Strategy 1.1.1.1:

The City should study the opportunity to transition to a Multimodal Level of Service / Multimodal Quality of Service that takes into account all modes of transportation.

(Ord. No. 34-2024, § 3, 10/15/2024)

Policy 1.1.2:

The City shall require transportation connectivity between land uses and development sites in the Land Development Regulations to provide for multiple access points for emergency management and to facilitate multiple modes of transportation.

Policy 1.1.3:

Parking facilities will be convenient to major generators and attractors and intermodal terminals within the City and provisions for adequate parking shall be included in the City's Land Development Regulations.

Strategy 1.1.3.1:

Develop innovative solutions to reduce parking requirements, including provision for shared parking open to the public that serve multiple uses, utilize connectivity strategies such as alleys and shared driveways, and adopt district-wide transportation demand management programs as redevelopment occurs.

Strategy 1.1.3.2:

Parking requirements for multi-phase projects should be flexible and anticipate potential changes in parking demand.

Strategy 1.1.3.3:

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

(Ord. No. 34-2024, § 3, 10/15/2024)

Policy 1.1.4:

The City shall cooperate with Brevard County and the Space Coast Transportation Planning Organization in the use of transportation demand management strategies as a means to reduce peak hour travel demand and the number of vehicle miles traveled.

Policy 1.1.5:

The City shall cooperate with Brevard County and the Space Coast Transportation Planning Organization in the use of transportation systems management strategies to preserve the capacity of existing transportation systems.

Policy 1.1.6:

The City shall participate with Brevard County, the Space Coast Transportation Planning Organization, and Florida Department of Transportation to establish a performance monitoring system for the transportation system.

Policy 1.1.7:

Standards for safe and convenient on-site traffic flow are contained in the City's Land Development Regulations. On-site circulation standards should account for all user types including motor vehicles, bicycles, and pedestrians.

(Ord. No. 34-2024, § 3, 10/15/2024)

Policy 1.1.8:

The City shall evaluate and whenever feasible, support transportation systems management activities that will reduce motor vehicle miles traveled, or increase the use of energy-efficient non-motorized vehicles, public transit, and micro-mobility options to conserve energy, reduce greenhouse gases, reduce noise, water and air pollution and discourage urban sprawl.

Strategy 1.1.8.1:

All alternatives should be considered prior to increasing motor vehicle capacity through lane addition to existing roadways, including multimodal improvements, connectivity improvements, construction of parallel facilities, operational improvements, and intersection improvements.

(Ord. No. 34-2024, § 3, 10/15/2024)

Policy 1.1.9:

The City shall require new large scale planned development to make contributions, enhancements or provisions towards the public transportation system to promote energy conservation and reduce greenhouse gases.

(Ord. No. 34-2024, § 3, 10/15/2024)

Objective 1.2:

The City's transportation policy and standards shall be consistent with the Future Land Use Element, the Housing Element, the Intergovernmental Coordination Element, and the Capital Improvements Element of the City's adopted Comprehensive Plan.

Policy 1.2.1:

The City shall coordinate with local, regional and state transportation agencies to ensure that transportation planning supports land use objectives.

Policy 1.2.2:

Expansion of transportation related facilities within the City shall be realized consistent with the following strategies:

Strategy 1.2.2.1:

The City shall ensure that expansion of transportation related facilities is consistent with the adopted Comprehensive Plan through active participation in the planning and design of these facilities with the appropriate service provider.

Strategy 1.2.2.2:

Standards have been established in the City's Land Development Regulations to mitigate adverse impacts of the expansion of transportation facilities upon adjacent natural resources and land uses.

Strategy 1.2.2.3:

Standards have been established in the City's Land Development Regulations to protect and conserve natural resources within and adjacent to airport transportation related facilities.

Policy 1.2.3:

The City shall continue to implement the Land Development Regulations and adopt new regulations to provide and improve access to various land uses and to meet the City's future transportation needs.

Objective 1.3:

The City shall strive to provide variety transportation option that includes bicycle, pedestrian and public transit facilities to promote alternative modes of transportation. The City shall provide bicycle and pedestrian ways through development of plans, Land Development Regulations or development controls.

Policy 1.3.1:

The City shall promote the development of "Complete Streets" that are designed, built, and maintained in a manner that accommodates not only automobiles, but transit vehicles and non-motorized modes of travel such as pedestrians ways, bicycle paths and also accommodates disabilities. "Complete Streets" shall seek to be aesthetically pleasing and provide for a tree shaded and comfortable environment for all users. The City shall continually pursue funding to beautify streets.

Policy 1.3.2:

The City shall improve the bicycling and pedestrian environment by providing bicycle and pedestrian infrastructure and amenities and by seeking to provide wider sidewalks. In new development or redevelopment, walking and bicycling shall be promoted by establishing pedestrian-friendly streets with sidewalks and/or bike paths.

Policy 1.3.3:

The City shall seek funding in order to participate with Space Coast Area Transit in the provision of bus shelters along transit routes, particularly in areas of frequent use.

Policy 1.3.4:

The City shall develop a City-wide park and greenway plan to link greenway, trails and park system within the City and link them to regional trails, other state parks and conservation areas.

Policy 1.3.5:

The City in coordination with the Space Coast Transportation Planning Organization shall develop a bicycle and pedestrian master plan.

Policy 1.3.6:

Space Coast Regional Airport and Arthur Dunn Air Park will be protected from the encroachment of incompatible land uses through application of the Airport Impact Overlay District in the City's LDR's.

Policy 1.3.7:

The City shall encourage the development of a continuous multi-use trail along the Indian River Lagoon through public-private partnerships.

Objective 1.4:

The City shall coordinate the transportation system plans and programs with other effected governmental entities to ensure that the most efficient and cost effective course of action is followed and that strategies demonstrating the area wide coordination necessary to implement all provisions of this element are utilized.

Policy 1.4.1:

The City shall identify the transportation needs and problems of the City and they shall be addressed through coordination with local, Space Coast Transportation Planning Organization, regional and state plans, and the FDOT Adopted Work Program.

Policy 1.4.2:

The City shall participate in the development of a system-wide multi-modal transportation network master plan.

Objective 1.5:

The City shall support comprehensive transportation planning to examine public transit service needs based on existing and proposed major trip generators and attractors, and new growth trends shall be addressed.

Policy 1.5.1:

The provision of transit service to the City shall be coordinated with Space Coast Area Transit as part of their capital improvement and transit development planning process.

Policy 1.5.2:

The City shall continue to explore the option of increasing transit routes and frequencies.

Policy 1.5.3:

The City shall support and participate in the State of Florida's Amtrak/FEC Corridor Project to establish passenger rail service along Florida's East Coast and establishing a service station in the City of Titusville.

Strategy 1.5.3.1:

The City shall participate in the planning and design of the project, including the application for grant funding to construct the project.

Strategy 1.5.3.2:

The City shall be responsible for maintaining the station facility.

Objective 1.6:

The City shall protect existing and future rights-of-way from building encroachment.

Policy 1.6.1:

Rights-of-way shall be protected from encroachment through implementation of the following strategies:

Strategy 1.6.1.1:

Standards to protect existing rights-of-way shall be incorporated in the City's LDR's.

Strategy 1.6.1.2:

Future right-of-way needs shall be pursued or reserved as far in the future as possible to minimize costs and facilitate planning and design activities.

Policy 1.6.2:

The City may vacate street right-of-way only if it does not prevent reasonable connection for existing and future public transit, pedestrian, and non-motorized and motorized vehicle trips.

Objective 1.7:

The City shall promote access to transportation related facilities and ensure that they are coordinated with the circulation system shown on the map(s) adopted as part of the element.

Policy 1.7.1:

Convenient movement between the various transportation facilities within the City shall be facilitated through the following strategies:

Strategy 1.7.1.1:

Where feasible, intermodal terminals should be located adjacent to two (2) or more transportation modes.

Strategy 1.7.1.2:

Access to and between modes and terminals shall be designed to minimize operational conflicts.

Strategy 1.7.1.3:

Participation among the various transportation service providers is crucial to terminal siting, construction, and operation.

Objective 1.8:

The City shall coordinate the operation of, and improvements to, the transportation system with the plans and programs of the various entities responsible for providing transportation related facilities.

Policy 1.8.1:

The City shall participate in the development of a system-wide multi-modal transportation network master plan.

Policy 1.8.2:

To protect the interregional and intrastate functions of the Florida Intrastate Highway System (FIHS), the following strategies will be used to encourage local alternatives:

Strategy 1.8.2.1:

Signal synchronization, intersection improvements, and other congestion management techniques to reduce travel delay and encourage local alternatives to the FIHS.

Objective 1.9:

Application of transportation solutions should be context-sensitive.

(Ord. No. 34-2024, § 3, 10/15/2024)

Policy 1.9.1:

Context-sensitive solutions recognize that roadway design should respond to the intensity and configuration of existing and planned land uses surrounding the facility. Areas with features such as higher density, higher intensity, transit access, civic facilities, facilities for children or the elderly, high street connectivity, or traditional, pedestrian-oriented pattern should prioritize non-motorized travel and micro-mobility. Areas with features such as lower density, lower intensity, low street connectivity, high-volume trucking, or critical regional motor vehicle routes may prioritize motor vehicle circulation. All facilities should provide sidewalks or other pedestrian accommodation.

(Ord. No. 34-2024, § 3, 10/15/2024)

Policy 1.9.2:

Downtown: The City shall prioritize pedestrian and bicycle circulation to support a high level of activity in the downtown area.

Strategy 1.9.2.1:

Street design should be place-based and contribute to the urban design of downtown.

Strategy 1.9.2.2:

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

Strategy 1.9.2.3:

Downtown should have shaded walkways, sidewalks and plazas to allow pedestrians to comfortably navigate downtown in hot weather.

Strategy 1.9.2.4:

Bikeways providing access to various destinations in Downtown should be appropriate for riders of various ages and abilities and connect to existing and proposed trail networks.

(Ord. No. 34-2024, § 3, 10/15/2024)

Objective 1.10

The City shall manage access to roadways in a manner that increases safety for cyclists and pedestrians, reduces vehicle trips on major roadways, and preserves the integrity of the transportation system with effective connectivity.

Policy 1.10.1

The City shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect service volume, safety, and operating characteristics of transportation facilities that it impacts, considering impacts to all modes and users.

Policy 1.10.2

Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Private access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

Policy 1.10.3

The creation of new streets, or private drives which are functionally equivalent to streets, that increase multi-modal connectivity consistent with intersection spacing criteria shall be preferred over the creation of driveways serving a single property or development.

Policy 1.10.4

In order to reduce access points on the street system, driveways shall be eliminated when the area served can be connected within the site.

Policy 1.10.5

A driveway over a regional trail may only be considered after all other alternatives are exhausted.

HOUSING ELEMENT

HOUSING ELEMENT

GOAL 1:

The City of Titusville shall, through its comprehensive plan, make provision for adequate and affordable housing that meet the physical and social needs of all segments of the current and future population of the City.

Objective 1.1:

The City shall provide for a variety of housing types and price levels for all residents living in or migrating to the area. Employees of businesses within Titusville and high-tech businesses on the Space Coast should have opportunities to live in high quality housing within the City.

(Ord. No. 36-2024, § 2, 10/15/2024)

Policy 1.1.1:

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

Strategy 1.1.1.1:

The City shall coordinate residential growth with the Land Use Plan and respective zoning.

(Ord. No. 36-2024, § 2, 10/15/2024)

Policy 1.1.2:

The City shall support the availability of attainable housing both by minimizing barriers to the private provision of market-rate housing to increase housing supply and by collaborating with public and non-profit entities on the provision of subsidized housing for lower income households.

(Ord. No. 36-2024, § 2, 10/15/2024)

Policy 1.1.3:

The City shall enact development regulations that provide for a mix of housing types and sizes within a development.

Strategy 1.1.3.1:

Permit a range of housing typologies within neighborhoods to accommodate a range of household types including accessory dwelling units, duplexes, townhouse, and quadruplexes.

(Ord. No. 36-2024, § 2, 10/15/2024)

Policy 1.1.4

The City shall enact programs and regulations to encourage the development of Accessory Dwelling Units (ADUs).

Objective 1.2:

The City of Titusville should identify opportunities to preserve a healthy proportion of affordable housing as property values rise within the City. The City should, within its realm of responsibility, act to make affordable housing available through housing implementation programs, especially to meet the needs of very low income households, for existing and future residents.

(Ord. No. 36-2024, § 2, 10/15/2024)

Policy 1.2.1:

The City of Titusville uses the HUD definition of affordable housing which means housing affordable to those with incomes at or below eighty (80) percent, (low income), fifty (50) percent (very low income), and thirty (30) percent (extremely low income) of the median income of the metropolitan area who pay no more than thirty (30) percent of their gross income for housing.

Policy 1.2.2:

The City shall provide an education program such as homebuyer education and counseling to prepare low income families for homeownership. Financial and technical assistance shall be provided to low income homebuyers whenever economically feasible.

Policy 1.2.3:

The City shall continue to use the Community Development Block Grant (CDBG) Program and other programs to construct and/or rehabilitate housing units that will increase the availability of affordable housing for very low income and extremely low income households and other groups with special needs.

Policy 1.2.4:

Affordable housing should blend in style and character with market rate-development.

(Ord. No. 36-2024, § 2, 10/15/2024)

Objective 1.3:

The City of Titusville shall encourage the equitable distribution of affordable housing throughout its jurisdiction.

Policy 1.3.1:

The City shall support fair housing practices by:

Strategy 1.3.1.1:

The City shall further fair housing through implementation of the Fair Housing Act Chapter 760.20, F.S., in all housing, development and planning activities.

Strategy 1.3.1.2:

The City shall provide information, technical assistance and develop incentives programs to meet the affordable housing needs.

Strategy 1.3.1.3:

The City shall cooperate with developers who build HUD subsidized projects.

Policy 1.3.2:

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

Policy 1.3.3:

The City shall continue to allow housing for those persons desiring adult living communities and retirement communities through the implementation of the City's land development regulations.

Policy 1.3.4:

The City shall continue to make provisions ensuring the availability of affordable housing to families with children.

Objective 1.4:

The City shall support/increase the coordination between the public and private sectors involved in the provision of housing, community development and redevelopment activities by:

Policy 1.4.1:

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

Policy 1.4.2:

The City shall continue to provide funding assistance through the use of CDBG, HOME, SHIP and other funding programs. The City shall seek to combine resources with non-profit and for-profit organizations to provide affordable housing and promote redevelopment.

Policy 1.4.3:

The City shall evaluate and amend the existing policies, and land development regulations which hinders new development or reconstruction of a single family homes for affordable housing on non-conforming residentially zoned lots or parcels, that are located in developed neighborhoods with public infrastructure.

Policy 1.4.4:

The City will encourage voluntary citizen community services to improve the target revitalization areas.

Objective 1.5:

The City of Titusville shall make adequate provision to integrate care facilities, group homes, child/adolescent care facilities and retirement homes into residential areas, areas of residential character, and mixed use areas by:

Policy 1.5.1:

Land development regulations shall be enacted in the Code of Ordinances to address these facilities.

Strategy 1.5.1.1:

The ordinance shall allow the facilities to locate in residential areas by Conditional Use Permit (CUP), including appropriate location criteria, to ensure the facility residents have access in residential areas.

Strategy 1.5.1.2:

The new ordinance shall be reviewed periodically to ensure its effectiveness in implementing the integration of these facilities into residential areas or areas of residential character.

Policy 1.5.2:

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

Policy 1.5.3:

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

Objective 1.6:

The City of Titusville shall identify and reduce the degree of substandard housing and improve the structural and aesthetic conditions of existing housing.

Policy 1.6.1:

The City shall complete an inventory of the condition of the housing stock within boundaries of the City's Target areas, at a minimum, for rehabilitation and reduction.

~~**Strategy 1.6.1.1:**~~

~~The City shall complete the inventory by 2020.~~

Strategy 1.6.1.1~~2~~:

The City shall update the inventory every ~~five~~ seven (~~5~~7) years.

Policy 1.6.2:

The City of Titusville shall participate in various federal, state, and financial assistance programs to improve housing.

Strategy 1.6.2.1:

Maintain the application of grant monies to program eligible households by incorporating a rehabilitation program which would provide direct benefit to occupants of substandard units that meet income guidelines.

Strategy 1.6.2.2:

Encourage other housing assistance programs through proposed Florida Housing Finance Agency.

Policy 1.6.3:

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

Objective 1.7:

Substandard structures identified as condemned and deemed unfeasible for rehabilitation should be eliminated with assurance given of fair and adequate compensation and/or relocation assistance to displaced person and families.

Policy 1.7.1:

The Florida Building Code shall be enforced as necessary to ensure the construction and maintenance of sound, safe and sanitary housing for the public health, safety, and welfare.

Policy 1.7.2:

The City shall conduct a thorough inventory of substandard housing, in accordance with Policy 1.6.1, to identify those housing units suitable for rehabilitation and those suitable for demolition.

Strategy 1.7.2.1:

Housing units suitable for rehabilitation would be those which possess significant structure damage but the cost for rehabilitation does not exceed the market value of the unit.

Strategy 1.7.2.2:

The demolition of housing units would be those dilapidated units with major structural damage which endanger the public health, safety, and welfare, and where the cost of rehabilitation exceeds the market value of the units.

Policy 1.7.3:

The City of Titusville shall establish a system of housing inspection for residential rental properties which receive public subsidies to protect the health, safety, and welfare of the tenants.

Strategy 1.7.3.1:

Inspections of properties should be conducted on a periodic basis and shall be based on the City's adopted minimum code.

Policy 1.7.4:

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

Policy 1.7.5:

The City shall provide relocation assistance and counseling, as needed, to effect the clearance of dangerously deteriorated houses.

Objective 1.8:

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

Policy 1.8.1:

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

Policy 1.8.2:

The City shall ensure that relocation housing or equitable compensation shall be provided to household prior to the time displacement occurs when they are displaced due to City action.

Policy 1.8.3:

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

Objective 1.9:

The City shall continue to promote the preservation of historically significant housing and encourage its utility for residential use or adaptive reuse.

(Ord. No. 36-2024, § 2, 10/15/2024)

Policy 1.9.1:

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

Policy 1.9.2:

The City shall continue to provide technical assistance to owners of historically significant housing or other individuals that are interested in preservation activities.

Policy 1.9.3:

The City shall pursue available Federal, State, and local funding sources which support efforts to preserve or protect historically significant housing.

Objective 1.10:

The City shall promote the use of green housing construction, renovation, and rehabilitation techniques for affordable housing that make housing units affordable over the long term by reducing energy consumption, lowering utility bills, and decreasing maintenance costs.

(Ord. No. 36-2024, § 2, 10/15/2024)

Policy 1.10.1:

The City shall obtain Leadership in Energy and Environmental Design (LEEDS), or US Green Building Council's (USGBC) or Florida Green Building Coalition (FGBC) certification when constructing new affordable housing funded by the City.

Policy 1.10.2:

The City shall promote the use of green housing construction and renovation and rehabilitation techniques of affordable housing. Sustainable building techniques will make the housing units affordable over the long term by reducing energy consumption, lowering utility bills and decreasing maintenance costs.

Policy 1.10.3:

The City shall encourage the use of renewable energy source and will promote new housing design to include energy saving features.

INFRASTRUCTURE ELEMENT

INFRASTRUCTURE ELEMENT

GOAL 1:

Public Facilities. Needed public facilities shall be provided in a manner which protects investments in existing facilities and promotes orderly compact urban growth.

GOAL 2:

Adequate Infrastructure. The City of Titusville shall provide sanitary sewer, solid waste, drainage and potable water facilities and services to meet existing and projected demands identified in this plan.

Objective 2.1: Capacity Availability.

The City shall implement procedures to ensure that at the time a development permit issued, adequate facility capacity is available or will be available when needed to serve the development/accommodate the needs of new growth.

Policy 2.1.1:

The following level of service standards are hereby adopted, and shall be used as the basis for determining the availability of facility capacity and the demand generated by development/future growth. These levels of service standards are based on information contained in the data and analysis reports for this element of the comprehensive plan.

Facility/Service Area	Acceptable Level of Service Standard
A. Sanitary Sewer Facilities	Average Sewer Generation Rate
North Service Area	80 gallons/capita/day
South Service Area	80 gallons/capita/day

B. Potable Water Facilities *Titusville Service Area (Includes area outside City limits which have service agreements with the City.)	Average Water Consumption Rate 81 gallons/capita/day Softening & filtration: 16 MGD Pumping capacity: 16 MGD Storage capacity: 3.9 MGD
C. Drainage Facilities City-wide For areas other than areas of critical concern	Design Storm 25-year frequency, 24-hour duration for Sites over ½ acre. 25-year, 24-hour storm or retain first inch over entire property.
D. Solid Waste Facilities Collection (City-wide) Disposal (LOS set by utilizing Brevard County's methodology) (Ord. No. 50-2005, §5, 7/26/2005)	Acceptable Level of Service 8.32 lbs/capita/day 8.32 lbs/capita/day

Policy 2.1.2:

In order to assure that the above identified level of service standards are maintained, Concurrency Management System will be used to determine the available capacity and demand and these procedures shall incorporate appropriate peak demand coefficients for each facility and for the type of development proposed.

Strategy 2.1.2.1:

The Water Resources Department, Public Works/Engineering Department and Community Development Department shall jointly develop procedures to update facility demand and capacity information as development orders or permits are issued.

Strategy 2.1.2.2:

Prior to approval of new development orders the City of Titusville will evaluate the availability of water supply and wastewater treatment capacity.

Policy 2.1.3:

All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the adopted level of service standards for the facilities.

Policy 2.1.4:

The City shall coordinate with and encourage recycling and resource recovery efforts in the County.

Objective 2.2: Coordination of Capital Improvements.

Existing deficiencies in the provision of public infrastructure as identified in the elements of the comprehensive plan shall be eliminated through the schedule of improvements contained in the capital improvements element.

Policy 2.2.1:

The level of service established in the Infrastructure Element of the Comprehensive Plan and listed under Policy 2.1.1, above shall be used to determine existing deficiencies.

Policy 2.2.2:

Projects shall be undertaken in accordance with the schedule of improvements provided in the Capital Improvements Element of this Plan.

Objective 2.3: Capital Improvement Schedule.

The City shall maintain a five-year schedule of capital improvements needs for public facilities, to be updated annually in conformance with the review process for the capital improvements element of this plan.

Policy 2.3.1:

Proposed capital improvement projects will be evaluated and ranked according to the following priority level guidelines:

Level One:

Whether the project is needed to protect public health and safety, to fulfill the City's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities and correct existing deficiencies;

Level Two:

Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement costs, provides service to development areas lacking full service or promotes in-fill development; and

Level Three:

Whether the project represents a logical extension of facilities and services within a designated service area.

Policy 2.3.2:

Projects shall be undertaken in accordance with the schedule provided in the Capital Improvement Element of the Plan.

Policy 2.3.3:

The annual work program of the Water Resources Department and Public works/Engineering Department shall be reviewed to ensure that projects are scheduled to minimize disruption of services and duplication of labor and to maintain service levels for all facilities.

Policy 2.3.4:

Provision of centralized sanitary sewer and potable water service shall be consistent with the City's growth policies stated in the Land Use Element of this Plan and the Future Land Use Map, and to areas where the City has legal commitments to provide facilities and services as of the date of adoption of this plan.

Policy 2.3.5:

The use of common corridors for utilities shall be encouraged.

Objective 2.4: Deficiencies.

Existing deficiencies will be corrected by undertaking the following projects:

A. Water Distribution Improvements.

B. Sewer System Improvements Capital Improvement Project.

C. Infiltration/Inflow Capital Improvement Project.

D. City-wide drainage improvements.

Objective 2.5: Public Utilities.

To ensure public utilities are available at the established level of service standards, the following projects will be undertaken:

A. **SANITARY SEWER.**

1. Sufficient treatment facility capacity exists to meet projected demand.

B. **SOLID WASTE.**

1. Maintenance, repair and replacement of rolling stock for collection purposes; and
2. The City of Titusville will coordinate and participate with Brevard County, to the greatest extent possible in the disposal of solid waste and recyclable materials.

C. **STORMWATER MANAGEMENT AND AQUIFER PROTECTION.**

1. Master drainage and stormwater utility study; and
2. Completion of city-wide drainage improvements as proposed in the Freshwater Management Study.

D. **POTABLE WATER.**

1. Reserved.
2. Various water line extensions/improvements as identified in the element; and
3. Augmentation of the Water Reuse System from the Blue Heron Wetland.

Policy 2.5.1:

The annual summaries of facility capacity and demand information prepared by the department heads shall be used to evaluate the need for the timing and location of projects to extend or increase the capacity of existing facilities.

Policy 2.5.2:

All projects required to meet projected demands shall be scheduled in the Capital Improvements Element of this plan in accordance with the requirements of Section 163.3177(3)(a), F.S.

Policy 2.5.3

The City shall require that all properties within a Basin Management Action Plan with a density of more than one septic system per acre connect to the centralized sanitary sewer system when capacity becomes available for the respective area, in compliance with the Florida Department of Environmental Protection guidelines. On lots of 1 acre or less, if a centralized sewer system is not available, only wastewater treatment systems, including enhanced nutrient-reducing onsite sewage treatment and disposal systems, that achieve at least 65 percent nitrogen reduction are authorized, per Section 373.811(2), Florida Statutes.

Objective 2.6: Solid Waste.

The City will coordinate with the County in the collection, transfer and disposal of solid waste and in the development of resource recovery programs.

Policy 2.6.1:

The City will coordinate with the County in analyzing current and projected solid waste demand and facility needs for the five (5) and ten (10) year planned periods.

Policy 2.6.2:

The general performance of the solid waste facility, adequacy of existing level of service, and impacts upon adjacent natural resources shall be analyzed in coordination with the County since the City does not have any city-owned or operated solid waste facilities.

GOAL 3:

Stormwater Management. Adequate stormwater management will be provided to afford reasonable protection from flooding and to prevent degradation of quality of receiving waters.

Objective 3.1: Drainage Regulations.

The stormwater drainage regulations contained in the City's Land Development Regulations will provide for protection of natural drainage features.

Policy 3.1.1:

The City, when planning transportation projects, will prepare amendments to the stormwater drainage provision of the City's development regulations to ensure that:

A. New developments are required to treat runoff from the twenty-five (25) year frequency, twenty-four (24) hour duration design storm event on-site so that post-development runoff rates, volumes, and pollutant loads do not exceed pre-development conditions;

B. Stormwater engineering, design and construction standards for on-site systems are provided;

C. Erosion and sediment controls are used during development; and

D. Periodic inspection and maintenance of on-site systems and ensured as a condition of system permit renewal.

Policy 3.1.2:

The City will study the feasibility of instituting a stormwater utility fee to:

A. Acquire required drainage easements;

B. Support revenue bonds for required drainage improvements within each basin; and

C. Fund operation and maintenance operations.

Policy 3.1.3:

The City will initiate a maintenance program to ensure that major drainage systems are inspected and receive required maintenance on at least an annual basis.

GOAL 4:

Aquifer Recharge. The Functions of Natural groundwater aquifer recharge areas within the City will be protected and maintained through the implementation of the City's aquifer protection ordinance.

Objective 4.1: Aquifer Recharge Areas.

The City shall provide for maintenance of Aquifer Recharge Area Functions through the "Area of Critical Concern" ordinance.

Policy 4.1.1:

Land within the Area of Critical Concern as designated by the City must be developed such that it is consistent with the Land Development Regulations which limits the amount of impervious surface, retain the natural topography coverage to best extent possible and provides for additional design regulation of the stormwater management systems.

Policy 4.1.2:

The City will coordinate with local, state and federal agencies to achieve regional aquifer recharge protection objectives.

GOAL 5:

Potable Water Protection. The City of Titusville shall establish and utilize potable water protection/conservation strategies and techniques.

Objective 5.1:

The City will continue to explore sustainable alternative water supply resources in cooperation with State, regional and local agencies and other local governments. City water supply planning will be coordinated with the St. Johns River Water Management District's Regional Water Supply Plan. Additional water supply sources may need to be identified and developed to supplement existing sources. The City's 2020-2040 Water Supply Facilities Work Plan is hereby adopted into the Comprehensive Plan by reference. The work plan shall be updated, at a minimum, every five (5) years within eighteen (18) months after the St. Johns River Water Management district approves an updated regional water supply plan.

Objective 5.2: Water Conservation.

The City of Titusville shall adopt a water conservation plan aimed toward the enhancement and protection of the City's sole source aquifer.

Policy 5.2.1:

The City shall require low water use showers and toilets for all construction within the City.

Policy 5.2.2:

The City land development regulations shall provide incentives to developers to compost and mulch as a method of water conservation and which will also reduce solid waste disposal costs.

Policy 5.2.3:

The City shall maintain a water conservation rate structure to enhance conservation of potable water.

Policy 5.2.4:

All new developments located in the Area of Critical Concern will be required to connect to the reclaimed water system prior to occupancy, or provide dry lines for future connection.

Policy 5.2.5:

The City shall maintain a leak detection protection program in order to discover and eliminate wasteful losses of potable water from the City's community water supply and distribution system.

Policy 5.2.6:

The City shall encourage existing development to use fixtures such as low-volume shower heads and low-volume faucets that will help in conservation of water. The City shall also continue the toilet retrofit rebate and shower head exchange program.

Objective 5.3: Water Supply.

The City shall implement and update its water supply facilities work plan, in accordance with Section, 163.3177(6)(c)(3), F.S., consistent with water supply sources identified in the St. Johns River Water Management District (SJRWMD) Regional Water Supply Plan, while conserving and protecting its water supply sources.

Policy 5.3.1:

The City shall participate in the water supply planning process in conjunction with the SJRWMD and other pertinent entities, with the objective to develop a regional water supply plan that will reasonably ensure adequate quantity and quality of potable water resources needed to meet future demands without creating water use conflicts or unacceptable impacts to natural resources.

Policy 5.3.2:

The City shall continue to monitor the resource availability of its existing well-fields to determine their health, viability and the need to supplement this supply with other water supply sources such as potable water purchased from the City of Cocoa and the identified water supply source.

Policy 5.3.4:

New Developments shall be required to obtain a water supply capacity allocation permit to reserve water supply capacity sufficient to meets the water supply needs of the development prior to obtaining a Certificate of occupancy.

Policy 5.3.5:

The City shall implement the water supply projects listed in the Water Supply Facilities Work Plan.

COASTAL MANAGEMENT ELEMENT

COASTAL MANAGEMENT ELEMENT

GOAL 1:

To preserve, restore, and enhance coastal resources to maximize public use and assure their future ecological benefit.

Objective 1.1:

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

Policy 1.1.1:

Erosion and sedimentation control and nutrient reduction practices shall be employed for all urban development and agricultural activities where needed to protect natural waterbodies, water courses, and wetlands from siltation and nutrient pollution. The following minimum criteria shall apply in the implementation of this policy.

Strategy 1.1.1.1:

Adequate erosion and sedimentation control practices are those recommended by the Natural Resource Conservation Service (NRCS) and which are designed to substantially reduce or eliminate soil loss into waterbodies and wetlands.

Strategy 1.1.1.2:

Clearing of specific building sites shall not commence until the developer is permitted to construction on that site. Clearing shall be limited to that area to be covered by construction and necessary drive and walkways. In all other areas the native vegetation should remain undisturbed where possible.

Strategy 1.1.1.3:

Approved techniques to control wind erosion shall be used during clearing and site preparation for development or agricultural activities.

Strategy 1.1.1.4:

Seeding and mulching, or other stabilizing actions of disturbed areas shall be undertaken within seven (7) days to completion of clearing work on a development site.

Strategy 1.1.1.5:

Waterfront construction shall be required to use appropriate erosion and siltation control practices during and after construction to prevent siltation of the adjacent waterbody.

Strategy 1.1.1.6:

Stormwater management systems shall be designed to ensure that water velocities remain below those which would cause scour and/or erosion.

Strategy 1.1.1.7:

Best Management Practices will be utilized in the protection of waterbodies from nutrient pollution.

Policy 1.1.2:

Wastewater treatment plant effluent impacts shall be minimized or eliminated to the maximum extent feasible. The following measures will be utilized to implement this policy.

Strategy 1.1.2.1:

Wastewater treatment systems outfalling to all existing surface water shall be designed or retrofitted as soon as economically feasible to reduce nutrients in the discharge.

Strategy 1.1.2.2:

Periodic inspections shall be conducted on all wastewater treatment plants within the City to ensure that the facility is in good repair.

Policy 1.1.3:

The siting, operation and monitoring of industries which use or generate hazardous materials shall ensure that groundwater and surface waters are not contaminated through release of hazardous materials into the environment. The following definitions apply in the implementation of this policy:

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

Policy 1.1.4:

The negative impact of agricultural operations on surface water quality shall be minimized by encouraging the use of appropriate water quality management techniques.

Policy 1.1.5:

The City shall, in preserving the Indian River Lagoon system and other bodies of water within the City limits, coordinate with other local governments and the Marine Resources Council to ensure:

- Adequate sites for water-dependent uses.
- Prevention of estuarine pollution.
- Control of surface water runoff.
- Protection of living marine resources.
- Reduction of exposure to natural hazards.
- Public access.

- That required infrastructure is available to serve the development or redevelopment in the coastal area.

Policy 1.1.6:

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

Policy 1.1.7:

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

Objective 1.2:

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

Policy 1.2.1:

In order to prevent shoreline erosion, filter out nutrients, provide reasonable access, and provide wildlife habitat, the removal of native emergent vegetation in the littoral zone of a waterbody shall be eliminated. The following definition shall apply in the implementation of this policy.

1. "Littoral zone" includes the area between the ordinary high water line and the most waterward extent of native emergent submerged or floating non-algae vegetation.
2. "Waterbody" includes all waters of the State and all natural lakes or ponds greater than one (1) acre in size.

Policy 1.2.2:

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

Policy 1.2.3:

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

Strategy 1.2.3.1:

Proposed activities in an estuarine basin whose public interest benefits could be considered to justify alterations or adverse impacts shall, at a minimum, meet one or more of the following criteria:

a. The activity is necessary to prevent or eliminate a public hazard; and

b. The activity would provide direct public benefits which would exceed those lost to the public.

c. The activity shall be kept at a minimum to minimize the impact.

Strategy 1.2.3.2:

Unavoidable impacts to grassbeds and other valuable submerged habitat shall be mitigated through any means which will result in no net loss of grassbeds or other habitat in the estuary. The method utilized (transplant, creation, etc.) will be determined in conjunction with the USFWS, USACE, FDEP, and SJRWMD.

Strategy 1.2.3.3:

Mitigation shall take place within the limits of an area stipulated by FDEP.

Strategy 1.2.3.4:

Agencies responsible for permitting activities have the potential to impact grassbeds and submerged habitats, shall participate in an interagency conflict resolution process to ensure that permit applicants are not given conflicting or inconsistent permit conditions by different agencies for application undergoing simultaneous review. This policy does not preclude permitting agencies from establishing additional or more stringent conditions to permits applied for, subsequent to the applicant's receipt of a permit from another agency.

Policy 1.2.4:

The West Indian manatee shall be afforded protection from boating activities which may have an adverse impact upon the species.

Policy 1.2.5:

Dredge and fill activities within the City shall be minimized to eliminate/minimize possible adverse environmental, social and economic impacts. The following criteria shall apply in the implementation of this policy:

Strategy 1.2.5.1:

Dredging and filling of submerged lands for public shoreline projects shall be planned only if the activity is water-dependent and necessary.

Policy 1.2.6:

The protection of endangered and threatened species in the coastal area shall be implemented as set forth in the Conservation Element of this Plan.

Objective 1.3:

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

Policy 1.3.1:

The purchase of land for preservation/recreation shall be based upon the comprehensive and coordinated acquisition program which is outlined in the Recreation and Open Space Element of this Plan.

Policy 1.3.2:

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

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

Objective 1.4:

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

Policy 1.4.1:

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

Policy 1.4.2:

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

Policy 1.4.3:

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

Policy 1.4.4:

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

GOAL 2:

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

Objective 2.1:

The coastal storm area shall include the following areas:

1. The Coastal High Hazard Area (CHHA), defined as the area projected by the Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model to be inundated from a category one (1) hurricane, as ~~reflected~~ indicated in the most recent ~~*Storm Surge Zone Atlases* of the Florida Department of Emergency Management~~ Statewide Regional Evacuation Study.
2. Areas of the City projected to be inundated by sea-level rise as ~~early as the year 2040 and through 2100 based on maps developed by the City using the University of Florida GeoPlan Center Sea Level Scenario Sketch Planning Tool~~ provided in the East Central Florida Regional Resilience Action Plan.

Policy 2.1.1:

The City will not consider amendments to the FLUM which result in a net increase in residential density in the CHHA. The City shall work to direct population concentrations, including nonresidential development, away from the CHHA.

Policy 2.1.2:

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

Objective 2.2:

The City shall protect historical and archaeological resources in the coastal storm area.

Policy 2.2.1:

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

Policy 2.2.2:

The City will consider amendments to the Land Development Code that will establish performance standards for development and sensitive reuse of historic resources.

Objective 2.3:

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

Policy 2.3.1:

Public facilities, infrastructure, and utilities in the Coastal Storm Area should be maintained and improved when necessary, and consistent with the Level of Service demands in the functional elements. Future projects are addressed in the Capital Improvement Element.

GOAL 3:

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

Objective 3.1:

The City shall continue to protect coastal wetlands, estuaries, and wildlife habitat to maintain or increase the acreage for threatened and endangered species populations.

Policy 3.1.1:

The City shall proactively pursue and facilitate coordination and participation in the implementation of the Indian River Lagoon Comprehensive Conservation and Management Plan (CCMP) of the Indian River Lagoon National Estuary Program, and related plans, as a means of achieving mutual local and regional resource management and restoration goals for the Indian River Lagoon.

Policy 3.1.2:

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

Policy 3.1.3:

The City shall coordinate with Brevard County and other local governments for water quality monitoring and related program planning.

Objective 3.2:

The City's shoreline includes natural resources which shall be preserved from encroachment and development.

Policy 3.2.1:

The City shall coordinate with Brevard County and other local governments for water quality monitoring and related program planning.

Policy 3.2.2:

The City shall minimize the disturbance of natural shorelines which provide stabilization and protect landward areas from storm impacts, where feasible.

Policy 3.2.3:

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

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

Policy 3.2.4:

The City will maintain shoreline protection and erosion control by:

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

Objective 3.3:

Titusville shall administer land development regulations to protect public and private property and human life from the effects of hurricane winds and flooding.

Policy 3.3.1:

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

Policy 3.3.2:

Ensure that construction of necessary infrastructure improvements in the coastal storm area are phased to coincide with the demands generated by development or redevelopment in support of the proposed densities permitted by the City's adopted Future Land Use Map.

Policy 3.3.3:

The City's public expenditures in the coastal storm area, when available, will include program improvements that will restore and enhance natural resources.

Policy 3.3.4:

Encourage more efficient and climate resilient construction practices locally by:

- Evaluating base finish floor elevation standards with respect to projected sea level rise scenarios and flooding potential; and
- Evaluating extending the City's cumulative substantial improvement and substantial damage regulation from one (1) year to a multi-year time period; and
- Evaluating extending the City's substantial improvement and substantial damage regulatory threshold to less than fifty (50) percent.

Policy 3.3.5:

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

Policy 3.3.6:

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

GOAL 4:

New development, redevelopment, and investment in public facilities, utilities, and infrastructure shall be managed and regulated to reduce flood risk in the coastal storm area, as defined in Goal #3 resulting from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea level rise and to reduce losses due to flooding and claims made under flood insurance policies issued in this state.

Objective 4.1:

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

Policy 4.1.1:

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

Policy 4.1.2:

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

Policy 4.1.3:

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

Policy 4.1.4:

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

Policy 4.1.5:

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

Objective 4.2:

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

Policy 4.2.1:

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

- Participation in the National Flood Insurance Program's Community Rating System;
- Participation in the Brevard County Local Mitigation Strategy;
- Administration of building regulations consistent with City and FEMA regulations;
- Review and implementation of appropriate policies and strategies developed by partner agencies or through interagency hazard assessment and mitigation initiatives; and
- Restriction of development in floodways.

Policy 4.2.2:

The City will continue to monitor and evaluate the feasibility of incorporating recommendations from other intergovernmental hazard planning initiatives into the Titusville Comprehensive Plan and Land Development Code.

Policy 4.2.3:

The City will continue to apply building code and land development code requirements to ensure noncompliant structures are brought into conformance with FEMA flood elevation standards or will be flood proofed consistent with FEMA standards.

Objective 4.3:

Continue to educate the public on flood risks, as well as mitigation strategies and available programs to reduce flood hazards and improve the City's Community Rating System (CRS) score, which will allow for decreased flood insurance premiums.

Policy 4.3.1:

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

Policy 4.3.2:

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

Policy 4.3.3:

Flood elevation certificates shall continue to be made available for public review.

Objective 4.4:

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

Policy 4.4.1:

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

Policy 4.4.2:

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

Objective 4.5:

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

Policy 4.5.1:

Map Adaptation Action Areas to identify areas vulnerable to the impacts of sea level rise.

Policy 4.5.2:

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

Policy 4.5.3:

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

Policy 4.5.4:

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

Policy 4.5.5:

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

Objective 4.6:

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

Policy 4.6.1:

The City shall continue to evaluate opportunities to protect public facilities, infrastructure, and utilities from the impacts of sea level rise.

Objective 4.7:

Evaluate and identify which public investments and infrastructure should be built or rebuilt, modified or relocated to maximize the effective life span.

Policy 4.7.1:

By 2020, identify public facilities and infrastructure at risk from sea level rise and plan for updates to the assessment every five (5) years. The City shall analyze vulnerability to public facilities and infrastructure, including but not limited to: public buildings and facilities, including police and fire stations; water and water reclamation facilities, transmission lines and pumping stations; stormwater systems; roads and bridges; and other transportation and transit infrastructure.

Policy 4.7.2:

Based on the sea level rise vulnerability assessment, the City will determine appropriate strategies related to the modification in place [e.g. elevation, hardening, relocation, etc.] or strategic retreat from areas at risk.

Policy 4.7.3:

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

Policy 4.7.4:

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

GOAL 5:

The City shall accomplish post-disaster redevelopment in a manner that shall minimize public and private vulnerabilities to future disasters.

Objective 5.1:

Post-disaster redevelopment shall be governed by all applicable codes and standards as well as complying with applicable state and county construction regulations.

Policy 5.1.1:

Damaged infrastructure shall continue to be repaired or rebuilt to minimize the potential for future damage. Unless the facility is necessary to serve the population of the coastal storm area, consideration shall be given to relocating public facilities outside the coastal storm area.

~~**Policy 5.1.2:**~~

~~Temporary building moratoriums may be declared in the coastal storm area when fifty (50) percent or more of the homes have been destroyed in order to assess impacts and feasibility of redevelopment.~~

Policy 5.1.~~3~~2:

Repair and rebuilding of critical facilities such as water facilities, sewage treatment plants and lift station and other utilities damaged in future storms shall be reconstructed to minimize hurricane and flooding vulnerability.

Policy 5.1.~~4~~3:

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

Objective 5.2:

Post-disaster redevelopment plans shall include provisions for repair and cleanup, assessment of infrastructure and limiting redevelopment of repeated damage properties.

Policy 5.2.1:

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

Policy 5.2.2:

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

Policy 5.2.3:

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

Objective 5.3:

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

Policy 5.3.1:

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

Policy 5.3.2:

The City will cooperate with the Chambers of Commerce in developing an informational program about hurricane preparedness for local businesses.

Objective 5.4:

Water-dependent uses such as marinas, boat launch or dock facilities shall be given a higher priority over other uses.

Policy 5.4.1:

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

Policy 5.4.2:

The City discourages the rezoning of recreational and commercial working waterfronts.

CONSERVATION ELEMENT

CONSERVATION ELEMENT

GOAL 1:

To preserve and enhance the quality of the natural environment through preservation, conservation, and appropriate management of the vital natural resources, including air, water (both potable and surface), biotic and factors that affect energy conservation.

Objective 1.1: Natural Resources.

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

Policy 1.1.1:

Identify state and federal listed wildlife species habitat~~: Potential wildlife habitat and sites of listed species shall be depicted in a Map by 2012~~ which will indicate the presence of state and federal listed wildlife species as per data provided by Florida Fish and Wildlife Conservation Commission (FFWCC), United States Fish and Wildlife Services (USFWS) and other agencies.

Policy 1.1.2:

The City shall work with other agencies having jurisdiction to conduct an inventory of state and federal listed wildlife species habitat remaining within its boundaries.

Policy 1.1.3:

The City shall inventory, identify and define environmentally endangered lands within the City utilizing applicable data from state and federal agencies and will cooperate with the State in acquiring and conserving environmentally endangered lands to be preserved through acquisition and/or regulations.

Strategy 1.1.3.1:

The City shall develop a procedure to identify such lands. Review and evaluation shall include at a minimum the following:

1. State and federal listed wildlife and estuary life species habitats.
2. Wetlands, natural lakes, lagoon and rivers.
3. Upland native vegetation that are rare and depleting in the City/County.
4. Undisturbed and undeveloped 100-year flood plains.
5. Wellhead protection area and Areas of Critical Concern.
6. Critical habitats identified by the East Coast Florida Regional Planning Council (ECFRPC).
7. Habitat Corridors, including lands supportive of the Florida Wildlife Corridor as identified by the Florida Ecological Greenways Network.

Policy 1.1.4:

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

Policy 1.1.5:

The owner/developer of development in the City of Titusville which requires formal site plan approval, including, but not limited to any platting of land shall be required to perform an environmental study, as appropriate. These stipulations and/or management plans required by the applicable regulatory agency or agencies will be included in the City's site plan approval.

Policy 1.1.6:

The City shall purchase, if economically feasible, properties identified as critical habitat by the East Coast Florida Regional Planning Council (ECFRPC), or properties identified as in Policy 1.1.3 in their capacity as a clearinghouse for this information. The selection criteria to be used in determining these properties shall place greater weight on the selection of lands, which appear on inventories of endangered or threatened species, even though public use and recreation may not be appropriate. The following criteria shall be adhered to in the implementation of this

policy: The protection of critical habitat can be accomplished through acquisition, easements, Transfer Development Rights, Purchase Development Right and other planning tools.

Strategy 1.1.6.1:

Acquired land should be selected based on the need to prioritize all current fiscal obligations of the City's resources.

Strategy 1.1.6.2:

Priority shall be given to the acquisition of land which are identified as environmentally endangered lands and to those areas known to be important as "habitat corridors" in the movement of wildlife.

Policy 1.1.7:

Where acquisition of identified property habitat is not fiscally possible, any public or private use of land greater than three (3) acres in an area shall require a management plan designated to minimize harm to the state and federal listed wildlife species and its habitat.

Strategy 1.1.7.1:

The City shall recognize the species as "listed" by the United State Fish and Wildlife Services (USFWS), National Marine Fisheries Services (NMFS), Florida Department of Environmental Protection (FDEP), Florida Fish and Wildlife Conservation Commission (FFWCC), and Florida Department of Agriculture and Consumer Services (FDACS) as compiled by the East Central Florida Regional Planning Council (ECFRPC), acting as a data source and information clearinghouse.

Policy 1.1.8:

The City shall work cooperatively with the US Fish and Wildlife Service (FWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC) to protect and promote the recovery of species designated by these agencies as listed wildlife species.

Strategy 1.1.8.1:

The City shall require applicants of a development order to provide determination of these agencies when development proposals are received for sites documented as having historic and/or current occurrences of state or federal listed wildlife species;

Strategy 1.1.8.2:

The City shall consult with these agencies for technical assistance consultation; or

Strategy 1.1.8.3:

The City shall cooperate with these agencies in locating potential introduction sites for designated species on existing conservation lands.

Policy 1.1.9:

When one (1) or more individuals of state or federal listed wildlife species are found on a site undergoing development activities for which no management plan has been adopted, said activities shall cease until a management plan has been prepared by the developers and found to be acceptable by the City.

Policy 1.1.10:

The City shall protect existing natural reservations including recreation and publicly protected conservation lands according to the strategies set forth in the Recreation and Open Space Element.

Policy 1.1.11:

All costs for restoring environmentally damaged areas shall be borne by the party directly responsible for the damage. Mitigation (wetlands/seagrass) shall occur as per State and Federal regulations. If within a reasonable time, for the particular plant species, mitigation has not been successful, the responsible party shall replant or act to "mitigate" the problem.

Objective 1.2: Native Vegetation and Trees.

The City shall preserve and protect trees and native vegetation.

Policy 1.2.1:

Assure the maintenance and conservation of trees and native vegetation within the City, through the continued maintenance of trees within City properties and through the site plan review process for new development.

Strategy 1.2.1.1:

The City will prevent clear cutting of land by requiring new developments to integrate existing healthy non-exotic vegetation into landscape plans.

Strategy 1.2.1.2:

~~Landscape plans and plant materials required of new development~~ The City shall promote the use of native plant species in new landscape installations and ~~avoid the planting of exotic plants known to create nuisances~~ prohibit the planting of invasive exotic plants.

Policy 1.2.2:

The City recognizes the value of trees as an important community resource. The City shall define criteria for these trees and adopt land development regulations to be enforced through the permitting process and the City tree ordinance to afford them adequate protection during development. These regulations at a minimum shall include:

a. Allowing developers latitude in some cases to devise alternative strategies to save and preserve these trees during development;

b. Levy of fines for the unlawful removal or damage to these trees as provided by the Land Development Regulations (LDR's); and

c. Protection zone requirements to protect these trees before during and after construction.

Policy 1.2.3:

The City will not allow the total removal of vegetation during land development. New development applications and landscape plans shall emphasize the maintenance of indigenous vegetation, rather than clearing and replanting.

Policy 1.2.4: Removal of exotics and nuisances.

Nuisance and exotics listed as either Type I or Type II invasive exotics in the Florida Exotic Pest Plant Council (EFPPC) shall be removed from development sites prior to final acceptance of the permitted improvements.

Policy 1.2.5:

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

Policy 1.2.6

The City shall develop and maintain an Urban Forest Management Plan to support the expansion of the City's urban tree canopy.

Strategy 1.2.6.1

The City shall continue to pursue the Tree City USA "Growth Award" annually through enhanced tree preservation and planting.

Objective 1.3:

To consider soil as a non-renewable resource and to promote and encourage the protection and management of this resource to ensure it's longevity by controlling the encroachment of urbanization on land poorly suited for structural development.

Policy 1.3.1:

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

Policy 1.3.2:

Development of land shall take into consideration natural constraints such as flood hazard, wetlands, soil suitability and aquifer recharge potential, and shall be restricted depending upon the severity of those constraints.

Objective 1.4:

To prevent adverse effects by resource extraction within the City.

Policy 1.4.1:

Commercial mining shall not be allowed in the City of Titusville.

Objective 1.5:

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

Policy 1.5.1:

A safe and cost effective alternative to improper waste management and disposal shall be provided through increased availability and access to hazardous waste storage/transfer facilities. The following criteria will apply in the implementation of this policy:

Strategy 1.5.1.1:

The City shall request information from the appropriate agencies concerning the nature, harmful effects, recycling, and proper disposal methods for hazardous wastes. The City will make this data available to the public.

Strategy 1.5.1.2:

The City shall coordinate with Brevard County in the transfer of hazardous wastes to the collection station at the Central Disposal Facility.

Strategy 1.5.1.3:

The City shall utilize recycling services provided by Brevard County.

Strategy 1.5.1.4:

The City will coordinate with the County in the development of an optional hazardous materials management system.

Strategy 1.5.1.5:

Generations of hazardous wastes shall, at a minimum, conform to Florida Department of Environmental Protection (FDEP) and Treatment Storage and/or Disposal (TSD) permitting requirements.

Policy 1.5.2:

Any Storage of hazardous material within the "areas of critical concern" shall be regulated according to the City's adopted "Aquifer Protection Ordinance".

Policy 1.5.3:

The City shall, in cooperation with Brevard County, distribute materials to educate the small-scale generators of hazardous waste/materials (i.e., dry cleaners, automotive repair, single family residence).

Objective 1.6:

To encourage the preservation/protection of wetlands according to their function by implementing programs both locally and in conjunction with other governmental entities, toward this effort:

Policy 1.6.1:

The development of wetlands shall be addressed in the development regulations according to the following criteria:

Strategy 1.6.1.1:

The protection of the wetlands shall be determined by the functional value of the wetland.

Strategy 1.6.1.2:

The development of land under all land uses categories shall take into consideration natural constraints such as flood hazard, wetlands, soil suitability and aquifer recharge potential.

Policy 1.6.2:

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

Strategy 1.6.2.1:

In addition to the permitted land uses identified in the Future Land Use Element, conditional uses may be considered as provided for in the land development regulations, with criteria based upon the mitigation policies of the U.S. Fish and Wildlife Service. At a minimum, the criteria to be considered for approval of a conditional use shall include:

1. The use is ecologically sound;
2. The use is water dependent or water related and there is a documented public need;
3. The use is the least environmentally damaging alternative;
4. There is no practical alternative to insure reasonable use of the applicant's property; and

5. Any unavoidable damage or loss of wetland shall be mitigated to insure no net loss of wetlands and no loss of functional value.

Policy 1.6.3:

Wetlands shall be defined consistent with existing state and federal regulatory agencies.

Strategy 1.6.3.1:

At a minimum, the U.S. Department of the Interior Fish and Wildlife Service Wetland Maps (1988), or as most recently updated, shall be used to define the Conservation Land Use areas within the City.

Strategy 1.6.3.2:

At a minimum, wetlands five (5) acres or more in size shall be designated as a conservation land use and wetlands less than five (5) acres will be subject to review to determine what protection, if any, they should receive from development. Said review shall be based on the functional value criteria specified in Strategy 1.6.4. If based on this determination, protection is warranted, development may be permitted, based upon criteria set forth in the environmental performance standards of the land development regulations.

Policy 1.6.4:

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

1. Size;
2. Capacity for floor storage or flow regulation;
3. Potential as wildlife and/or fisheries habitat;
4. Provision of habitat for state or federally protected species;
5. Rarity as a vegetative community type;
6. Degree of prior adverse impacts which would limit the future viability of wetland (e.g., invasion by upland or exotic species, fire, permanent alteration of drainage patterns); and
7. Potential for recreational use.

Policy 1.6.5:

Activities whose impacts are assessed to be minimal, or offset by mitigation measures, shall be addressed in the land development regulations and shall utilize the following criteria:

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

Policy 1.6.6:

Mitigation for unavoidable impacts to wetlands, which possess significant functional value, as determined by a functional assessment, will be addressed in the land development regulations.

Policy 1.6.7:

Monitoring shall be required to ensure that all mitigation or compensation efforts as outlined in the land development regulations are successful.

Objective 1.7: Air. Non Point Source Pollution.

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

Policy 1.7.1:

Maintain adopted level of service on all facility types throughout the network to reduce unnecessary vehicle idling emissions.

Policy 1.7.2:

To encourage utilization of non-emission forms of transportation via a comprehensive bicycle and pedestrian plan.

Objective 1.8: Point Source Pollution.

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

Policy 1.8.1:

Encourage the inter-mixing of land uses to further the redevelopment goals for the downtown district and minimize vehicular work, shopping and other trips.

Objective 1.9:

Air quality in the City shall meet or exceed the minimum air quality as adopted by Florida Department of Environmental Regulations.

Policy 1.9.1:

The City will coordinate with the Florida Department of Environmental Protection (FDEP) in monitoring ambient air quality within the City.

Objective 1.10: Water (Surface Water-Salt and Fresh).

To protect streams, lakes, rivers, estuaries, wetlands and the coastline from environmentally destructive alterations, both qualitative and quantitative, and to ensure the preservation of aquatic life, particularly state and federal listed wildlife species and their habitat.

Policy 1.10.1:

The City shall provide standards or programs to protect or restore littoral vegetation in and adjacent to a waterbody in order to prevent shoreline erosion, filter out nutrients and provide wildlife habitat. The following definitions and conditions shall apply to the implementation of this policy:

Strategy 1.10.1.1:

The removal of native emergent, submerged or floating vegetation in the littoral zone of a waterbody shall be limited to that necessary to provide reasonable access, or which is part of a government sanctioned aquatic plant control program.

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

Policy 1.10.2:

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

Strategy 1.10.2.1:

Adequate erosion and sediment control practices are those recommended by the Natural Resource Conservation Service (NRCS) and which are designated to substantially reduce or eliminate soil loss into waterbodies and wetlands.

Strategy 1.10.2.2:

Clearing of specific building sites shall not commence until the issuance of a development work order.

Strategy 1.10.2.3:

Waterfront construction shall be required to use appropriate erosion and siltation control practices during and after construction to prevent siltation of the adjacent waterbody.

Strategy 1.10.2.4:

Stormwater management systems shall be designated to ensure that water velocities remain below those, which would cause scour and erosion.

Policy 1.10.3:

New and existing marinas which service boats with on-board facilities shall be required to provide sewage pump out and to provide for the appropriate effluent disposal method.

Policy 1.10.4:

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

Policy 1.10.5:

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

Objective 1.11: Stormwater Management.

To encourage the preservation/protection of the floodplains and their functions by implementing programs, both locally and in conjunction with other governmental and non-governmental entities, toward this effort.

Policy 1.11.1:

The City shall identify lands within the City that are available for stormwater treatment opportunities.

Policy 1.11.2:

The City shall evaluate and, if appropriate, adopt low impact development practices in the land development regulations to conserve natural resources.

Objective 1.12: Stormwater Management.

To retrofit existing stormwater drainage systems, to redirect outfalls from environmentally sensitive areas, and to enhance environmentally sensitive areas through man-made wetlands which provide both renourishment of the wetlands system and wildlife habitat.

Policy 1.12.1:

The City shall develop a comprehensive surface water basin management plan for the major waterways. The planning and approval of new development, new public wastewater or stormwater facilities, and the retrofitting of existing wastewater or stormwater facilities shall conform to the comprehensive surface water basin management plans.

Policy 1.12.2:

The City shall institute a maintenance program for public stormwater management systems so as to ensure the proper functioning and expected pollutant removal efficiency of stormwater management systems. The following criteria shall be used toward the implementation of this policy:

Strategy 1.12.2.1:

The City shall ensure funding of this policy through a study and adoption of a stormwater utility fee (i.e., user fee) or other mechanisms to provide monies to implement said policy.

Policy 1.12.3:

The City shall promote the conservation of natural vegetation in flood plain areas and freshwater swamps for the purpose of storing stormwater run-off.

Strategy 1.12.3.1:

An incentive that would be utilized toward the implementation of this policy would be to allow the developer to credit "undisturbed areas" as part of the development required open space.

Policy 1.12.4:

Flood control for new development shall be accomplished through the limitation of fill in the 100-year flood plain as defined by Federal Emergency Management Agency (FEMA). Where no practical alternative to fill in the 100-year flood plain exists, compensatory storage for such fill shall be as provided for in Strategy 1.12.4.1. The following criteria shall be applied in the implementation of this policy:

Strategy 1.12.4.1:

Compensatory storage shall be provided by excavating a volume of uplands equivalent to the loss of storage within the 100-year flood plain caused by the placement of fill. Allowances for soil storage of water in the new fill may be made in calculating the necessary amount of excavation required, if based on standard accepted engineering practice.

Policy 1.12.5:

Land exhibiting the following conditions shall be developed at a density no greater than one (1) unit per acre unless site specific verifiable data is presented which contradicts such limiting conditions.

1. Flood hazard areas show on the Federal Flood Rate Maps.

Objective 1.13: Ground Water Quality and Resource Protection.

To ensure the protection of the City's potable water source and to safeguard public health through the enforcement of adopted aquifer protection measures.

Policy 1.13.1:

The City shall require applicable best management practices for the use, handling, storage or disposal of regulated substances so as to prevent ground water contamination.

Policy 1.13.2:

The City shall continue to protect groundwater quality and quantity by regulating impervious surface coverage in its prime recharge area (Area of Critical Concern).

Policy 1.13.3:

The City shall encourage SJRWMD, FEDP and other applicable regulatory agencies to pursue additional groundwater monitoring studies on the quality of the surficial aquifer water resources within the City.

Policy 1.13.4:

The City shall make all reasonable efforts to coordinate with Brevard County and other municipalities supplying potable water to facilitate measures to protect groundwater quality and groundwater resources capacity.

Policy 1.13.5:

The City shall encourage non-regulatory groundwater and wellhead protection programs that may include, but are not limited to the following: land acquisition, land donations, purchase of development rights, and conservation easements.

Policy 1.13.6:

The City shall adhere to the FEDP wellhead protection standards as found in Rule 62-521, F.A.C.

Policy 1.13.7:

The City shall encourage existing development to use fixtures that will help in conservation of water such as low-volume shower heads and low-volume faucets. The City shall continue to provide these fixtures through programs such as toilet retrofit rebate program and shower head exchange program.

Objective 1.14: Water Conservation.

To ensure the conservation of the City's potable water source through the utilization of innovative water conservation techniques.

Policy 1.14.1:

The City shall maintain its water conservation plan. Implementation of this policy call for adherence, at a minimum, to the following criteria:

Strategy 1.14.1.1:

Shall apply to all users of water.

Strategy 1.14.1.2:

Shall be consistent with the emergency water shortage contingency plans developed by the St. Johns River Water Management District (SJRWMD).

Strategy 1.14.1.3:

Funding shall be made available for the implementation of the proposals as set forth in the Water Conservation Plan.

Policy 1.14.2:

The City shall continue operation of a water reuse system and expand this system as appropriate.

Policy 1.14.3:

The City shall encourage the use of reused water stormwater for irrigation and the use of native vegetation.

Policy 1.14.4:

The City shall meet water use demands by using water of the lowest quality acceptable for the intended application, and reused water shall be used in lieu of groundwater or surface water withdrawn for all water use applications, which do not require potable water wherever and whenever, such water is reasonably available.

Policy 1.14.5:

The City shall ensure its future water supplies through the implementation of comprehensive wellfield protection programs, which limit activities, which might degrade the quality or quantity of water from public wellfields.

Policy 1.14.6:

The City shall utilize the emergency conservation techniques in accordance with the regional water management district in times of a 'declared' severe water shortage.

Policy 1.14.7:

The City shall encourage water conservation through the use of Green building construction and site design techniques.

Policy 1.14.8:

The City shall encourage the use of rain sensors and soil moisture sensors in the education portion of the Conservation Program.

Policy 1.14.9:

The City shall ensure that all potable water service connections are metered in accordance with Titusville Ordinance Section 21-241.

Policy 1.14.10:

The City shall provide a meter replacement and calibration program.

Policy 1.14.11:

The City shall maintain a leak detection protection program in order to discover and eliminate wasteful losses of potable water from the City's distribution system.

Policy 1.14.12:

The City shall continue to promote conservation programs through education and different information tools.

Policy 1.14.13:

All new development location in the Area of Critical Concern will be required to connect to the reclaimed water system prior to occupancy, or provide dry lines for future connection.

Objective 1.15: Public Education.

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

Policy 1.15.1:

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

Policy 1.15.2:

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

Policy 1.15.3:

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

Policy 1.15.4:

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

Policy 1.15.5:

The City shall continue to educate its residents as to outside irrigation restrictions as set by code and the St. Johns River Water Management District's (SJRWMD) amended landscape irrigation rule, 40-C-2.042 Florida Administrative Code (FAC).

Policy 1.15.6:

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

Policy 1.15.7:

The City shall continue its public education and outreach in regard to stormwater management and its National Pollution Discharge Elimination System (NPDES) permit best management practices.

Policy 1.15.8:

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

Objective 1.16: Energy Conservation.

The City shall promote energy conservation measures and practices to reduce greenhouse gas emissions.

Policy 1.16.1:

The City shall reduce greenhouse gas emissions by promoting compact development and alternative transportation choices such as pedestrian, bicycling and transit.

Policy 1.16.2:

The City shall consider energy, water conservation and habitat while building for all public projects.

Policy 1.16.3:

The energy-efficiency of proposed new development shall be considered when land use and development review decisions are made.

Policy 1.16.4:

The City shall develop an incentive program for developers to promote ride sharing and/or the use of public transportation.

Policy 1.16.5:

Provide incentives to encourage the generation of local renewable energy.

Policy 1.16.6:

The City shall obtain Leadership in Energy and Environmental Design (LEEDS), or US Green Building Council's (USGBC) or Florida Green Building Coalition (FGBC) certification when constructing new City Facilities.

Policy 1.16.7:

The City shall develop an action plan to reduce greenhouse gas emissions.

INTERGOVERNMENTAL COORDINATION ELEMENT

INTERGOVERNMENTAL COORDINATION ELEMENT

GOAL 1:

The City shall ensure, through intergovernmentally coordinated policies, procedures, ordinances and legal agreements that all responsibilities and duties with which it is charged are equitable, efficiently and expeditiously carried out.

Objective 1.1:

To ensure that the plans, processes and procedures of the City are consistent and coordinated with all effective public or private agencies, which provide service in and around the corporate city limits.

Policy 1.1.1:

The East Central Florida Regional Planning Council's dispute resolution process will be relied upon to resolve conflicts with effected public or private agencies.

Objective 1.2:

To ensure that the various elements of the City's Comprehensive Plan and the implementation of said plan are consistent and coordinated with those of Brevard County and other regulatory agencies.

LAND USE ELEMENT

Policy 1.2.1:

The City shall review the issuance of development orders to ensure that established levels of service for various public facilities are maintained.

Policy 1.2.2:

Through cooperative effort with Brevard County, mechanisms shall be established so as to ensure that the City remains as the center of government and the County Seat for the County.

Policy 1.2.3:

The City shall work with Brevard County and St. Johns River Water Management District such that development regulations regarding stormwater management and flood control are compatible and effective for each jurisdiction.

Policy 1.2.4:

Through a cooperative agreement with various jurisdictions, the City shall coordinate permitting and inspecting of projects of overlapping jurisdiction.

Strategy 1.2.4.1:

The City shall endeavor to provide a formal agreement with Brevard County for the permitting and inspection of projects of overlapping jurisdiction. This specifically relates to driveways on roads not controlled by the City.

Strategy 1.2.4.2:

The City shall continue to cooperate with the St. Johns River Water Management District (SJRWMD) and Brevard County for the permitting and inspection of projects of overlapping jurisdiction. This specifically relates to stormwater management.

Strategy 1.2.4.3:

The City shall continue to cooperate with the Federal Aviation Administration regarding the permitting of projects within their jurisdiction.

TRAFFIC CIRCULATION ELEMENT

Policy 1.2.5:

The City shall actively participate in the Space Coast Transportation Planning Organization such that an adequate, safe, and efficient highway network is maintained.

Policy 1.2.6:

The City, through cooperative agreement with NASA, Space Coast Area Transit and major space center contractors/employers, shall encourage carpooling and flexible hours of employment so as to reduce the peak hour effect on major roadway systems.

Policy 1.2.7:

In cooperation with the Space Center Regional Airport authority and the FAA, the City shall ensure the Space Coast Regional Airport is utilized to its maximum capacity prior to another facility being constructed.

Policy 1.2.8:

The City shall continue to develop a comprehensive bicycle and pedestrian pathway plan through a cooperative effort with the Space Coast Transportation Planning Organization, FDOT, and Brevard County. The purpose of which is intended to provide pedestrian pathways from schools, residential, shopping and recreational area.

Policy 1.2.9:

The City shall cooperate with both Brevard County and the FDOT to develop a comprehensive beautification program including landscaping and signage.

INFRASTRUCTURE ELEMENT

Policy 1.2.10:

To ensure wastewater treatment plans, municipal wellfield and drainage improvement projects are accomplished as efficiently and expeditiously as possible, the City shall coordinate a cooperative agreement with such agencies as Brevard County, St Johns River Water Management District (SJRWMD) and the Florida Department of Environmental Protection (FDEP).

Policy 1.2.11: (Solid Waste)

The City shall coordinate with Brevard County to ensure that collection, storage and transfer of solid waste complies with Section 403.7265, F.S.

Policy 1.2.12: (Sanitary Sewer)

To ensure that projected demand for wastewater treatment is met, the City will continue to operate its existing water reclamation facilities in accordance with all applicable state and federal rules and regulations.

Policy 1.2.13:

To ensure that stormwater levels of service are met, the City shall continue preparation of basin master plan studies and complete drainage improvements as indicated in the master plans.

Policy 1.2.14:

The City shall cooperate with Brevard County and the Florida Department of ~~Health~~ Environmental Protection such that issuance of permits for all new on-site wastewater disposal is regulated and further that expansion and/or replacement of such systems will ensure compliance with appropriate regulatory requirements and water quality standards.

Strategy 1.2.14.1:

The City shall establish in its development regulations specifications which detail when the use of septic system is appropriate.

Policy 1.2.15:

In cooperation with Brevard County, the City shall ensure that all development to property within the identified Area of Critical Concern shall include provision for open space preservation requirements and stormwater regulations which maximize groundwater recharge.

Policy 1.2.16: (Water Supply Planning)

The City shall participate in the water supply planning process in conjunction with the SJRWMD and other pertinent entities, with the objective to develop a regional water supply plan that will reasonably ensure adequate quantity and quality of potable water resources needed to meet future needs without creating water use conflicts or unacceptable impacts to natural resources.

Policy 1.2.17: (Alternate water supply)

The City shall coordinate with other agencies as necessary to evaluate alternative water supply projects to ensure future water supply capacities to maintain Level of Service standards for the provision of potable water.

Policy 1.2.18: (Aquifer recharge)

The City shall cooperate with the St. Johns River Water Management District to ensure that all abandoned free-flowing artesian wells are properly documented, closed and plugged. It is not the intent of this policy to affect agricultural production or agricultural processing on properties annexed into the City.

Policy 1.2.19: (Aquifer recharge)

The City shall coordinate with the SJRWMD in regard to protection of recharge areas surrounding the surficial aquifer and shall develop intergovernmental agreements as necessary regarding aquifer protection.

Policy 1.2.20: (Water Quality)

The City shall coordinate with other governmental entities, regarding groundwater pollution, through the establishment or continuation of programs, provision of technical assistance and information, and attendance at appropriate meetings and hearings.

Policy 1.2.21:

The City shall continue to cooperate with City of Cocoa and Brevard County through interlocal agreement and urban service areas to provide efficient services to the public.

Policy 1.2.22:

The City shall maintain a water supply facilities work plan that is coordinated with SJRWMD's Regional Water Supply Plan by updating the work plan within eighteen (18) months of an update to the SJRWMD Regional Water Supply Plan that affects the City.

Policy 1.2.23:

The City shall participate in water supply development-related initiatives facilitated by the SJRWMD that affect the City.

CAPITAL IMPROVEMENTS ELEMENT

Objective 1.3:

The City shall ensure that, when implementing the various elements of the comprehensive plan, impacts are coordinated with all affected jurisdictions.

Policy 1.3.1:

The City shall coordinate with the County to adopt similar development regulations for properties within the Joint Planning Agreement Area.

Strategy 1.3.1.1:

The City shall negotiate with the County to adopt regulations similar to City requirements regarding building codes, stormwater management, aquifer protection, and development within the 100-year flood plain for properties that are potentially annexable or those which are within the Joint Planning Agreement Area.

Policy 1.3.2:

The City shall work with the County to ensure that the respective land use plans are compatible for areas within the Joint Planning Agreement Area.

Policy 1.3.3:

The City shall continue the emergency connection with Brevard County to ensure adequate potable water supply is available during emergency conditions.

Policy 1.3.4:

The City shall cooperate with the County to ensure the adequate facilities are provided for solid waste disposal.

Strategy 1.3.4.1:

When and if necessary, the City and County shall work together to improve the existing solid waste transfer station or provide a new facility elsewhere.

Policy 1.3.5:

The City shall provide the Brevard County School Board with necessary information for facilities planning and cooperate with them in establishing new facilities.

Strategy 1.3.5.1:

As the City continues to grow, the City shall transmit update demographic information and projected growth statistics as needed to the School Board.

Strategy 1.3.5.2:

When existing facilities for the School board require expansion or a new facility is necessary, the City shall assist the School Board in completing the respective facility as expeditiously as possible.

Policy 1.3.6:

Through coordination with Brevard County, the St. Johns River Water Management District and other state agencies in the implementation of the management plan for the Indian River Lagoon, consistent and coordinated management, preservation, and protection of bays, estuaries and harbors shall be ensured.

Policy 1.3.7: (Artesian wells)

The City shall encourage private property owners with free flowing artesian wells to obtain financial and technical assistance through the artesian well plugging programs of Brevard County, and the St. Johns River Water Management District.

Objective 1.4:

The City shall ensure, through cooperation and coordination with the appropriate governmental entities that adopted levels of service for City provided services are consistent with those adopted by those entities.

Policy 1.4.1:

For those services provided by the County, City, and other agencies which are mutually affected by issuance of development orders by any jurisdiction coordinating mechanisms must be provided to ensure that adopted levels of service are compatible.

Strategy 1.4.1.1:

Cooperative agreements shall be entered into between the County and City to ensure that the adopted level of service is maintained for properties outside the City limits.

Strategy 1.4.1.2:

The City and County shall work together through cooperative agreement to ensure the public health and school facilities maintain the adopted levels of service.

Strategy 1.4.1.3:

Because the City and County, in cooperative agreement, provide solid waste pick-up service for City residents, an agreement shall be pursued to ensure that the established level of service is maintained.

Strategy 1.4.1.4:

Because of certain maintenance agreements, and that City parks often are utilized by County residents and vice-versa, the City and County shall pursue an agreement to ensure that the established level of service is maintained.

Strategy 1.4.1.5:

Because development orders issued by the County and City can have an effect on the other jurisdictions level of service established for roads, an agreement shall be pursued to ensure compatibility between respective levels of service and that those adopted levels are maintained.

Policy 1.4.2:

The City shall coordinate with Brevard County to implement the annexation and development order review procedures established in the interlocal agreement regarding joint planning areas.

GOAL 2:

The City shall maintain the Brevard County Interlocal Agreement for Public School Facility Planning and School Concurrency for coordination of public education facilities for planning, developing student enrollment projections, public school siting, and the development of public school facilities concurrent with residential development and other facilities.

Objective 2.1:

The City shall maintain the Brevard County Interlocal Agreement for Public School Facility Planning and School Concurrency to ensure consistency between the City's Comprehensive Plan and associated programs and any effects on plans developed for public school facilities and public school planning.

Policy 2.1.1:

The City, through the implementation of the Brevard County Interlocal Agreement for Public School Facility Planning and School Concurrency, recognizes the Capital Outlay Committee (COC) as the monitoring group for coordinated planning and school concurrency in Brevard County.

Policy 2.1.2:

The City, in conjunction with the School District, the County, and other municipalities shall identify issues relating to public school emergency preparedness, such as:

A. The determination of evacuation zones, evacuation routes, and shelter locations.

B. The design and use of public schools as emergency shelters.

C. The designation of sites other than public schools as long-term shelters, to allow schools to resume normal operations following emergency events.

Policy 2.1.3:

The City shall annually coordinate school enrollment projections in conjunction with the School District and other local governments through the Capital Outlay Committee. The City shall adopt, by reference, the Brevard County School Board's five-year work program as part of the annual update to the Capital Improvements Element.

Policy 2.1.4:

The City, in conjunction with the School District, shall coordinate the long-range public school facilities map To ensure the Future Land Use designations established by the Comprehensive Plan allow adequate land area and locations for future school facilities.

Policy 2.1.5:

The City shall maintain the Brevard County Interlocal Agreement for Public School Facility Planning and School Concurrency by participating in the review of the Five Year District Facilities Work Program and providing comments to the School Board consistent with the Interlocal Agreement.

CAPITAL IMPROVEMENTS ELEMENT

CAPITAL IMPROVEMENTS ELEMENT

GOAL 1:

The City shall provide for needed public facilities for its existing and future residents through the use of sound fiscal policies by protecting investments in existing facilities, maximizing the use of existing facilities and promoting orderly compact urban growth.

Objective 1.1:

Capital Improvements shall be programmed to meet existing deficiencies, to accommodate desired future growth, and to replace worn out or obsolete facilities, as indicated in the five-year schedule of improvements of this element.

Policy 1.1.1:

The City shall include all projects identified in the other elements of this plan and determined to be of relatively large scale and high cost (twenty thousand dollars ($20,000) or greater), as capital improvements projects for inclusion within the five-year Schedule of Improvements of this element.

Policy 1.1.2:

The City shall, after identification and prioritization of fiscal resources, schedule and allocate funds for needed capital improvement projects in the five-year Schedule of Improvements which are designed to correct existing and future deficiencies listed in this Capital Improvements Element.

Policy 1.1.3:

The City shall seek public input for the purpose of evaluating and ranking in order of priority, the projects being proposed for inclusion in the five-year Capital Improvement Program.

Policy 1.1.4:

Proposed capital improvements projects shall be evaluated and ranked in order of priority with projects meeting the following guidelines receiving the highest priority.

a) Whether the project is needed to protect public health and safety, to fulfill the City's legal commitment to provide facilities and services, to preserve or achieve full or designed use of existing facilities, to replace or renew existing capital facilities, or to maintain the level of service standards established in this element.

b) Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost or operational and maintenance needs, provides service to developed areas lacking full service, or promotes in-fill development; and

c) Whether the project is consistent with the Future Land Use Element of this comprehensive plan and represents a logical extension of facilities and services within a designated service area.

Objective 1.2:

Public expenditures that subsidize development in high hazard coastal areas will be limited to those improvements included in the coastal management element.

Policy 1.2.1:

The City shall only expend funds in high hazard coastal areas for the replacement and renewal of existing public facilities except for increased public access to coastal resources through the provision of riverfront parks.

Policy 1.2.2:

The City shall continue to expend funds to maintain existing facilities and services at their existing capacity.

Objective 1.3:

Future development will bear a proportionate cost of facility improvements necessitated by the development in order to maintain adopted level of service (LOS) standards.

Policy 1.3.1:

New development is required, as of June 1987, by the adoption of the City's Impact Fee Ordinance, to increase its proportional contribution of the cost for new facility improvements to maintain the level of service standards by paying impact fees. These fees are coordinated with the Brevard County Impact Fees and adopted by ordinance. These fees may be amended by ordinance from time to time consistent with F.S. 163.31801.

Policy 1.3.2:

The funds collected from the impact fees shall be utilized as follows to ensure that development bears only the cost of capital facilities necessary to accommodate the proposed development:

a) Funds collected from the road impact fees shall be used for the purpose of capital Improvement to and expansion of the City, County, and State roadway network and transportation facilities within the City of Titusville. Such improvements shall be of the type as are made necessary by the new growth and new development within the City and are intended to add capacity in order to keep the road system at the adopted level of service. No funds shall be used for periodic or routine maintenance, or for improvement of local streets, accessways, driveways or alleys.

b) Funds collected from the fire and police impact fees shall be used for the purpose of providing capital land, facilities and equipment for the fire and police departments of the City of Titusville. Such capital improvements are intended to accommodate the demand for new facilities and equipment generated by new growth and new development so that the level of service existing on the effective date of the Titusville Impact Fee Ordinance can be maintained. No funds shall be used for salaries, periodic or routine maintenance, or general operating expenditures.

c) In case where jurisdiction overlaps, the City may enter into interlocal agreements with Brevard County, the State, and the Federal Government to ensure that the funds are expended consistent with this Comprehensive Plan.

Policy 1.3.3

The City may establish standards in the land development code to reduce or waive impact fees for projects that provide affordable housing, consistent with Policy 1.2.1 of the Housing Element, for households meeting the following income requirements:

a) Low Income (at or below 80% of AMI)

b) Very Low Income (at or below 50% of AMI)

c) Extremely Low Income (at or below 30% of AMI)

Policy 1.3.4

Impact fees may not be charged to current or pending permit applications submitted before the effective date of an ordinance or resolution imposing such impact fee per F.S. 163.3180(6)(h)2.b.

Policy 1.3.5

The City shall submit a financial report to the State of all impact fees charged and credited each year per F.S. 163.31801.

Policy 1.3.6

The City shall consider adopting a mobility plan and fee to fund multi-modal transportation projects.

Objective 1.4:

The City will manage its fiscal resources to ensure the provision of needed capital improvements for previously issued development orders and for future development and redevelopment.

Policy 1.4.1:

The City shall require that all facilities needed to serve development for which development orders were previously issued are available concurrent with the impacts of said development.

Policy 1.4.2:

The City shall continue to adopt a five-year capital improvement program including an annual capital budget as part of its budgeting process.

(CPA 01-1A9c)

Policy 1.4.3:

The City may transfer the unexpended balance from one fund to another fund for service provision and maintenance of surplus funds are evident, subject to applicable law.

Policy 1.4.4:

Efforts shall be made to secure grants or incentives for private funds to finance the provision of capital improvements and needed services.

Strategy 1.4.4.1:

The City shall continue to pursue the following grants and programs:

1. F.R.D.A.P. Grant for the development of park lands;
2. Land Development Regulations shall include incentives to businesses to encourage donations of lands, funds, and inventory for parks;
3. C.D.B.G. — Upgrade of housing stock and infrastructure improvements; and
4. Any other grant available to finance capital improvements.

Policy 1.4.5:

The City shall establish and implement strategies for the management of debt which, at a minimum, shall include the following:

a) Revenue bonds shall be limited to the specific revenue source capability for the type of bonds issued. This limitation requires an independent analysis of each issue to ensure adequate fiscal resources for debt service as well as operation and maintenance needs.

b) General obligation bonds shall be limited to thirty (30) percent of the ad valorem tax base pursuant to Section 128 of the City Charter.

c) Total debt service shall be analyzed as stated in (a) and (b) above as part of each annual capital improvement program update.

Objective 1.5:

Decisions regarding the issuance of development orders and permits will be based upon coordination of the development requirements included in this plan, the land development regulations, and the availability of necessary public facilities needed to support such development at the time needed as outlined in the following policies:

Policy 1.5.1: Level of Service Standards.

The City shall use the following LOS standards in reviewing the impacts of new development and redevelopment upon public facilities and as a basis for development of land development regulations by which development orders will be either approved or denied:

Potable Water	Acceptable LOS
*Titusville Service Area (includes area outside City limits which have service agreements with the City.)	Average Water Consumption Rate 81 gallons/capita/day Softening & filtration: 16 MGD

	Pumping capacity: 16 MGD Storage capacity: 3.9MGD
STORMWATER MANAGEMENT City-wide	Design Storm For site over ½ acre — 25-year frequency, 24- hour duration For sites under ½ acre — minimum retention of one inch over entire site or as above
SANITARY SEWER North Service Area South Service Area	 80 gallons/capita/day 80 gallons/capita/day
TRANSPORTATION	Arterials and Collectors (except FIHS) — LOS E Arterials (on FIHS) — LOS C
SOLID WASTE Collection (City-wide) Disposal (LOS set by utilizing Brevard County's methodology)	 8.32 lbs/capita/day 8.32 lbs/capita/day
RECREATION/OPEN SPACE Park Acreage Ratio	 8 acres of park land per 1,000 residents within the city limits
PUBLIC SCHOOLS	The City shall maintain the Brevard County Interlocal Agreement for Public School Facility Planning and School Concurrency to establish and evaluate the Level of Service standards to determine school concurrency.

(Ord. No. 50-2005, § 4, 7/26/2005: Ord. No. 48-2008, § 1, Ord. No. 5-2010, 06/8/2010, Ord. No. 6-2014, 2/11/2014; Ord. No. 44-2023, 9/26/2023)

PUBLIC SCHOOLS

The City shall maintain the Brevard County Interlocal Agreement for Public School Facility Planning and School Concurrency to establish and evaluate the Level of Service standards to determine school concurrency.

(Ord. No. 33-2008, § 3, 9/23/2008)

Policy 1.5.2: Plan Amendments.

Proposed plan amendments or request for new development or redevelopment shall be evaluated according to the following guidelines and for preservation of the intentional consistency of this Comprehensive Plan, through specific findings that the proposal will not:

a) Contribute to a condition of public hazard as described in the Potable Water, Sanitary Sewer, Solid Waste, Stormwater Management, Natural Groundwater Recharge and Coastal Management Elements;

b) Exacerbate any existing condition of public facility capacity deficits, as described in the elements of the Comprehensive Plan;

c) Generate public facility demands that may not be accommodated by capacity increases planned in the five-year Schedule of Improvements;

d) Be incompatible with future land uses as shown on the Future Land Use Map of the Future Land Use Element, and urban service areas as described in the Potable Water, Sanitary Sewer, Solid Waste, Stormwater Management, and Natural Groundwater Recharge Element;

e) If public facilities are developer provided, generate additional public facility demands based upon adopted LOS standards;

f) If public facilities are provided, in part or whole, by the demonstrated financial feasibility, subject to this element; and

g) Affect state agencies' and water management districts' facilities plans.

GOAL 2:

The City will manage a concurrency management system to evaluate the impact of the development on the level of services of the public facilities such as potable water, sanitary sewer, solid waste, drainage, transportation, and parks and recreation.

Objective 2.1: (Concurrency Management System)

The City will ensure that the issuance of a development order or development permit is conditioned upon the availability of public facilities and services necessary to serve new development through the establishment of a concurrency management system which is consistent the following policy. The City will not issue a Certificate of Occupancy for a development if the public facilities are not available.

Policy 2.1.1:

The City of Titusville shall ensure that development is permitted in a manner that will not result in a reduction in the level of service below the adopted level of service standards for the affected facility through the establishment of a concurrency management meeting the following requirements:

a. The City of Titusville shall maintain adopted level of service standards;

b. The City of Titusville shall include in the Capital Improvement Element, a plan demonstrating that adopted level of service standards will be achieved and maintained;

c. The City of Titusville shall enforce the provisions of the adopted land development regulations which specify and implement provisions of the concurrency management system.

Policy 2.1.2:

Prior to the approval of an application for a development order or functional equivalent which contains a specific plan for development, including the densities and intensities of development, a test for concurrency applying adopted level of service standards will be conducted. The following standards are hereby established to meet the City's concurrency requirements;

a) For sanitary sewer, solid waste, drainage, and potable water supply and facilities:

1. Prior to the issuance of a building permit or its functional equivalent the City of Titusville shall consult with the applicable water supplier to determine whether adequate water supplies to

serve new development will be available. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or

2. At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place and available to service new development at the time of the issuance of a certificate of occupancy or its functional equivalent.

b) For parks and recreation facilities:

1. At the time the development order or permit is issued, the necessary facilities and services are in place or under actual construction; or

2. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the acreage for the necessary facilities and services to serve the new development is dedicated or acquired by the City, or funds in the amount of the developer's share are collected; and

a) A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than one (1) year after issuance of a certificate of occupancy or its functional equivalent as provided in the City's adopted 5-year schedule of capital improvements; or

b) At the time of the development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which required the necessary facilities and services to serve the new development to be in place or under actual construction not more than one (1) year after issuance of a certificate of occupancy or its functional equivalent; or

c) At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than one (1) year after issuance of a certificate of occupancy or its functional equivalent.

c) For transportation facilities designated in the City's adopted comprehensive plan:

1. At the time a development order or permit is issued, the necessary facilities and services are in place or under construction; or

2. A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three (3) years after issuance of a certificate of occupancy or its functional equivalent as provided in the City's adopted five-year schedule of capital improvements. The schedule of capital improvements may recognize and include transportation projects included in the first three (3) years of the applicable, adopted Florida Department of Transportation five-year work program. The Capital Improvements Element must include the following policies:

a) The estimated date of commencement of actual construction and the estimated date of project completion.

b) A provision that a plan amendment is required to eliminate, defer, or delay construction of any road or mass transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the five-year schedule of capital improvements; or

3. At the time a development order or permit is issued, the necessary facilities and service are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction no more than three (3) years after the issuance of a certificate of occupancy or its functional equivalent; or

4. At the time a development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than three (3) years after issuance of a certificate of occupancy or its functional equivalent.

5. For the purpose of issuing a development order or permit, a purposed urban redevelopment project located with a defined and mapped Urban Service Area as established in the local government comprehensive plan pursuant to Section 163.3164(50), F.S., shall not be subject to the concurrency requirements of this chapter for up to one hundred ten (110) percent of the transportation impact generated by the previously existing development. For the purposes of this provision, a previously existing development is the actual previous built use which was occupied and active within a time period established in the local government comprehensive plan.

6. For the purpose of issuing a development order or permit, a proposed development may be deemed to have a de minimis impact and may not be subject to concurrency requirements, only if all of the conditions specified in subsection 163.3180(5), F.S., are met.

d) 1. The City shall maintain the Brevard County Interlocal Agreement for Public School Facility Planning and School Concurrency for evaluating Level of Service to maintain concurrency for public school facilities.

(Ord. No. 48-2008, §1, 12/9/2008)

Objective 2.2: Funding Sources.

The City shall pursue adequate funding for the construction of capital projects identified in the Capital Improvements Schedule.

Policy 2.2.1:

The following procedures shall be used to pursue adequate funding for potable water capital projects:

a. Maintain a reserve account restricted for potable water related capital projects.

b. A portion of funds collected from the Water Resources Enterprise Fund shall be reserved to complete potable water capital projects.

c. The City may use long term capital lease payments on lease purchases for capital projects identified within this Element, provided adequate debt service requirements are provided.

d. Tap-on fees may be used to fund eligible growth-related water capital projects.

Five Year Capital Improvements Schedule

Growth = G
Maintain LOS = M

5 Year Schedule of Capital Improvements for Potable Water

Table A.1 Potable Water								
Project	**FY 25**	**FY 26**	**FY 27**	**FY 28**	**FY 29**	**Total Cost**	**Funding Source**	**Growth/ Maintain Existing LOS**
Mourning Dove WTP Improvements	$4,276,000	$250,000	$1,162,000	$2,455,000	$1,612,000	$9,755,000	Rates	M
Water Distribution Improvements	$463,500	$2,059,000	$2,815,000	$4,288,000	$8,625,000	$18,250,500	Rates/Taps	M
Wellfield Improvements	$131,000	$1,274,000	$1,747,000	$2,029,000	$1,591,000	$6,772,000	Rates	M
Total	**$4,870,500**	**$3,583,000**	**$5,724,000**	**$8,772,000**	**$11,828,000**	**$34,777,500**		
Rates = Revenue from water supply rates; Taps = Fees collected for connection to the water system								

Growth = G
Maintain LOS = M

(Ord. No. 57-2023, § 1(Att. 1), 12/12/2023; Ord. No. 48-2024, § 1(Att. 1), 12/16/2024)

5 Year Schedule of Capital Improvements for Sanitary Sewer

Table A.2 Sanitary Sewer								
Project	**FY 25**	**FY 26**	**FY 27**	**FY 28**	**FY 29**	**Total Cost**	**Funding Source**	**Growth/ Maintain Existing LOS**
Septic to Sewer	$1,425,000	$4,847,000	$4,669,000	$3,380,000	$1,990,000	$16,311,000	Grant/Rates	G
Blue Heron WWTP Improvements	$1,859,000	$250,000	$250,000	$297,000	$250,000	$2,906,000	Rates	M
Lift Station Improvements	$5,557,000	$3,588,000	$0	$0	$0	$9,145,000	Rates	M
Osprey WWTP Improvements	$1,668,000	$857,000	$398,000	$407,000	$415,000	$3,745,000	Rates	M
Reuse System Improvements	$324,000	$890,000	$2815,000	$1,050,000	$1,998,000	$7,077,000	Rates	M
Sewer System Improvements	$854,000	$1,972,000	$2,649,000	$3,808,000	$4,685,000	$13,968,000	Rates/Taps/ CRA	M
CRA Utilities Infrastructure	$20,000	$50,000	$80,000	$70,000	$80,000	$300,000	CRA	M
Total	**$11,707,000**	**$12,454,000**	**$10,861,000**	**$9,012,000**	**$9,418,000**	**$53,452,000**		

Growth = G
Maintain LOS = M

(Ord. No. 57-2023, § 1(Att. 1), 12/12/2023; Ord. No. 48-2024, § 1(Att. 1), 12/16/2024)

5 Year Schedule of Capital Improvements for Public Parks and Open Space

Table A. 3 Public Parks and Open Space								
Project	**FY 24**	**FY 25**	**FY 26**	**FY 27**	**FY 28**	**Total Cost**	**Funding Source**	**Growth/ Maintain Existing LOS**
Chain of Lakes Softball Field Drainage	$30,000	$0	$0	$0	$0	$30,000	County	M
Blanton Park Renovations	$296,225	$0	$0	$0	$0	$296,225	County	M
Fox Lake Park Boat Ramp Dock Replacement	$450,000	$0	$0	$0	$0	$450,000	County	M
Riverfront Park Improvement	$84,000	$168,000	$1,763,000	$0	$0	$2,015,000	General Fund	G
Isaac Campbell Sr., Park Renovations	$130,000	$0	$0	$0	$0	$130,000	County	M
Marina Park Skate Park Lighting	$25,000	$0	$0	$0	$0	$25,000	County	M
Parrish Park Jet Ski Launch	$50,000	$0	$0	$0	$0	$50,000	County	G
Wuesthoff Park Improvements	$376,661	$0	$0	$0	$0	$376,661	County	M
Parrish Park Trailhead	$2,835,499	$0	$0	$0	$0	$2,835,499	County	G
Sand Point Park Pavillion Replacement	$731,689	$0	$0	$0	$0	$731,689	County	M
Sand Point Park Maintenance Shed	$42,620	$0	$0	$0	$0	$42,620	County	G
Singleton Tennis Court Facility Upgrades	$807,718	$0	$0	$0	$0	$807,718	County	M
Parrish Park Restroom Foundation Repairs	$110,000	$0	$0	$0	$0	$110,000	County	M
Titusville Veteran's Memorial Fishing Pier Electrical Repairs	$140,000	$0	$0	$0	$0	$140,000	County	M
Wuesthoff Park Improvements	$376,661	$0	$0	$0	$0	$376,661	County	M
Total	**$6,486,073**	**$168,000**	**$1,763,000**	**$0**	**$0**	**$8,417,073**		

City parks are maintained by the Brevard County Parks Department. The proposed Brevard County Capital Improvements Program includes several concurrency related maintenance improvements to parks within the City of Titusville for FY 2025 through FY 2029.

(Ord. No. 57-2023, § 1(Att. 1), 12/12/2023; Ord. No. 48-2024, § 1(Att. 1), 12/16/2024)

5 Year Schedule of Capital Improvements for Roads and Streets

Table A.4 Roads, Streets, and Sidewalks								
Project	**FY 25**	**FY 26**	**FY 27**	**FY 28**	**FY 29**	**Total Cost**	**Funding Source**	**Growth/ Maintain**

								Existing LOS
Annual Road Resurfacing	$1,512,000	$1,618,000	$1,732,000	$1,853,000	$1,982,000	$8,697,000	General Fund	M
Annual Sidewalk Infill	$155,000	$160,000	$165,000	$170,000	$182,000	$832,000	General Fund	M
Annual Sidewalk Repair	$221,000	$143,000	$153,000	$163,000	$175,000	$855,000	General Fund	M
Asphalt Roadway Reconstruction	$497,000	$0	$0	$0	$0	$497,000	General Fund	M
Bi-Annual PCI Review	$111,000	$0	$0	$0	$0	$111,000	General Fund	M
Concrete Roadway Reconstruction	$233,000	$0	$0	$0	$0	$233,000	General Fund	M
Gateway Landscape Improvements	$121,000	$1,240,000	$0	$0	$0	$1,361,000	General Fund	M
Harrison Street Reconstruction	$379,000	$2,461,000	$0	$0	$0	$2,840,000	General Fund	M
Mobility Plan Projects	$490,000	$2,614,000	$1,244,000	$0	$0	$4,348,000	General Fund	M
Park Ave Turn Lane	$56,000	$383,000	$0	$0	$0	$439,000	General Fund	M
Resurfacing I-95/SR9 from South of SR-50 to SR-46	$0	$31,934,055	$0	$0	$0	$31,934,055	Federal Funding	M
CRA New Sidewalks	$137,127	$150,000	$0	$0	$0	$287,127	CRA	G
Resurfacing from SR50 to E. of SR5 (US1) & SR50 @ I-95 Interchange	$12,705,754	$0	$0	$0	$0	$12,705,754	State Funding	M
Resurfacing SR-406 from I-95 to Forrell Ave	$0	$4,768,620	$0	$0	$0	$4,768,620	State Funding	M
SR5 (US1) from Railroad Bridge to Grace St	$3,012,761	$0	$0	$0	$0	$3,012,761	State Funding	M
Traffic Calming Program	$56,000	$60,000	$64,000	$69,000	$73,000	$322,000	General Fund	M
Traffic Safety Improvements	$56,000	$60,000	$64,000	$69,000	$73,000	$322,000	General Fund	M
Traffic Signal Improvements	$109,000	$240,000	$257,000	$275,000	$295,000	$1,176,000	General Fund	M
Underdrain Improvements	$234,000	$250,000	$268,000	$286,000	$307,000	$1,345,000	General Fund	M
Whiteway Expansion	$135,000	$4,374,000	$2,856,000	$0	$0	$7,365,000	General Fund	M
Whiteway System Improvements	$52,000	$0	$0	$0	$0	$52,000	General Fund	M
Total	**$20,272,642**	**$50,455,675**	**$6,803,000**	**$2,885,000**	**$3,087,000**	**$83,503,317**		
General Fund = City of Titusville General Fund								

Growth = G
Maintain LOS = M

(Ord. No. 57-2023, § 1(Att. 1), 12/12/2023; Ord. No. 48-2024, § 1(Att. 1), 12/16/2024)

5 Year Schedule of Capital Improvements for Stormwater

Table A.5 Stormwater								
Project	**FY 25**	**FY 26**	**FY 27**	**FY 28**	**FY 29Total Cost**	**Funding Source**	**Growth/ Maintain Existing LOS**	
Max Brewer Causeway Hurricane Storm Damage Reduction	$77,410	$0	$0	$0	$0	$77,410	County	M
Titusville Causeway shoreline stabilization	$3,356,192	$0	$0	$0	$0	$3,356,192	County	M
Stormwater Infrastructure (CRA)	$0	$50,000	$80,000	$70,000	$80,000	$280,000	CRA Fund	M
Tree Boxes	$895,000	$0	$0	$0	$0	$895,000	Grant	M
Hollow Glen Baffle Box	$568,000	$0	$0	$0	$0	$568,000	Grant	M
Hamilton Avenue Baffle Box	$360,000	$0	$0	$0	$0	$360,000	Grant	M
Water Quality Projects	$75,000	$100,000	$125,000	$150,000	$175,000	$625,000	SW Utility	M
Titusville Causeway Beach Restoration	$300,000	$0	$0	$0	$0	$300,000	County	M
Maintenance Projects	$300,000	$300,000	$300,000	$300,000	$300,000	$1,500,000	SW Utility	M
Total	**$5,931,602**	**$450,000**	**$505,000**	**$520,000**	**$555,000**	**$87,961,602**		
SW Utility = City of Titusville revenue from the stormwater utility								

Growth = G
Maintain LOS = M
BMAP = Basin Management Action Plan

(Ord. No. 57-2023, § 1(Att. 1), 12/12/2023; Ord. No. 48-2024, § 1(Att. 1), 12/16/2024)

5 Year Schedule of Capital Improvements for Solid Waste

Table A.6 Solid Waste								
Project	**FY 25**	**FY 26**	**FY 27**	**FY 28**	**FY 29**	**Total Cost**	**Funding Source**	**Growth/ Maintain Existing LOS**
Automated Sideloader (replacement)	$393,000	$0	$0	$0	$0	$393,000	Solid Waste	M
Front End Loader (replacement)	$356,000	$0	$0	$0	$0	$356,000	Solid Waste	M
Rearloader (replacement)	$189,500	$0	$0	$0	$0	$189,500	Solid Waste	M
Non-CDL Automated Sideloader	$266,500	$0	$0	$0	$0	$266,500	Solid Waste	G
Total	**$1,205,000**	**$0**	**$0**	**$0**	**$0**	**$1,205,000**	Solid Waste	
General Fund = City of Titusville General Fund								

Growth = G
Maintain LOS = M

(Ord. No. 57-2023, § 1(Att. 1), 12/12/2023; Ord. No. 48-2024, § 1(Att. 1), 12/16/2024)

RECREATION AND OPEN SPACE ELEMENT

RECREATION AND OPEN SPACE ELEMENT

GOAL 1:

To provide open space and recreation as an essential element needed for the betterment of the City's character and quality of urban life. The City shall plan for public use development projects when applicable (i.e., small parks, nature walks, passive recreation, etc.) and explore the funding alternatives to acquire such tracts for open space through practical means.

Objective 1.1:

The City shall ensure that the public has reasonable access to water bodies, trail systems (bicycle, pedestrian, aquatic, and equestrian trails) and all recreational opportunities and facilities.

Policy 1.1.1:

The City shall enhance and improve the accessibility of parks and recreational facilities while protecting their quality.

Strategy 1.1.1.1:

Ensuring that facilities are accessible by the handicapped (handicapped parking, ramps, etc.).

Strategy 1.1.1.2:

Developing in coordination with the Space Coast Transportation Planning Organization a comprehensive Bicycle and Pedestrian Plan to ensure the accessibility of all recreational opportunity.

Strategy 1.1.1.3:

The City shall ensure the public access to water bodies, trails systems and all recreational opportunities through access acquisition and/or requirements for access.

Strategy 1.1.1.4:

The City shall develop a Trail Plan that will analyze all the potential opportunities for future trail development and connectivity. The City will participate in intergovernmental coordination activities and partner with public and private entities to further the planned trail system.

Policy 1.1.2:

The City shall preserve existing water accessways, such as the Indian River Lagoon, Fox Lake and South Lake, and the view corridor through development controls and acquisitions.

Policy 1.1.3:

The City shall continue to develop greenways and trails and connect them to regional trails as identified.

Policy 1.1.4:

The City shall maintain and/or improve access to waterways, such as the Indian River Lagoon, Fox Lake and South Lake.

Strategy 1.1.4.1:

The City shall consider all funding mechanisms such as public referendum, grants and donations to acquire waterfront property for public use and enjoyment.

Strategy 1.1.4.2:

The City shall maintain and expand its current recreational parks along the waterfront, consistent with the Waterfront Master Plan.

Strategy 1.1.4.3:

The City shall ensure ample, functional boat ramps are adjacent to waterfront parks to meet the current and future demands of the public. The City shall take a proactive stance toward acquiring and developing additional boat ramp facilities within the City.

Policy 1.1.5

The City shall consider establishing and maintaining an inventory of green spaces and identify strategic opportunities to expand recreational access.

Policy 1.1.6

Future planning, design, and acquisition of open space shall aim to maximize the diverse functions of open space, including its role in providing recreational opportunities, protecting natural resources, enhancing community character, supporting public health, preserving scenic views, managing stormwater, and contributing to climate resilience.

Objective 1.2:

The City shall ensure that current and future open space uses are compatible and continuous with the physical characteristics of the area and with the adjacent land uses and features of the area.

Policy 1.2.1:

The City shall design parks that are compatible to various segments of the population and the ecosystem.

Policy 1.2.2:

The City shall design parks so one (1) particular use does not destroy the value of the site for other intended purposes.

Policy 1.2.3:

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

GOAL 2:

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

Objective 2.1:

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

Policy 2.1.1:

The purchase of land for parks, recreation, conservation and open space shall be based upon comprehensive and coordinated short and long term plans. The following criteria shall apply in the implementation of this policy.

Strategy 2.1.1.1:

The City shall develop a short term and long term land acquisition plan for park, recreation, conservation and open space areas.

Strategy 2.1.1.2:

Priorities will be assigned to acquire recreational land/facilities in areas identified as being deficient.

Strategy 2.1.1.3:

Potential recreational areas most vulnerable to immediate development shall be identified and given 'highest' priority for acquisition.

Strategy 2.1.1.4:

The City shall attempt to acquire or reserve future park sites and recreational areas in advance of new development to optimize locational advantages and ensure preservation for public use at the least tax payers cost.

Strategy 2.1.1.5:

The City shall attempt to acquire or reserve open space areas which would conserve or preserve certain natural, geologic, or historic resource elements, maintain natural processes, restore or enhance degraded natural areas, or protect environmentally sensitive areas.

Policy 2.1.2:

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

1. Maximum Utility — a measure of the number of recreational activities for which natural features of the site are suitable, the more possible uses of the site, the greater its suitability for park purposes.
2. Aesthetic Quality — a measure of amenity values due to the existence of steep slope, forests, water, historic association, or other identified feature.
3. Cost — a measure of land value.
4. Supply and Demand — measured as a ratio between the supply of available parks and the measure of demand for recreation taken from a survey and estimated for each of a number of subareas of the city; areas of high demand relative to supply are given higher priority.
5. Other Facilities — a measure as proximity to major existing City, County, State or Federal recreation facilities; the higher the proximity to such existing facilities, the lower the priority for a City park at the location, unless the property provided greenway and trail connectivity.
6. Accessibility — measured as proximity to people and transportation facilities; the better the accessibility, the higher the suitability of a site for a City park.
7. Threat of Loss — measured by potential for urban development; the greater the development pressure, the higher the priority to acquire the site for parkland/open space.
8. Open Space properties which have a diversity of natural resources.
9. Properties that are of ecological, historical or archaeological value.

Policy 2.1.3:

The City shall study the feasibility of publicly owned surplus property for park and open space before attempting to sell currently owned parcels.

Policy 2.1.4:

Open spaces, defined as any land, air, or water surface that affords unobstructed physical movement and is relatively free of defacing man-made structural mass, shall be provided within urbanized areas for the aesthetic, health, environmental and economic benefits. Open Space shall be provided through the utilization of the following mechanisms:

Strategy 2.1.4.1:

Acquisitions, conservation easements, donations, incentives and identification of these areas shall be by posting and located on site.

Strategy 2.1.4.2:

Each park shall have an identification located on-site.

Policy 2.1.5:

The City shall continue to promote maintenance of park land resources and recreation facilities consistent with the level of service of eight (8) acres of park land per one thousand (1,000) residents within the City limits. This level of service will be used in reviewing the impacts of new development and redevelopment upon the provision of public recreational facilities, and the inventory shall include local, state and federal parks and open space lands that are accessible to the public.

Policy 2.1.6:

The City shall establish a level of service standard for trails, bicycles and greenways as part of the City's Parks and Greenways Plan as provided for in Policy 2.5.6.

Policy 2.1.7:

The City shall require citizen participation opportunities in all recreational planning activities in order to assess perceived needs.

Objective 2.2:

The City shall encourage the provision of open space by public and private enterprise.

Policy 2.2.1:

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

- Land acquisition.
- Development of areas and facilities.
- Technical and advisory services.
- Consumer education.
- Research and planning.
- Donations and incentives.

Policy 2.2.2:

The City shall encourage the development of recreational/open space areas on private property by:

Strategy 2.2.2.1:

The City shall adopt incentives for private landowners to donate or set aside land for recreational and cultural purposes, visual corridors, and open space.

Strategy 2.2.2.2:

Education of development/real estate interests as to the benefits of providing these amenities to its prospective tenants.

Strategy 2.2.2.3:

The City shall cooperate with private developers who are attempting to provide recreational opportunity not available within the City in order to encourage its provision and to open the facility to the general public.

Objective 2.3:

The City shall participate in the coordination between all involved governmental agencies with respect to providing open space and recreational facilities and activities.

Policy 2.3.1:

Recreational programs and recreational facility development shall be effectively coordinated to provide the most cost effective services to the public. The following strategies shall apply in the implementation of this policy:

Strategy 2.3.1.1:

The City shall periodically review interlocal agreements that have been established for the provision of parks and recreational facilities and programs.

Strategy 2.3.1.2:

The City shall ensure that local planning of park and recreational facilities is coordinated with the Brevard County School Board and Brevard County.

Strategy 2.3.1.3:

The City shall encourage the development of an "ALL CHILDRENS PLAYGROUND" (designed for both normal and handicapped children).

Objective 2.4:

The City shall ensure well-managed recreational/open space area.

Policy 2.4.1:

The City shall select and maintain facility equipment and site amenities that are durable and of good quality.

Strategy 2.4.1.1:

Periodic inventories and inspections shall be conducted to evaluate the condition of facilities.

Policy 2.4.2:

The City shall locate its recreation areas in places that will get maximum uses (i.e., distribute according to density and identifiable neighborhood needs).

Policy 2.4.3:

The City shall associate or separate activities appropriately in order to sustain minimal conflicts with various groups using the recreational facility.

Policy 2.4.4:

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

Policy 2.4.5:

The City shall develop a City-wide park and greenway plan ~~by 2015~~ to link greenway, trails and park system within the City and link them to regional trails, other state parks and conservation area.

Objective 2.5: Ecotourism.

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

Policy 2.5.1:

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

Policy 2.5.2:

The City shall promote the use of sustainable construction techniques for tourism related facilities and encourage educational programs to highlight such sustainable techniques.

Policy 2.5.3:

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

PUBLIC SCHOOL FACILITIES ELEMENT

PUBLIC SCHOOL FACILITIES ELEMENT

GOAL 1:

To provide a public school system that offers a high quality educational environment, provides accessibility for all of its students, and ensures adequate school capacity to accommodate enrollment demand THROUGH the IMPLEMENTATION OF THE *INTERLOCAL AGREEMENT FOR PUBLIC SCHOOL FACILITY PLANNING AND SCHOOL CONCURRENCY.*

Objective 1.1:

Maintain and implement the Interlocal Agreement for Public School Facility Planning and School Concurrency. This agreement was adopted in June of 2014, by the Brevard County Board of County Commissioners, School Board of Brevard County, and the Cities or Towns of Cape Canaveral, Cocoa, Cocoa Beach, Grant-Valkaria, Indialantic, Indian Harbour Beach, Malabar, Melbourne, Melbourne Beach, Palm Bay, Rockledge, Satellite Beach, Titusville, and West Melbourne.

Policy 1.1.1:

If the Interlocal Agreement is terminated for any reason, the City, in coordination with the School Board of Brevard County, will adopt policies to ensure the continued provision of educational facilities within the City at Levels of Service as determined by the City and School Board of Brevard County.

Policy 1.1.2:

The City shall adopt, by reference, the Five Year District Facilities Work Program as part of the annual update to the Capital Improvements Program of the Capital Improvements Element.

Objective 1.2:

All new public schools built within the City will be coordinated with the School District to be consistent with the City's Future Land Element and Future Land Use Map designation to ensure facilities are proximate to appropriate existing and future land uses, serve as community focal points, are co-located with other appropriate public facilities, discourage urban sprawl, and will have needed supporting infrastructure.

Policy 1.2.1:

The City, in conjunction with the School District, shall jointly determine the need for, and timing of, on-site and off-site improvements necessary to support a new school.

Policy 1.2.2:

The City shall enter into an agreement with the School Board identifying the timing, location, and the party or parties responsible for the planning, constructing, operating, and maintaining off-site improvements necessary to

support a new school or school improvement to ensure that the necessary infrastructure is in place prior to or concurrent with construction.

Policy 1.2.3:

The City shall coordinate with the School District to facilitate the location of new schools which are proximate and convenient to existing residential areas, areas of projected residential growth, and require minimal additional public infrastructure.

Policy 1.2.4:

The City shall encourage the location of schools near residential areas by:

A. Assisting the School District in the identification of funding and/or construction opportunities (including developer participation or City capital budget expenditures) for sidewalks, traffic signalization, access, water, sewer, drainage and other infrastructure improvements.

B. Reviewing and providing comments on all new school sites including the compatibility and integration of new schools with surrounding land uses.

C. Elementary, middle and high schools shall be allowed in all Land use designations except Industrial, Planned Industrial Park and Conservation land use designations. Existing elementary, middle and high schools shall be considered as permitted with their respective land use designation and future elementary, middle and high schools shall be required to comply with this policy. The City of Titusville will ensure the availability of lands within these land use designations to site future public schools.

Policy 1.2.5:

The City, in conjunction with the School District, shall seek opportunities to co-locate schools with public facilities, such as parks, libraries, and community centers, as the need for these facilities is identified.

Policy 1.2.6

If land is dedicated to the City for the purposes of use as a public or charter school, the City shall provide credit towards any impact fees for public education facilities associated with the development, per F.S. 163.3180.

MEMORANDUM

City of Titusville Draft DIA Update

To: City of Titusville

From: Kimley-Horn and Associates, Inc.

Date: 8/18/2025

Subject: Memorandum for the City of Titusville Data Inventory and Analysis (DIA) Update

Population

Current Population

According to the U.S. Census Bureau's American Community Survey (ACS), the population of the City of Titusville was 49,004. This is a slight increase from the 2020 Decennial Census count of 48,789. Brevard County's American Community Survey population was 643,979 in 2023. Titusville's population is 7.6% of Brevard's total population.

Population Projections

Population projections for the next 25 years are estimated using the University of Florida's Bureau of Economic and Business Research (BEBR) and Florida Clearinghouse (Shimberg) data.

Table 1: Population Projections 2030 - 2050

	2023	2030	2035	2040	2045	2050
Titusville Projected Population (Shimberg)	49,004	52,962	54,406	55,334	55,916	56,280
Titusville Share of County Population	7.6%	7.6%	7.5%	7.3%	7.2%	7.1%
Brevard County Total Population (Shimberg)	643,979	694,602	724,597	748,303	767,692	784,500
Brevard County Total Population (BEBR)	643,979	694,600	724,600	748,300	767,700	784,500

Source: Florida Clearinghouse (Shimberg); University of Florida's Bureau of Economic and Business Research (BEBR)

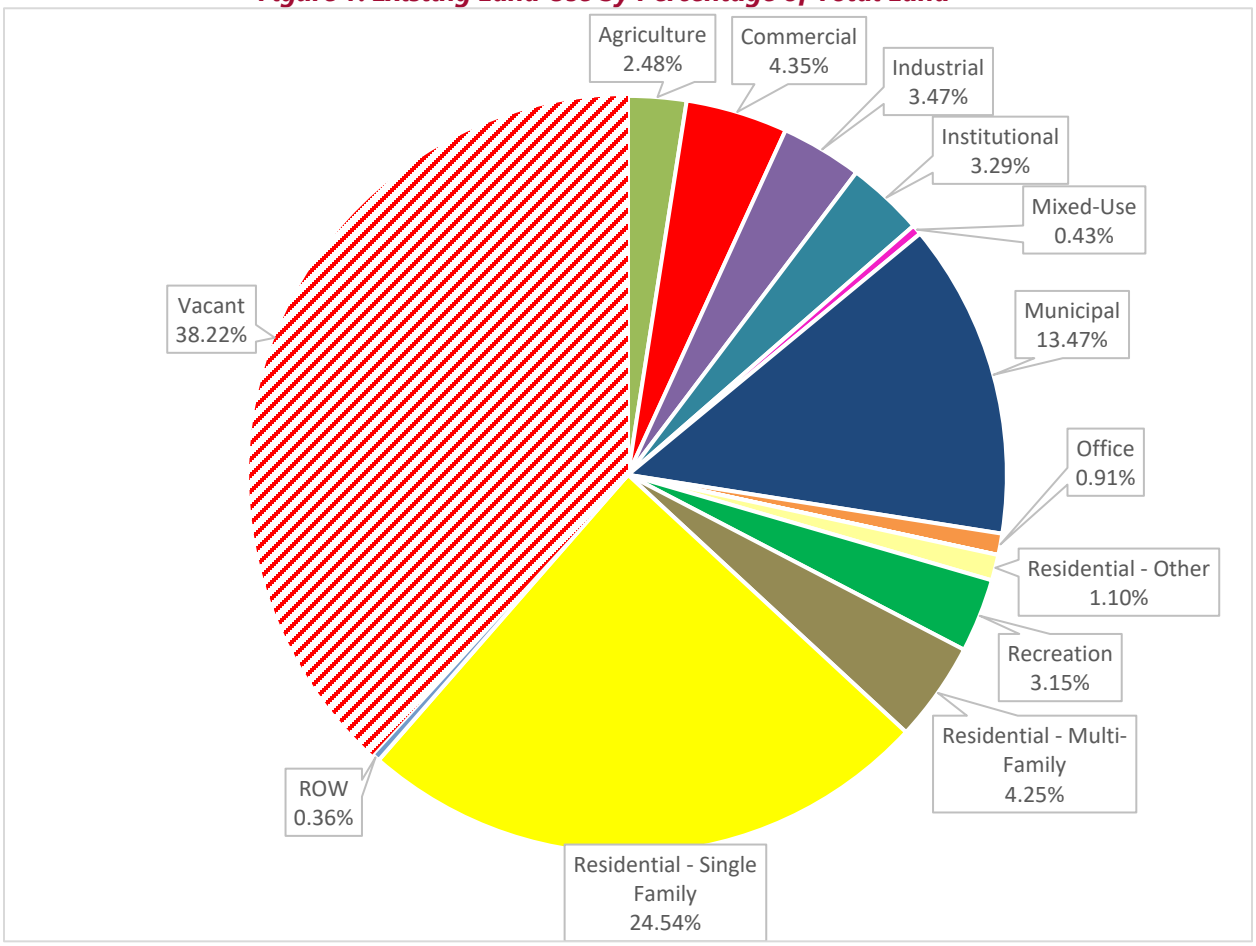
The data from BEBR only estimates the County's total population for the next 25-year planning horizon. The estimate used was the "medium" projection for the County. Table 1 above shows that the 2050 projections for BEBR and Shimberg were the same (with BEBR's number rounded to the 100s) for

the County. Because Shimberg gives projections for the City's population, the rest of the calculations within this report will use Shimberg's estimates for the City.

Existing Land Use

The existing land use in the City primarily consists of Vacant and Single-Family Residential uses. Chart 1 below is a breakdown of the existing land uses by their percentage of the total acreage within the City. Appended to this document, the Existing Land Use Map shows where those uses are within the City.

Figure 1: Existing Land Use by Percentage of Total Land



Holding Capacity

To plan for the growth of the City, a holding capacity analysis was conducted identifying vacant parcels with Future Land Use (FLU) designations that allow residential. Table 2 shows each FLU designation, the maximum number of dwelling units per acre (du/ac) allowed for that designation, and the vacant lots that currently have no development. This analysis did not account for parcels that are already developed but could be redeveloped, as well as parcels with a PUD designation. The Titusville Land Development Code defines density based on gross acreage. For this exercise, upland density was calculated to create a more conservative estimate of likely development potential. Upland acres exclude wetlands and water bodies to reflect the number of buildable acres for each lot. Based on the analysis, if the upland portions of currently vacant lots with a residential FLU designation were to be built to maximum density, the City could accommodate 10,581 more dwelling units.

Table 2: Vacant Residential FLU Parcels Development Maximum

FLU Name	Max Density (du/ac)	# of vacant lots	Max Units	Upland Acres
Downtown Mixed-Use	20[1]	36	260[2]	13.85
High Density Residential	15	268	2,190	154.92
Low Density Residential	5	346	1,193	266.42
Medium Density Residential	10	299	1,108	124.44
Residential 1	1	21	22	28.51
Residential 2	2	136	19	33.79
Regional Mixed-Use[3]	40	205	5,720	289.86
Shoreline Mixed-Use	20	2	5	0.31
Urban Mixed-Use	15	2	8	0.62
US-1 Corridor[4]	15	16	56	4.25
		1,331	10,581	916.97

1. *Maximum density can be up to 30 du/ac in 2 of the 3 subdistricts. The lesser was chosen for simplicity of the calculation. See also note 2.*

2. *This calculation does not include the density pool for the DMU-Downtown subdistrict, which can allow 2,000 additional units. Due to the small number of vacant acres in the Downtown subdistrict, new units under this provision would likely be part of redevelopment, which was not considered in this analysis.*
3. *Only 50% of the site may be any single land use in the Regional Mixed-Use designation, limiting the density to only apply to half of the acreage available. This calculation was done assuming the multi-family land use was maximized at 50%.*
4. *The Gateway Corridor Overlay allows incentive bonuses of up to 40 dwelling units per acre, along specified roadways. This overlay applies to US-1, Shoreline Mixed-Use, and Downtown Mixed-Use. Incentive bonuses were not considered in this analysis.*

Sources: Florida Clearinghouse (Shimberg); City of Titusville Florida Comprehensive Plan; Titusville GIS Data Library

Using the total number of units from the Holding Capacity calculation (10,581) and applying the average number of people per household within Brevard County of 2.3, Titusville could accommodate up to **24,336** more people by 2050. When accounting for the estimated population increase from 2023 to 2050 of 7,279 people, the City could have a housing surplus for an additional **17,057** people as shown in Table 3.

Table 3: Holding Capacity

Estimated Holding Capacity	Estimated Population Capacity (2.3 people per unit)	Projected Population Increase (Shimberg)	Surplus Capacity (Population)
10,581 units	**24,336 persons**	**7,279 persons**	**17,057 persons**

Sources: Florida Clearinghouse (Shimberg); City of Titusville Florida Comprehensive Plan; Titusville GIS Data Library

Housing

Housing Stock

The latest available data from the American Community Survey is from 2023, where the total number of existing housing units within the City of Titusville was 23,805 units. Over half of the City's units are single family homes. Based on the medium population projection provided in Table 1 above, the City anticipates 55,916 people by 2045. The current housing stock can accommodate 54,751 people based on the average household size of 2.3 people per household.

Figure 2: City of Titusville Housing Units by Type, 2023 Estimates

Geography	ACS Data Source	Single Family (1 att./detach.)	Multi-family (2 or more)	Mobile Home	Total
Titusville	2019-2023 5-Year	15,705	7,151	949	23,805

Source: Florida Clearinghouse (Shimberg)

Housing Characteristics

The ACS 2023 Estimates, provided in Figure 3 and Table 4 below, show that 14,161 units are owner occupied and 5,484 are renter-occupied.

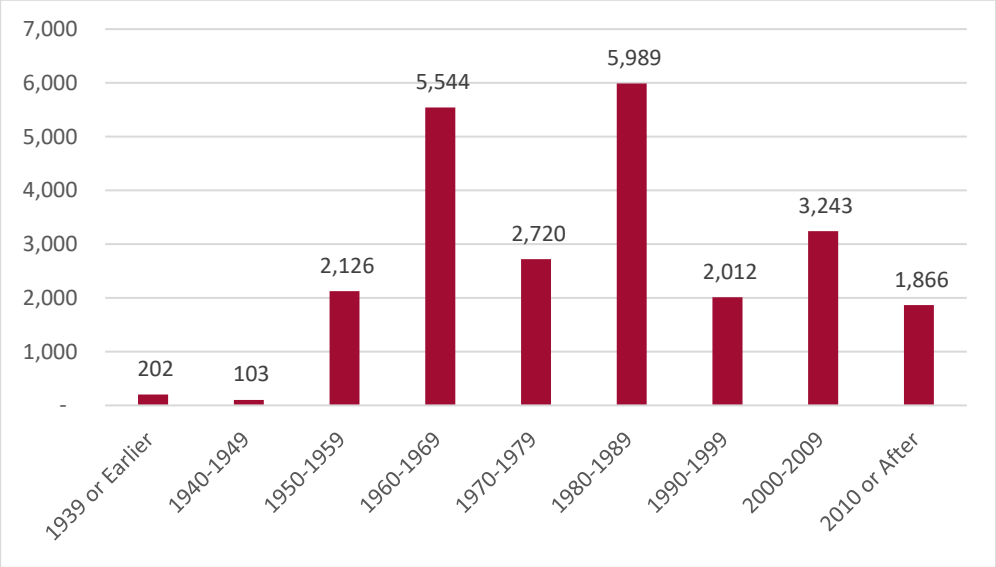
As illustrated in Table 4, 72% of households within the City are occupied by homeowners. 14,161 are owner-occupied households, and 5,484 are renter-occupied households, totaling 19,645 total. As shown in Figure 3, just over 33% of all structures within the City were built prior to 1970, and 21% built since 2000, signifying an older housing stock.

Table 4: City of Titusville Households by Tenure and Age of Householder, 2023 Estimate

Age of Householder	Owners	Renters	Homeownership Rate
15-34	1,333	1,748	43%
35-54	3,860	1,772	69%
55-64	2,631	1,017	72%
65 and older	6,337	947	87%
Total	14,161	5,484	72%

Source: Florida Clearinghouse (Shimberg)

Figure 3: City of Titusville Year Structures Built, 2023 Estimates



Source: Florida Clearinghouse (Shimberg)

Housing Cost, Value, and Affordability

According to the Department of Housing and Urban Development (HUD), housing is considered affordable if the cost, including rent and utilities, is less than 30% of total household income. When a household spends more than 30% of its gross income on housing, it is generally considered to be cost burdened. Households spending more than 50% of their gross income on housing costs are considered severely cost burdened, leaving very limited resources to spend on other needs, such as food, healthcare, childcare, and transportation.

The median household income in Titusville in 2025 was $99,000, according to the U.S. Census. The Area Median Income (AMI) provides an indicator of cost burden and is used to determine eligibility for U.S. Department of Housing and Urban Development (HUD) housing programs. As shown in Table 5, the City of Titusville has 7,442 cost-burdened households with 3,137 households being extremely cost burdened, spending more than 50% of their income on housing costs.

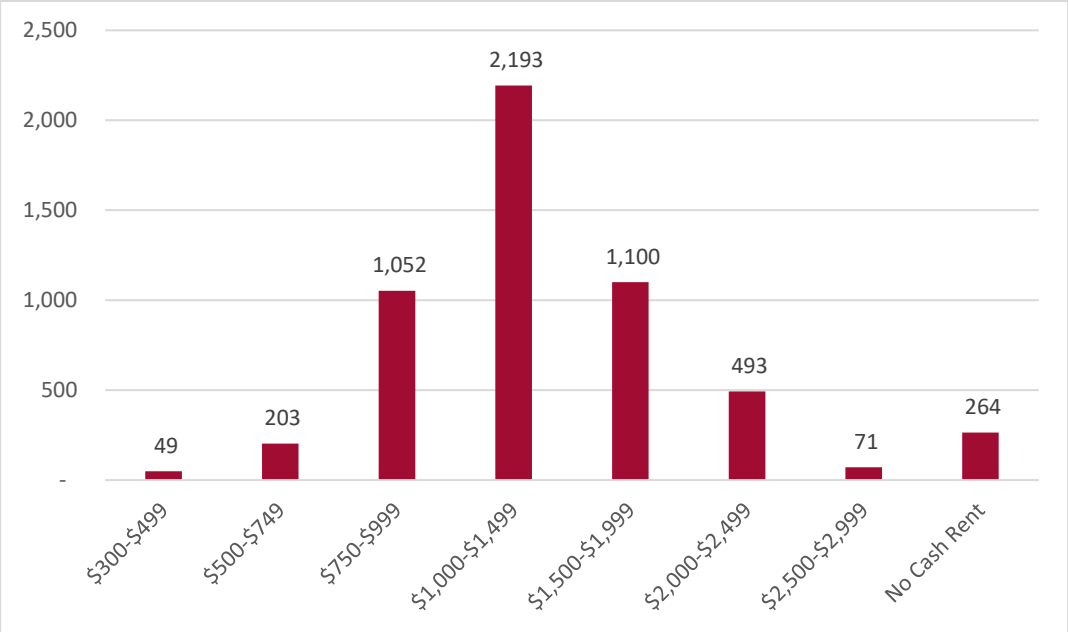
Table 5: City of Titusville Total Households, Cost Burden by Income, 2023 Estimates

	Housing Cost Burden		
Household Income	**30% or less**	**30.1-50%**	**More than 50%**
30% AMI or less	392	322	1,716
30.01-50% AMI	1,081	753	931
50.01-80% AMI	2,552	2,594	455
80.01-100% AMI	1,837	564	35
Greater than 100% AMI	8,230	72	0
Total	14,092	4,305	3,137
% Total	65%	20%	15%

Source: Florida Clearinghouse (Shimberg)

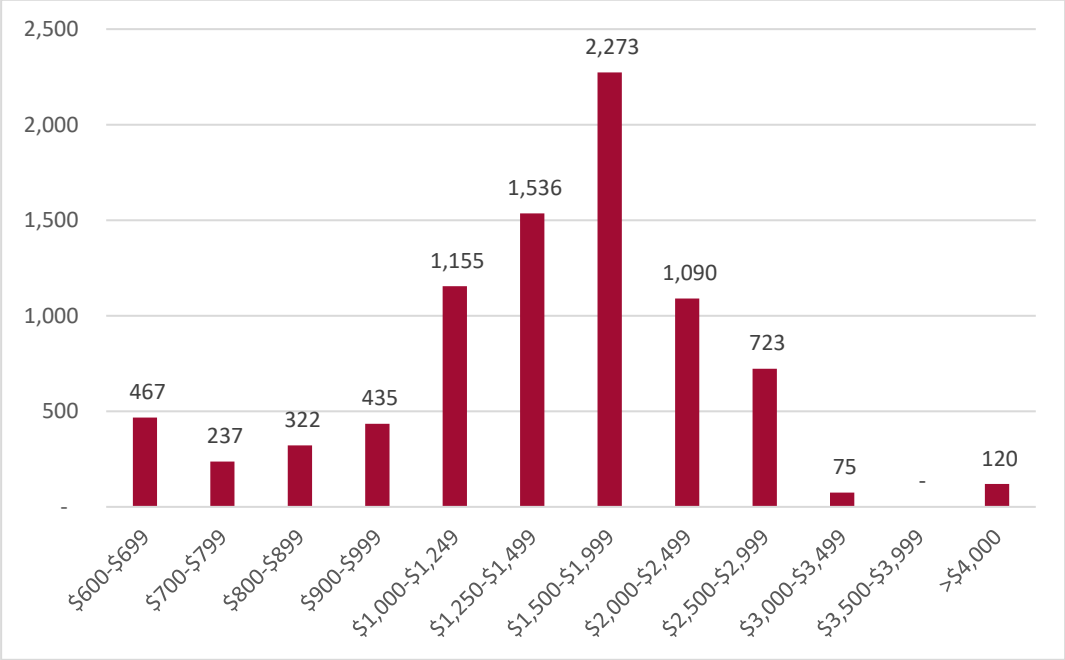
Gross rent includes rent and utilities, and monthly housing cost includes mortgages, taxes, insurance, utilities, and association fees. Approximately 60% of housing rentals within the City fall within the $1,000 - $1,999 range while 44.6% of monthly housing costs in the City fall between $1,000 to $1,999. 33% of the housing stock in the City is valued a more than $300,000.

Figure 4: City of Titusville Renter Households by Gross Rent, 2023 Estimates



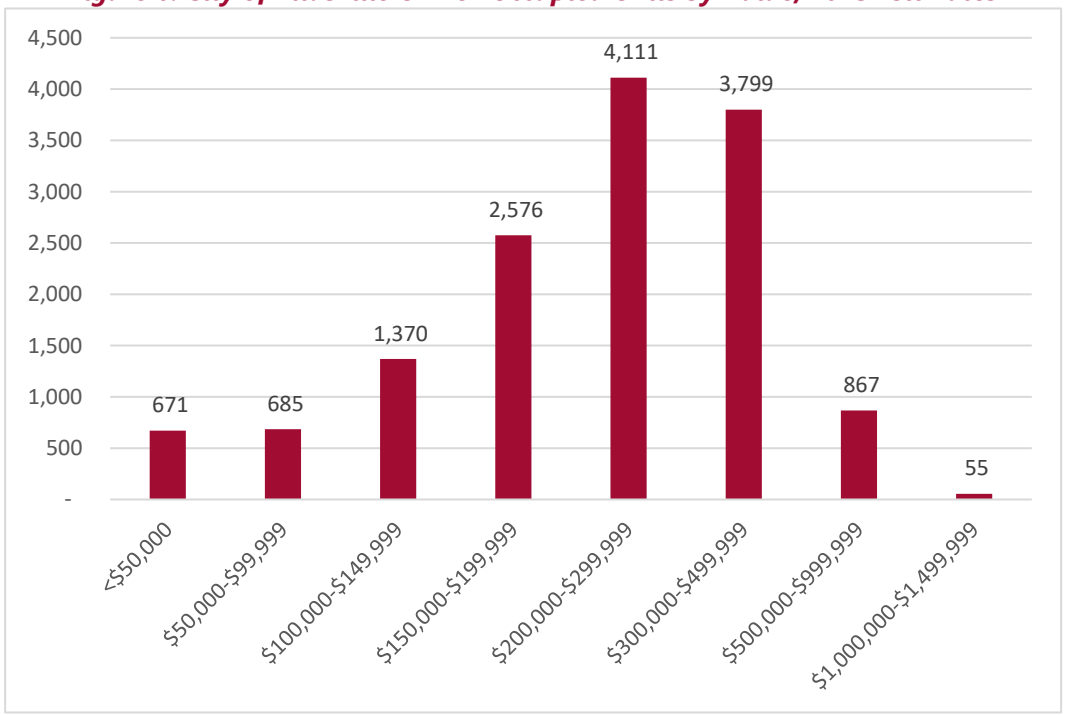
Source: Florida Clearinghouse (Shimberg)

Figure 5: City of Titusville Owner Households Monthly Housing Costs, 2023 Estimates



Source: Florida Clearinghouse (Shimberg)

Figure 6: City of Titusville Owner-Occupied Units by Value, 2023 Estimates



Source: Florida Clearinghouse (Shimberg)

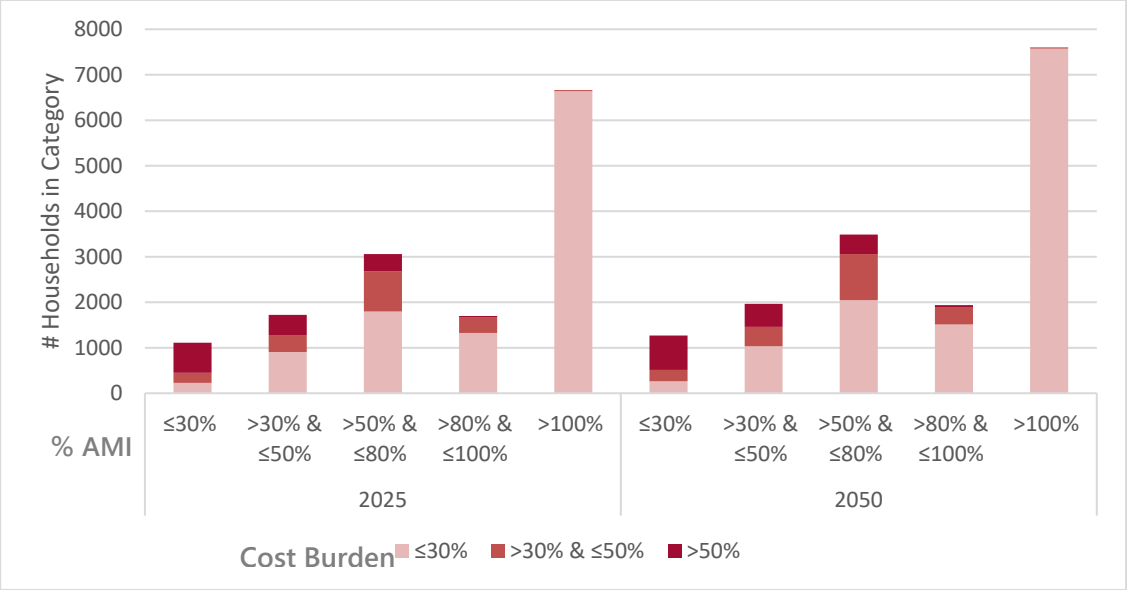
The following projections for cost-burdened households through 2050 indicate a need to provide housing for a range of income levels. The number of households which are cost burdened and severely cost burdened is expected to increase, particularly among lower-income households and renters.

Table 6: Projections in Housing Cost Burden by Area Median Income Group Among Owner Households 2025-2050

Income Group by % AMI	Household Count by Cost Burden		
	≤30%	>30% & ≤50%	>50%
2025			
≤30%	229	219	663
>30% - ≤50%	908	372	444
>50% - ≤80%	1,795	887	377
>80% - ≤100%	1326	337	36
>100%	6640	25	0
2050			
≤30%	262	250	756
>30% - ≤50%	1,035	425	506
>50% - ≤80%	2,047	1,012	430
>80% - ≤100%	1,512	384	41
>100%	7,573	29	0

Source: Florida Clearinghouse (Shimberg)

Figure 7: Projections in Housing Cost Burden by Area Median Income Group Among Owner Households 2025-2050



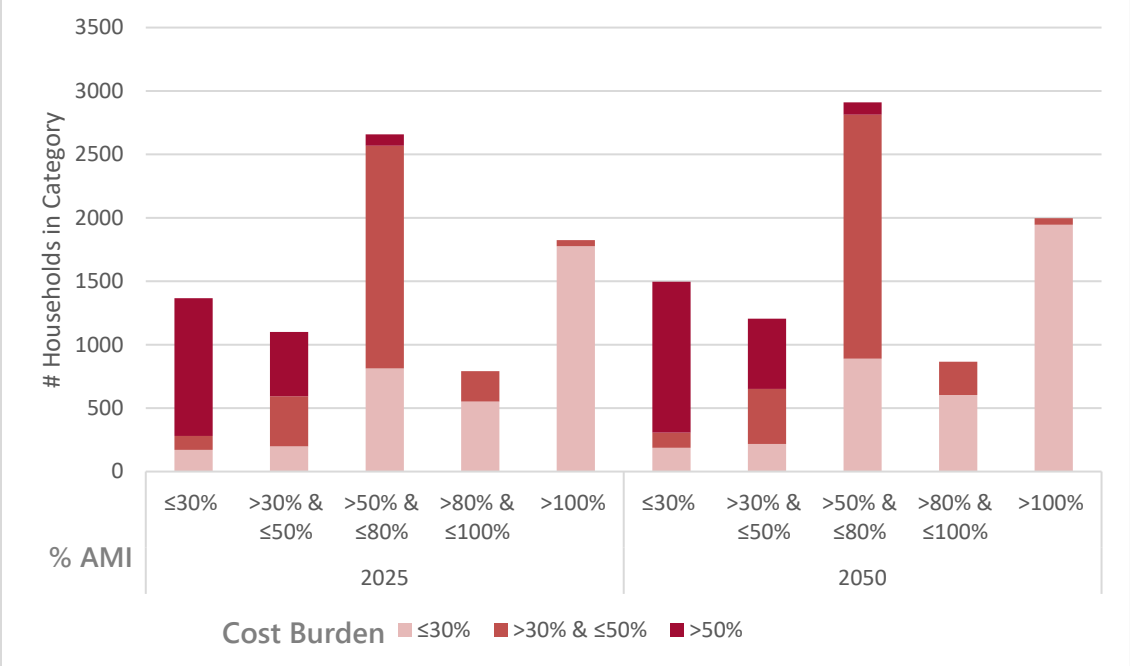
Source: Florida Clearinghouse (Shimberg)

Table 7: Projections in Housing Cost Burden by Area Median Income Group Among Renter Households 2025-2050

Income Group by % AMI	Household Count by Cost Burden		
	≤30%	>30% & ≤50%	>50%
2025			
≤30%	171	109	1,087
>30% - ≤50%	198	396	506
>50% - ≤80%	813	1,756	89
>80% - ≤100%	552	239	0
>100%	1,777	48	0
2050			
≤30%	187	120	1,189
>30% - ≤50%	217	434	554
>50% - ≤80%	890	1,923	97
>80% - ≤100%	604	262	0
>100%	1,945	52	0

Source: Florida Clearinghouse (Shimberg)

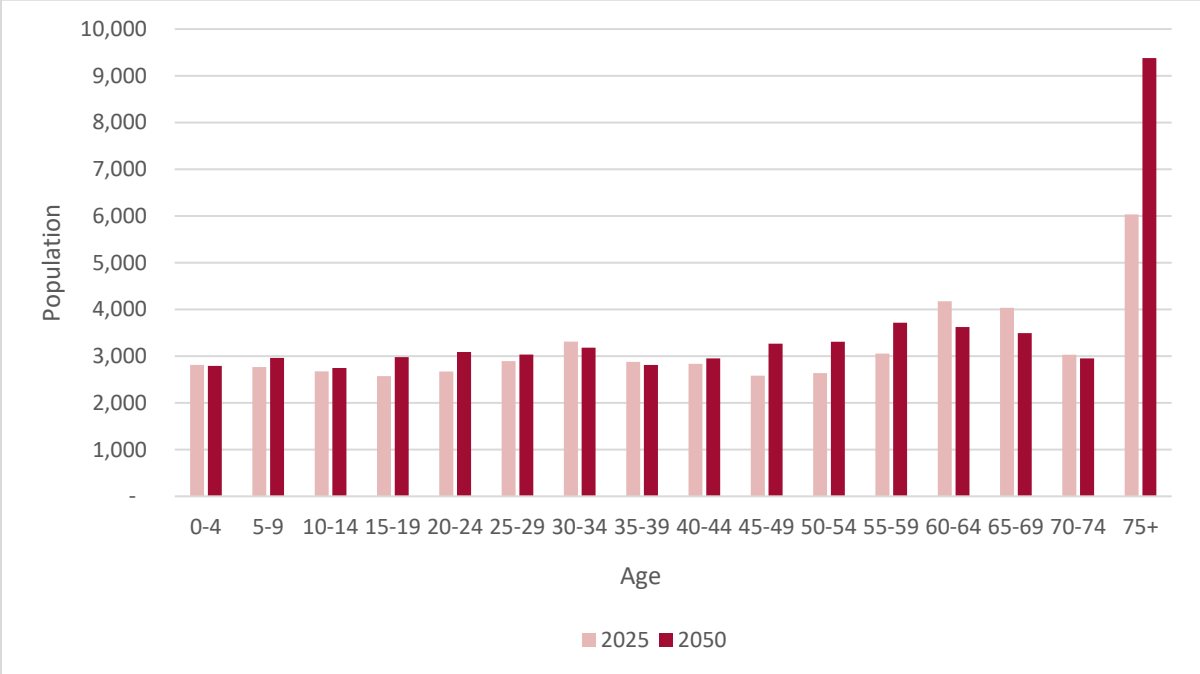
Figure 8: Projections in Housing Cost Burden by Area Median Income Group Among Renter Households 2025-2050



Source: Florida Clearinghouse (Shimberg)

Table 8 indicates a need to provide housing for a variety of age ranges, with the highest rate of increase occurring in the 75+ age group at 36%.

Figure 9: City of Titusville Population Projections by Age, 2025-2050



Source: Florida Clearinghouse (Shimberg)

Data provided by the Shimberg Center for Housing Studies breaks down substandard housing into four different categories: lack of complete kitchen facilities, lack of complete plumbing facilities, overcrowding (more than 1 person per room) and units without fuel. Table 8 provides information regarding the state of substandard housing with the most prevalent issue contributing to substandard housing is overcrowding followed by a lack of complete kitchen facilities.

Table 8: City of Titusville Substandard Housing, 2023 Estimates

Condition	# of Units	% of Units
Occupied Housing Units	23,905	-
Overcrowded (1.01 or More Persons per Room)	217	0.01%
% of Occupied Units Overcrowded	1.1	0.0%
No Fuel Used	307	0.01%
% of Occupied Units without Fuel	1.6	0.0%
Lacking Complete Kitchen Facilities	140	0.01%
% of Occupied Units without Complete Kitchen Facilities	0.6	0.0%
Lacking Complete Plumbing Facilities	-	-
% of Occupied Units without Complete Plumbing Facilities	-	-

Source: Florida Clearinghouse (Shimberg)

There are 12 assisted housing facilities within the City that provide 1,297 units. The target population for these facilities includes the elderly, families, the homeless, and persons with disabilities. Table 9 provides the full inventory of assisted housing facilities.

Table 9: City of Titusville Assisted Housing Inventory, 2023 Estimates

Development Name	Street Address	City	Zip Code	Total Units	Target Population
Apollo Gardens	2727 Demaret Drive	Titusville		84	Homeless; Persons with Disabilities
Canaveral Cove	521 Rockpit Road	Titusville	32796	68	Family
Emerald Place	1000 Tree Lane	Titusville	32780	136	Family
Highland Terrace Group Home Renovation	600 Highland Terrace	Titusville	32796	6	Persons with Disabilities
Luna Trails	1705 S. Deleon Avenue	Titusville	32780	86	Elderly; Family; Link
No Name	502 Collins Ave	Titusville	32796	134	Elderly; Family
Palmetto Ridge Estates	1202 Prairie Lane	Titusville	32780	192	Family
Park Villas	1021 South Park Avenue	Titusville	32780	160	Family
Royal Palms Senior Apts.	911 S Park Ave	Titusville	32780	96	Elderly; Family
Timber Trace - Titusville	628 Timber Trace Lane	Titusville	32780	204	Family
Titusville Towers	405 Indian River Ave	Titusville	32796	121	Elderly; Family
Tropic Hammock	417 Rock Pit Rd	Titusville	32780	10	Homeless
TOTAL				**1,297**	

Source: Florida Clearinghouse (Shimberg)

Levels of Service

Parks and Recreation Level of Service Needs

The majority of the parks within the Titusville city limits are managed by Brevard County Parks and Recreation North Division, and the Brevard County Parks Master Plan. Titusville relies on this partnership with Brevard County to meet its level of service target for parks.

As stated in the Titusville Comprehensive Plan, the target level of service for the City's parks is 8 acres per 1,000 residents. Table 10 shows the anticipated needs based on projected population increase with the targeted 8 acres per 1,000 residents. The current total acreage of parks within Titusville is 858.3 acres, according to the Brevard County Parks and Recreation Department.

Table 10: Parks and Recreation Level of Service Needs

Year	Estimated Population (Shimberg)	Level of Service (Acres per 1,000 residents)	Needed Park Acreage	Existing Park Acreage
2023	49,004	8	392.03	858.3
2035	54,406	8	435.25	858.3
2045	55,916	8	447.33	858.3
2050	56,280	8	450.24	858.3

Sources: Florida Clearinghouse (Shimberg); City of Titusville Florida Comprehensive Plan; Brevard County Parks and Recreation

Titusville currently exceeds the level of service target of 8 acres per 1,000 residents, and that level of service can still be reached with the projected population for 2050. With the 925.47 acres, the current parks within the City could serve up to 107,287 people based on the adopted level of service.

Sanitary Sewer Level of Service

The City's current comprehensive plan lists a level of service of 80 gallons per capita per day for sanitary sewer. The estimated increase in population in 2050 to 56,280 people increases the total gallons per day to 4,502,400. The City also provides out-of-city sanitary sewer service to properties within its Urban Service Area in Unincorporated Brevard County. The City utilizes two water reclamation facilities: Blue Heron and Osprey. Together, their total design capacity can handle 6.75 million gallons per day. Based on these capacities, the City will be able to meet additional demand in 2050.

Table 11: Sanitary Sewer Capacity

Year	Estimated Population	Level of Service (gallons/capita per day)	Total Capacity Needed per Level of Service	Existing Daily Capacity
2023	49,004	80	3,920,320	6,750,000
2035	54,406	80	4,352,480	6,750,000
2045	55,916	80	4,473,280	6,750,000
2050	56,280	80	4,502,400	6,750,000

Sources: Florida Clearinghouse (Shimberg); City of Titusville Florida Comprehensive Plan; City of Titusville website (Titusville.com)

Potable Water Level of Service

The City of Titusville Public Works service area for potable water includes areas outside of the City limits. The population served today is 52,389, which is an additional 1,423 people than the current City population. The current gallons per day flow from the City is 4,539,000 gallons per day.

The City's current comprehensive plan lists a level of service of 81 gallons per capita per day for potable water. The City utilizes 1 water treatment plant, 1 pumping facility, and 3 wellfields to provide 6.5 million gallons of drinking water storage per day.

Table 12: City of Titusville Potable Water Capacity

Year	Estimated Population (Shimberg)	Total Population Served	Level of Service (gallons/capita per day)	Total New Capacity Needed per LOS	Total Gallons per Day Capacity Needed	Existing Daily Capacity
2025	50,966	52,389	81		4,539,000	6,500,000
2035	54,406	55,829	81	278,640	4,817,640	6,500,000
2045	55,916	57,339	81	122,310	4,939,950	6,500,000
2050	56,280	57,703	81	29,484	4,969,434	6,500,000

Sources: Florida Clearinghouse (Shimberg); City of Titusville Florida Comprehensive Plan; City of Titusville website (Titusville.com)

Transportation Demand

The Space Coast TPO 2045 Long-range Transportation Plan (LRTP) is the most recently completed plan of needed transportation improvements for Brevard County and within City of Titusville. The plan was adopted in 2020 and the TPO's 2050 LRTP is currently in development and anticipated to be adopted in September 2025, which will involve an updated assessment of the transportation network in Brevard County.

Projects included on the 2045 LRTP Needs List were input into the Central Florida Regional Planning Model Version 7.0 (CFRPM v7) to identify network deficiencies. The CFRPM v7 relies on the 2017 National Household Travel Survey to provide updated trip generation information.

As shown in Figure 1 below, no roadways have a volume-to-capacity (v/c) greater than 1.0 at the level of service C volume threshold. Improvements to SR 405 remain a priority for the City and the TPO. A study is being conducted on SR 405 as a part of their List of Priority Projects.

Map 1



Source: Space Coast TPO 2045 Long-Range Transportation Plan

Future Land Use

2018 GOP Number	2018 GOP Language	Statutory Change / Is this GOP statutorily REQUIRED?	Recommended Language	Comments/Rationale	City Comments
OVERALL GOP COMMENTS/RECOMMENDATIONS					
Goal 1	**Growth Management and Land Uses.** **To direct growth to suitable areas and regulate land development, to provide for the location and distribution of the most appropriate density and intensity of the land while protecting the public health, safety and welfare.**				
Objective 1.4	**The City of Titusville shall ensure that the City's natural, historic and recreational resources are protected from adverse impacts of development and redevelopment on adjacent lands.**				
Policy 1.4.1	**The City of Titusville shall take steps to identify its historic resources to maximize the City's ability to protect these resources.**	**No**	The City of Titusville shall take steps to identify its historic resources to maximize the City's ability to protect these resources, including but not limited to cultural resources, artifacts, buildings, signs, infrastructure, and cemeteries.	Add detail and clarity.	
Strategy 1.4.1.1	A study shall be conducted to identify the City's historic resources prior to the implementation of Land Development regulations required by this Comprehensive Plan.	No	~~A study shall be conducted~~ The City shall continue to identify the City's historic resources prior to the implementation of Land Development regulations required by this Comprehensive Plan.		
Strategy 1.4.1.2	NEW STRATEGY	No	The City shall coordinate with State programs, such as the Historic Cemeteries Program and Historical Marker Program, to access resources to recognize and preserve the City's historic resources.	Based on public input from PZC Work Session.	
Objective 1.5	**The City shall support the natural environment through sustainable practices and conservation of natural resources.**				
Policy 1.5.8	Encourage Florida-friendly and native vegetation as the primary design element in new landscaping.	No	~~Encourage~~ Require Florida-friendly™ plant materials for all new development, prohibit the planting of invasive exotic plants, and incentivize the use of ~~and~~ native vegetation as the primary design element in new landscaping. Promote the use of plantings appropriate to the unique climatic conditions of Titusville and appropriate for the specific planting conditions to minimize maintenance and encourage plant health.	Based on recommendations from the 2024 Natural Resources Public engagement.	

Objective 1.25	**NEW OBJECTIVE**	**No**	Enhance public access, recreational opportunities, environmental quality, and amenities on the Indian River waterfront to create value for the entire City.	A new objective related to the waterfront supports the goals of Titusville Tomorrow.	
Policy 1.25.1	NEW POLICY	No	Coastal resources should be preserved, restored, and enhanced in accordance with Coastal Management Objective 1.3 to maximize public use and assure the economic viability of the Waterfront in the future.		
Policy 1.25.2	NEW POLICY	No	The City shall work with property owners, not-for-profit groups, and other interested parties to protect existing access points. Securing additional access points to the Indian River Lagoon and other recreational waterbodies should be pursued, where feasible.		
Policy 1.25.1	NEW POLICY	No	The City shall explore opportunities to expand and connect the East Coast Greenway Trail along the waterfront to create a continuous, publicly accessible corridor that accommodates pedestrians and bicyclists.		
	NEW POLICY	No	Waterfront access and recreation should be supported by complementary businesses and development areas should be enhanced by access to waterfront amenities and views.		
Policy 1.25.3	NEW POLICY	No	The City shall encourage the inclusion of public amenities such as benches, shade structures, restrooms, water fountains, and native landscaping in new waterfront development and redevelopment projects.		

Transportation

2018 GOP Number	2018 GOP Language	Statutory Change / Is this GOP statutorily REQUIRED?	Recommended Language	Comments/Rationale	City Comments
OVERALL GOP COMMENTS/RECOMMENDATIONS					
Goal 1	**A safe, convenient and energy efficient transportation system in the City of Titusville that serves the needs of all residents and visitors. The system shall promote multiple modes of transportation for goods and people to encourage stability and an improved quality of life.**				
Objective 1.3	**The City shall strive to provide variety transportation option that includes bicycle, pedestrian and public transit facilities to promote alternative modes of transportation. The City shall provide bicycle and pedestrian ways through development of plans, Land Development Regulations or development controls.**				
Policy 1.3.7	NEW POLICY	No	The City shall encourage the development of a continuous multi-use trail along the Indian River Lagoon through public-private partnerships.	A new policy for trail development supports the goals of Titusville Tomorrow.	
Objective 1.10	NEW OBJECTIVE	No	The City shall manage access to roadways in a manner that increases safety for cyclists and pedestrians, reduces vehicle trips on major roadways, and preserves the integrity of the transportation system with effective connectivity.	Establish an objective and supportive policies to address access management. Reworded from staff draft to clarify intent. Note Reducing VMT is addressed in 1.1.8.	
Policy 1.10.1	NEW POLICY	No	The City of Titusville shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect service volume, safety, and operating characteristics of transportation facilities that it impacts, considering impacts to all modes and users.	Improved access management standards can help relieve traffic congestions and improve safety.	

Policy 1.10.2	NEW POLICY	No	Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Private access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.	Reduce driveways that impact roadway function while increasing roadway connectivity at reasonable intervals.	
Policy 1.10.3	NEW POLICY	No	The creation of new streets, or private drives which are functionally equivalent to streets, that increase multi-modal connectivity consistent with intersection spacing criteria shall be preferred over the creation of driveways serving a single property or development.	Ensure connectivity. Ensure policy 1.9.2 doesn't discourage creation of new streets.	
Policy 1.10.4	NEW POLICY	No	In order to reduce access points on the street system, driveways shall be eliminated when the area served can be connected within the site.	Reducing access points improves traffic and pedestrian safety.	
Policy 1.10.5	NEW POLICY	No	A driveway over a regional trail may only be considered after all other alternatives are exhausted.	Driveways crossing regional trails should be minimized to ensure the safety of trail users.	

Housing

2018 GOP Number	2018 GOP Language	Statutory Change / Is this GOP statutorily REQUIRED?	Recommended Language	Comments/Rationale	City Comments
OVERALL GOP COMMENTS/RECOMMENDATIONS					
Goal 1	**The City of Titusville shall, through its comprehensive plan, make provision for adequate and affordable housing that meet the physical and social needs of all segments of the current and future population of the City.**				
Objective 1.1	**The City shall provide an adequate environment for a variety of housing types and price levels for all residents living in or migrating to the area.**				
Policy 1.1.4	NEW	No	The City shall enact programs and regulations to encourage the development of Accessory Dwelling Units (ADUs).	This is an added strategy to support accessory dwelling units as a method of housing	

Infrastructure					
2018 GOP Number	**2018 GOP Language**	**Statutory Change / Is this GOP statutorily REQUIRED?**	**Recommended Changes**	**Comments/Rationale**	**City Comments**
OVERALL GOP COMMENTS/RECOMMENDATIONS					
Goal 2	**The City of Titusville shall provide sanitary sewer, solid waste, drainage and potable water facilities and services to meet existing and projected demands identified in this plan.**				
Objective 2.5	**To ensure public utilities are available at the established level of service standards, the following projects will be undertaken:**				
Policy 2.5.3	NEW		The City shall require that all properties with a density of more than one septic system per acre connect to the centralized sanitary sewer system when capacity becomes available for the respective area, in compliance with the Florida Department of Environmental Protection guidelines. On lots of 1 acre or less, if a centralized sewer system is not available, only wastewater treatment systems, including enhanced nutrient-reducing onsite sewage treatment and disposal systems, that achieve at least 65 percent nitrogen reduction are authorized, per Section 373.811(2), Florida Statutes.	Adding a requirement for centralized sewer for new developments complies with FDEP and is standard for comprehensive plans in other municipalities	

Coastal Management

2018 GOP Number	2018 GOP Language	Statutory Change / Is this GOP statutorily REQUIRED?	Recommended Changes	Comments/Rationale	City Comments
OVERALL GOP COMMENTS/RECOMMENDATIONS					
Goal 2	**To provide for public safety in the coastal high-hazard area and to limit public expenditure in areas subject to destruction by natural disasters, while providing for the long-term accessibility, economic viability, neighborhood stability, and environmental integrity of these unique resources**				
Objective 2.1	**The coastal storm area shall include the following areas:** **1. The Coastal High Hazard Area (CHHA), defined as the area projected by the Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model to be inundated from a category one hurricane, as reflected in the most recent Storm Surge Zone Atlases of the Florida Department of Emergency Management.** **2. Areas of the City projected to be inundated by sea-level rise as early as the year 2040 and through 2100 based on maps developed by the City using the University of Florida GeoPlan Center Sea Level Scenario Sketch Planning Tool.**	No	The coastal storm area shall include the following areas: 1. The Coastal High Hazard Area (CHHA), defined as the area projected by the Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model to be inundated from a category one hurricane, as indicated ~~reflected~~ in the most recent ~~Storm Surge Zone Atlases of the Florida Department of Emergency Management.~~ Statewide Regional Evacuation Study. 2. Areas of the City projected to be inundated by sea-level rise as provided in the East Central Florida Regional Resilience Action Plan (Coastal). ~~early as the year 2040 and through 2100 based on maps developed by the City using the University of Florida GeoPlan Center Sea Level Scenario Sketch Planning Tool.~~	Based on recommendations from ECFRPC provided in 2021.	
Goal 5	**The City shall accomplish post-disaster redevelopment in a manner that shall minimize public and private vulnerabilities to future disasters.**				
Objective 5.1	**Post-disaster redevelopment shall be governed by all applicable codes and standards as well as complying with applicable state and county construction regulations.**				
Policy 5.1.2	Temporary-building moratoriums may be declared in the coastal storm area when 50% or more of the homes have been destroyed in order to assess impacts and feasibility of redevelopment.	Yes	~~Temporary-building moratoriums may be declared in the coastal storm area when 50% or more of the homes have been destroyed in order to assess impacts and feasibility of redevelopment.~~	Removal in accordance with SB 180 which prohibits building moratoriums after storms	

Conservation					
2018 GOP Number	**2018 GOP Language**	**Statutory Change / Is this GOP statutorily REQUIRED?**	**Recommended Changes**	**Comments/Rationale**	**City Comments**
OVERALL GOP COMMENTS/RECOMMENDATIONS					
Goal 1	**To preserve and enhance the quality of the natural environment through preservation, conservation, and appropriate management of the vital natural resources, including air, water (both potable and surface), biotic and factors that affect energy conservation.**				
Objective 1.2	**The City shall preserve and protect trees and native vegetation.**				
Policy 1.2.1	Assure the maintenance and conservation of trees and native vegetation within the City, through the continued maintenance of trees within City properties and through the site plan review process for new development.				
Strategy 1.2.1.2	Landscape plans and plant materials required of new development shall promote the use of native plant species and avoid the planting of exotic plants known to create nuisances.	No	~~Landscape plans and plant materials required of new development~~ The City shall promote the use of native plant species in new landscape installation and prohibit the planting of invasive exotic plants. ~~avoid the planting of exotic plants known to create nuisances.~~	Strengthen and clarify language.	
Policy 1.2.6	NEW POLICY	No	The City shall develop and maintain an Urban Forest Management Plan to support the expansion of the City's urban tree canopy.	Based on recommendations from the 2024 Natural Resources Public engagement.	
Strategy 1.2.6.1	NEW STRATEGY	No	The City shall continue to pursue the Tree City USA "Growth Award" annually through enhanced tree preservation and planting.	Based on recommendations from the 2024 Natural Resources Public engagement.	
Objective 1.6	**To encourage the preservation/protection of wetlands according to their function by implementing programs both locally and in conjunction with other governmental entities, toward this effort:**				
Policy 1.6.8	NEW POLICY	No	The City shall consider a study to research and incorporate best practices to conserve wetlands based on quality and importance within the wetland system.	Based on recommendations from the 2024 Natural Resources Public engagement and ECFRPC provided in 2021.	

Intergovernmental Coordination

2018 GOP Number	2018 GOP Language	Statutory Change / Is this GOP statutorily REQUIRED?	Recommended Language	Comments/Rationale	City Comments
OVERALL GOP COMMENTS/RECOMMENDATIONS					
Goal 1 (Intergovernmental Coordination)	**The City shall ensure, through intergovernmentally coordinated policies, procedures, ordinances and legal agreements that all responsibilities and duties with which it is charged are equitable, efficiently and expeditiously carried out.**				
Objective 1.2	**To ensure that the various elements of the City's Comprehensive Plan and the implementation of said plan are consistent and coordinated with those of Brevard County and other regulatory agencies.**				
Policy 1.2.14	The City shall cooperate with Brevard County and the Florida Department of Health such that issuance of permits for all new on-site wastewater disposal is regulated and further that expansion and/or replacement of such systems will ensure compliance with appropriate regulatory requirements and water quality standards.	Yes	The City shall cooperate with Brevard County and the Florida Department of ~~Health~~ Environmental Protection such that issuance of permits for all new on-site wastewater disposal is regulated and further that expansion and/or replacement of such systems will ensure compliance with appropriate regulatory requirements and water quality standards.	Need to change language in Policy 1.2.14 from Department of Health to DEP.	

Capital Improvements

2018 GOP Number	2018 GOP Language	Statutory Change / Is this GOP statutorily REQUIRED?	Recommended Language	Comments/Rationale	City Comments
OVERALL GOP COMMENTS/RECOMMENDATIONS					
Goal 1	**The City shall provide for needed public facilities for its existing and future residents through the use of sound fiscal policies by protecting investments in existing facilities, maximizing the use of existing facilities and promoting orderly compact urban growth.**				
Objective 1.3	**Future development will bear a proportionate cost of facility improvements necessitated by the development in order to maintain adopted level of service (LOS) standards**				
Policy 1.3.1	New development is required, as of June 1987, by the adoption of the City's Impact Fee Ordinance, to increase its proportional contribution of the cost for new facility improvements to maintain the level of service standards by paying impact fees. These fees are coordinated with the Brevard County Impact Fees and adopted by ordinance. These fees may be amended by ordinance from time to time.	No	New development is required, as of June 1987, by the adoption of the City's Impact Fee Ordinance, to increase its proportional contribution of the cost for new facility improvements to maintain the level of service standards by paying impact fees. These fees are coordinated with the Brevard County Impact Fees and adopted by ordinance. These fees may be amended by ordinance from time to time consistent with F.S. 163.31801	The statue places limits on the time and the amount that fees may be amended. (Not more than 25% of current rate in 2 annual increments, or up to 50% in 4 annual installments.) Adding a reference to statute is intended to help planners understand how impact fees can be updated.	
Policy 1.3.3	NEW Policy	No	The City may establish standards in the land development code to reduce or waive impact fees for projects that provide affordable housing consistent with the policies of the Housing Element.	This language enables the City to provide an exception or waiver for an impact fee for the development or construction of affordable housing.	
Policy 1.3.4	NEW Policy	No	Impact fees may not be charged to current or pending permit applications submitted before the effective date of an ordinance or resolution imposing such impact fee per F.S. 163.3180(6)(h)2.b.	Ensures that impact fees may not be charged to current or pending permit applications submitted before the effective date of an ordinance or resolution imposing such impact fee.	

Policy 1.3.5	NEW Policy	No	The City shall submit a financial report to the State of all impact fees charged and credited within each year, per F.S. 163.31801	Consider adding a policy to Objective 1.3 addressing the need to add an annual financial report to the State, as the annual report is required.	
Policy 1.3.6	NEW Policy	No	The City shall consider adopting a mobility plan and fee to fund multi-modal transportation projects.	F.S. 163.31801 authorizes local governments to adopt an alternative mobility plan and mobility fees.	

Recreation and Open Space

2018 GOP Number	2018 GOP Language	Statutory Change / Is this GOP statutorily REQUIRED?	Recommended Language	Comments/Rationale	City Comments
OVERALL GOP COMMENTS/RECOMMENDATIONS					
Goal 1	**To provide open space and recreation as an essential element needed for the betterment of the City's character and quality of urban life. The City shall plan for public use development projects when applicable (i.e., small parks, nature walks, passive recreation, etc.) and explore the funding alternatives to acquire such tracts for open space through practical means.**				
Objective 1.1	**The City shall ensure that the public has reasonable access to water bodies, trail systems (bicycle, pedestrian, aquatic, and equestrian trails) and all recreational opportunities and facilities**				
Policy 1.1.5	NEW POLICY	No	The City should consider establishing and maintaining an inventory of green spaces and identify strategic opportunities to expand recreation access.	Based on recommendations from the 2024 Natural Resources Public engagement.	
Policy 1.1.6	NEW POLICY	No	Future planning, design, and acquisition of open space shall aim to maximize the diverse functions of open space, including its role in providing recreational opportunities, protecting natural resources, enhancing community character, supporting public health, preserving scenic views, managing stormwater, and contributing to climate resilience.	Based on recommendations from ECFRPC provided in 2021.	

Public School Facilities

2018 GOP Number	2018 GOP Language	Statutory Change / Is this GOP statutorily REQUIRED?	Recommended Changes	Comments/Rationale	City Comments
OVERALL GOP COMMENTS/RECOMMENDATIONS					
Goal 1	**To provide a public school system that offers a high quality educational environment, provides accessibility for all of its students, and ensures adequate school capacity to accommodate enrollment demand THROUGH the IMPLEMENTATION OF THE INTERLOCAL AGREEMENT FOR PUBLIC SCHOOL FACILITY PLANNING AND SCHOOL CONCURRENCY.**				
Objective 1.2	**All new public schools built within the City will be coordinated with the School District to be consistent with the City's Future Land Element and Future Land Use Map designation to ensure facilities are proximate to appropriate existing and future land uses, serve as community focal points, are co-located with other appropriate public facilities, discourage urban sprawl, and will have needed supporting infrastructure.**				
Policy 1.2.6	NEW Policy	No	If land is dedicated to the City for the purposes of use as a public or charter school, the City shall provide credit towards any impact fees for public education facilities associated with the development, per F.S. 163.3180	Aligns with requirements related to proprtionate-share mitigation.	

CITY OF TITUSVILLE
NOTICE OF PUBLIC HEARINGS
EVALUATION AND APPRAISAL REPORT OF THE CITY'S COMPREHENSIVE PLAN

10/2/25
PT.

PLEASE TAKE NOTICE that the City of Titusville will conduct two public hearings on the *Evaluation and Appraisal Report (EAR)* document, prior to the transmittal of the document to the Florida Department of Commerce, in compliance with the *Florida Statutes*.

The public hearings will be held on **Wednesday, October 8, 2025 at 6:00 p.m.** with the Planning and Zoning Commission acting as Local Planning Agency and on **October 28, 2025 at 6:30 p.m.** with the City of Titusville City Council. The public hearings will be held in the Council Chamber on the second floor of City Hall, 555 S. Washington Avenue, Titusville, FL 32796.

Interested parties may appear at said meetings and be heard with respect to the Evaluation and Appraisal Report (EAR) for the City of Titusville's Comprehensive Plan. Public comment cards will be available at the public hearings as well as through the Community Development Department.

The public may inspect the Evaluation and Appraisal Report in the Planning and Community Development Department located at the City of Titusville, City Hall, 555 South Washington Avenue, Titusville, Florida 32796. For more information, contact the Community Development Department at (321) 567-3782.

Any person who decides to appeal any decision of the City Council or the Planning and Zoning Commission acting as Local Planning Agency with respect to any matters being considered at these meetings will 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 request that the physically handicapped person desires to attend the meeting to the City Clerk's Office.

Wanda F. Wells, MMC, City Clerk, City of Titusville
555 South Washington Avenue
Post Office Box 2806
Titusville, Florida 32781-2806
Phone 321-383-5774
Fax 321-383-5704

FTI-42869802

Florida Today
10/2/25
PJ.

CITY OF TITUSVILLE NOTICE OF PUBLIC HEARINGS EVALUATION AND APPRAISAL REPORT OF THE CITY'S COMPREHENSIVE PLAN

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FT-42680602

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Small Scale Amendment (SSA) Application No. 5-2025 - Sunset Development**

Department/Office: Planning

Recommended Action:
This item will be rescheduled and re-advertised.

Summary Explanation & Background:

Alternatives:

Item Budgeted:

Source/Use of Funds/Budget Book Page:

Strategic Plan:

Strategic Plan Impact:

ATTACHMENTS:
None

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Small Scale Amendment (SSA) Application No. 6-2025 - Annexation, Small Scale Comprehensive Plan Map Amendment, and Rezoning of Golden Knights Boulevard Industrial**

Department/Office: Planning

Recommended Action:

Conduct the public hearing and second reading of ordinances for SSA No. 6-2025 to Annex, Small Scale Comprehensive Plan Map Amendment, and Rezone the property located at Golden Knights Boulevard.

Ordinance No. 32-2025 amending Section 7, Chapter 63-2001, Laws of Florida, special acts of 1963, by annexing certain property located south of Golden Knights Blvd and east of Tico Road having parcel ID numbers: 23-35-02-01-*-90, and 23-35-02-01-*-77 to be included within the City limits; providing for severability; providing for repeal of conflicting ordinances and providing for an effective date. This is a legislative item.

Ordinance No. 33-2025 amending the Code of Ordinances by amending Ordinance No. 60-1988, which adopted the Comprehensive Plan of the City of Titusville, by amending the future land use map, by changing the land use designation on approximately 9.18+/- acres of property located south of Golden Knights Blvd and east of Tico Road, having Brevard County parcel ID numbers 23-35-02-01-*-90, and 23-35-02-01-*-77, from the Industrial (Brevard County) future land use designation to the Industrial (City of Titusville) future land use designation; providing for severability; providing for repeal of conflicting ordinances; and providing for an effective date. This is a legislative item.

Ordinance No. 34-2025 Amending Ordinance No. 5-1993 of the City of Titusville, by amending the zoning map made a part of said ordinance by reference by changing the Light Industrial (IU) (Brevard County) zoning district to the Industrial (M-2) zoning district on approximately 9.18+/- acres of property located south of Golden Knights Blvd and east of Tico Road, having Brevard County parcel ID numbers 23-35-02-01-*-90, and 23-35-02-01-*-77; providing for severability; providing for repeal of conflicting ordinances; and providing for an effective date. This is a quasi-judicial item.

At their regular meeting on October 8, 2025, the Planning and Zoning

Commission, acting as the Local Planning Agency, recommended the following: (1) Approval of the annexation of 9.18+/- acres, 7-0; (2) Approval of the Comprehensive Plan Land Use Amendment from Industrial (Brevard County) to the City's Industrial Future Land Use designation, 7-0; and (3) approval of the rezoning from Light Industrial IU (Brevard County) to the City's Industrial (M-2) zoning district, 7-0.

Summary Explanation & Background:

The Applicant is requesting a voluntary annexation and Small-Scale Comprehensive Plan Amendment (SSA) with rezoning on 9.18+/- acres of land. The subject property is made up of two (2) parcels within Unincorporated Brevard County and is currently vacant. The property is situated south of Golden Knights Boulevard and east of Tico Road. The property has a FLU designation of Industrial (Brevard County) and is zoned Light Industrial IU (Brevard County). The intent of the request is to change both parcels to the city's Industrial future land use category and Industrial (M-2) zoning district. A concept plan was not provided as part of the request.

The Industrial future land use designation has a minimum floor area ratio (FAR) of 1.0, which will provide a buildout potential of approximately 399,880 sq. ft. Impacts on the surrounding area may be mitigated by performance standards described in the M-2 zoning district, including increased building setbacks that must be increased for each foot above 50 feet in height [Sec. 28-318]. In addition, the property is also located within an airport height notification zone and is required to obtain either a variance or approval from the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT) in order to allow structures or buildings over 25 feet in height [Sec. 29-144(b)]. This should ensure that buildings and structures maintain an appropriate and safe distance from the Space Coast Regional Airport and other adjacent properties. All developments must adhere to all other performance standards, such as the minimum landscape yard buffers, screening, lighting, and noise regulations.

Industrially zoned lands provide jobs and economic diversity; however, they are generally difficult to zone due to compatibility and nuisance impacts on surrounding areas. The proposed Industrial (M-2) zoning district allows more uses than the existing light industrial zoning (County). The city has the opportunity to add more flexibility to the allowable industrial and commercial uses, which will help facilitate the development of vacant and/or underutilized industrial property.

Alternatives:

1. Adopt the ordinances.
2. Adopt the ordinances with changes.
3. Do not adopt the ordinances.

Item Budgeted:
NA

Source/Use of Funds/Budget Book Page:
NA

Strategic Plan:

Strategic Plan Impact:

ATTACHMENTS:
1. Staff Report
2. ANX Application
3. SSA Application
4. REZ Application
5. Applicant Narrative
6. ANX Ordinance
7. FLU Ordinance
8. REZ Ordinance
9. Survey
10. Maps
11. Concurrency Assessment
12. Environmental Assessment Report - REDACTED
13. Business Impact Estimate_SSA 6-2025 BIE ANX
14. Business Impact Estimate SSA 6-2025 BIE FLU
15. Business Impact EstimateSSA 6-2025 BIE REZ
16. Legal Ad 1 of 2 _10-2-2025
17. Legal Ad 2 of 2_10-9-2025
18. Survey

City of Titusville

Planning Department Staff Report

Annexation, Small Scale Comprehensive Plan Map Amendment, and Rezoning

SSA #6-2025 Golden Knights Boulevard Industrial

Meeting Dates:

Commission/Council	Meeting dates
Planning and Zoning Commission	October 8, 2025
City Council First Ordinance Reading	October 14, 2025
City Council Public Hearing	October 28, 2025

Prepared By: Christie Anderson, AICP, Senior Planner

Applicant(s): Jean Abi-Aoun, P.E. on behalf of Kennedy of Titusville

Applicant's Request: **ANX:** Annex 9.18+/- acres of property south of Golden Knights Boulevard and east of Tico Road having Parcel I.D.s: 23-35-02-01-*-90, and 23-35-02-01-*-77.

SSA: Amend the Comprehensive Plan Future Land Use Map by changing the future land use designation on 9.18+/- acres of property from the current Industrial (Brevard County) to Industrial (City of Titusville).

REZ: Amend the zoning map by changing the Light Industrial IU (Brevard County) zoning district to the Industrial (M-2) zoning district on 9.18+/- acres of property.

Staff Recommendation: **ANX:** Approve the annexation of 9.18+/- acres

SSA: Approve the comprehensive plan land use amendment from Industrial (Brevard County) to the City's Industrial future land use designation

REZ: Approve the rezoning from Light Industrial IU (Brevard County) to the City's Industrial (M-2) zoning district.

BACKGROUND INFORMATION

The Applicant is requesting a voluntary annexation and Small-Scale Comprehensive Plan Amendment (SSA) with rezoning on 9.18+/- acres of land. The subject property is made up of two (2) parcels within Unincorporated Brevard County and is currently vacant. The property is situated south of Golden Knights Boulevard and east of Tico Road. The property has a FLU designation of Industrial (Brevard County) and is zoned Light Industrial IU (Brevard County). The intent of the request is to change both parcels to the city's Industrial future land use category and Industrial (M-2) zoning district. A concept plan was not provided as part of the request.

The Industrial future land use designation has a minimum floor area ratio (FAR) of 1.0, which will provide a buildout potential of approximately 399,880 sq. ft. Impacts on the surrounding area may be mitigated by performance standards described in the M-2 zoning district, including increased building setbacks that must be increased for each foot above 50 feet in height [Sec. 28-318]. In addition, the property is also located within an airport height notification zone and is required to obtain either a variance or approval from the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT) in order to allow structures or buildings over 25 feet in height [Sec. 29-144(b)]. This should ensure that buildings and structures maintain an appropriate and safe distance from the Space Coast Regional Airport and other adjacent properties. All developments must adhere to all other performance standards, such as the minimum landscape yard buffers, screening, lighting, and noise regulations.

Industrially zoned lands provide jobs and economic diversity; however, they are generally difficult to zone due to compatibility and nuisance impacts on surrounding areas. The proposed Industrial (M-2) zoning district allows more uses than the existing light industrial zoning (County). The city has the opportunity to add more flexibility to the allowable industrial and commercial uses, which will help facilitate the development of vacant and/or underutilized industrial property.

The following is a general list of the permitted uses in the County's Light Industrial IU zoning district versus the City's Industrial M-2 zoning district.

Light Industrial IU (County)

- General retail commercial
- Retail, warehousing and wholesale commercial
- Contractors
- Industry
- Office research
- Transportation
- Trucking
- Assisted living facility
- Commercial entertainment and amusement enterprises (small scale)
- Power substations and transmission facilities
- Preexisting use
- Recovered materials processing facility
- Treatment and recovery facility

Industrial M-2 (City)

- Animal shelter
- Automobile repair
- Billboard (principal use)
- Car wash
- Lumber yard
- Outdoor storage
- Package and parcel delivery service
- Restaurants/caterers
- Screen printing shops
- Bakeries and confectioneries
- Bottling plants
- Building trades services
- Craft brewery/craft distillery
- Dry-cleaning plants, freight distribution
- Heavy manufacturing,
- Laboratory (research and testing)
- Light manufacturing,
- Machine shop
- Mechanical service and repair
- Production print shops, printing
- Engraving, retail or wholesale
- Sale of products manufactured on site
- Transportation facilities
- Warehousing/wholesale
- Welding, metal working, fabrication
- Airpark
- Airports
- Public utility
- Solar facility
- Vocational school
- Parks (public or non-profit)

PROPERTY INFORMATION

Existing Use, Future Land Use, and Zoning

Existing Use	Future Land Use	Zoning
Vacant	Industrial (Brevard County)	IU Industrial Light (Brevard County)

Proposed Use, Future Land Use, and Zoning

Proposed Use	Future Land Use	Zoning
Industrial	Industrial	Industrial (M-2)

SURROUNDING PROPERTY INFORMATION

Existing Use, Future Land Use, and Zoning

Location	Use	Future Land Use	Zoning
North	Titusville-Cocoa Airport Authority	Public/Semi-Public	Public (P)
South	Vacant Industrial Land	Industrial (Brevard County)	IU Industrial Light (Brevard County)
East	Vacant Industrial Land	Industrial	Industrial (M-2)
West	Titusville-Cocoa Airport Authority / Vacant Industrial Land	Public/Semi-Public / Industrial (Brevard County)	Public (P) / IU Industrial Light (Brevard County)

STAFF ANALYSIS

ANNEXATION

Florida Statutes Section 171.044 Voluntary Annexation: (1) The owner or owners of real property in an unincorporated area of a county, which is contiguous to a municipality and reasonably compact may petition the governing body of said municipality that said property be annexed to the municipality. (5) Land shall not be annexed through voluntary annexation when such annexation results in the creation of enclaves.

> *Staff Comment: The subject property abuts property to the north, east, and west, which is currently within the Titusville City Limits; therefore, the subject property is contiguous to the City. The subject property also abuts property located within Brevard County's jurisdiction to the south and west. The total area of the subject property is 9.18+/- acres and is part of an existing 19+/- acre enclave. The approval of the annexation would reduce the area of the existing enclave.*

Comprehensive Plan Future Land Use Element [FLUE] Policy 1.7.2: In considering annexations, the City shall require the availability of essential public facilities and assess the level of service of the facilities to support urban development incorporating into the City of Titusville. As a minimum, the level of service standards set forth under Objective 1.5 of the Capital Improvements Element shall be maintained.

> *Staff Comment: The stated purpose of the annexation is to rezone the property in order to allow for the development of industrial uses with connection to City services. City utility services are available to serve the subject site. The City's concurrency assessment anticipates the development to generate an additional 1,625 ADT (Average Daily Trips) on the segment of US Hwy 1 (South Washington Ave) from Kings Hwy to SR405 (Columbia Boulevard). The increase will not exceed the standard level of service; however, a traffic study will be required to determine any necessary safety improvements.*

Code of Ordinances Section 21-1(a) "…If by reason of annexation laws, the property can be annexed and the city in its discretion desires to annex the property, the property owner shall submit an application for annexation and pay the required advertising and recording fees and the annexation will be processed in accordance with applicable regulations…"

Staff Comment: The City has the discretion to annex property.

COMPREHENSIVE PLAN AMENDMENT REVIEW

Future Land Use Map Amendment Sprawl Criteria

The following list is the review criteria under which the Planning and Zoning Commission and the City Council review applications as they relate to urban sprawl [Section 34-23 of the LDR].

Summary of Staff's findings

1. The extent to which the proposed amendment is contiguous to an existing development area which has developed in a manner providing a compact, contiguous development pattern with the proposed amendment;

   Staff Comment: The stated purpose of the annexation is to rezone the property in order to allow for the development of industrial uses with connection to City services. City utility services are available to serve the subject site. The City's concurrency assessment anticipates the development to generate an additional 1,625 ADT (Average Daily Trips) on the segment of US Hwy 1 (South Washington Ave) from Kings Hwy to SR405 (Columbia Boulevard). The increase will not exceed the level of standard service; however, a traffic study will be required to determine any safety improvements that may be necessary.

   The property is bounded by vacant industrial property and is located near the intersection of Golden Knights Boulevard and Tico Road. Adjacent property to the east is zoned Industrial (M-2), and to the south is zoned IU Industrial Light (Brevard County). The properties to the north and west are zoned Public (P) and are owned and operated by the Titusville-Cocoa Airport Authority and include the Space Coast Regional Airport. In order to ensure compatibility with new industrial uses, the City has established specific standards for development adjacent to the airports in Chapter 29 of the City Code by establishing Impact Overlay Airport Districts, which require additional regulations pertaining to height, runway protection, and noise impacts.

2. The extent to which population growth and development trends warrant an amendment, including an analysis of vested and approved but unbuilt development;

   Staff Comment: The land use amendment is requested to support non-residential use, which is not expected to generate additional population.

3. The extent to which adequate infrastructure to accommodate the proposed amendment exists, or is programmed and funded through an adopted capital improvement schedule, or will be privately financed through a binding executed agreement, or will otherwise be provided at the time of development impacts as required by law;

   Staff Comment: The stated purpose of the annexation is to rezone the property in order to allow for the development of industrial uses with connection to City services. City utility services are available to serve the subject site. The City's concurrency assessment anticipates the development to generate an additional 1,625 ADT (Average Daily Trips) on

the segment of US Hwy 1 (South Washington Ave) from Kings Hwy to SR405 (Columbia Boulevard). The increase will not exceed the level of standard service; however, a traffic study will be required to determine any safety improvements that may be necessary.

4. The extent to which the amendment will result in an efficient use of public funds needed for the provision of new infrastructure and services related to it;

   Staff Comment: Potable water and sewer infrastructure are available to serve the property, and no additional public funds will be necessary for the provision of new infrastructure.

5. The extent to which the amendment will not result in a sprawl development pattern as determined by Chapter 163, Florida Statutes, and will not discourage infilling of more appropriate areas available for development within existing Development Area Boundaries; and

   Staff Comment: The subject property is bounded by vacant industrial property and is located at the intersection of Golden Knights Boulevard and Tico Road. Adjacent property to the east is zoned Industrial (M-2), and to the south is zoned IU Industrial Light (Brevard County). The properties to the north and west are zoned Public (P) and are owned and operated by the Titusville-Cocoa Airport Authority and include the Space Coast Regional Airport. The amendment is unlikely to result in urban sprawl as defined in Chapter 163, which is characterized by a low density, automobile-dependent development pattern requiring the inefficient extension of public facilities. The predominant zoning districts in the area are industrial (M-2) and Public (P). The Public (P) zoning is associated with airport operations and aviation-related uses. The character of the area is primarily industrial in nature.

6. The extent to which the amendment will result in a sustainable development pattern through a balance of land uses that is internally interrelated, demonstrates an efficient use of land, ensures compatible development adjacent to agriculture lands, protects environmental qualities and characteristics, provides interconnectivity of roadways, supports the use of non-automobile modes of transportation, and appropriately addresses the infrastructure needs of the community.

   Staff Comment: The subject site is located at the intersection of Golden Knights Boulevard and Tico Road, both of which are local roadways. Water and sanitary sewer facilities are available to serve the site. The subject property has approximately 820 feet of frontage along Golden Knights Boulevard and approximately 315 feet of frontage along Tico Road. These roadways provide direct access to the Space Coast Regional Airport. The Space Coast Area Transit Bus Route #1 provides service within approximately half a mile of the subject property with a stop near the intersection of Harbor Palm Lane and South Washington Ave (U.S. Highway #1).

7. The extent to which the amendment results in positive market, economic and fiscal benefits of the area as demonstrated through a market demand analysis, economic impact analysis and fiscal impact analysis.

Staff Comment: There has been an increased desire for industrial property within the City. In general, industrial development is desirable within the city as it provides opportunities for employment and creates positive market impacts by generating additional products.

Consistency with the Comprehensive Plan

The following is an analysis of the consistency of the request with the City's Comprehensive Plan. The request for a Comprehensive Plan Amendment and rezoning is consistent with the Comprehensive Plan and more specifically with the following objectives and policies of the Comprehensive Plan.

FLUE Policy 1.8.1: Sites for industrial development shall be located with convenient access to the major transportation corridors, and should have access to air, water or rail transportation facilities. The major transportation corridors include such roadways as Interstate 95, U.S. Highway #1 and State Roads 405 and 407. Major air facilities are located at the Space Coast Regional Airport.

Staff Comment: The proposed Industrial future land use is in close proximity to vacant industrial land. The predominant land uses in the area are Industrial and Public/Semi-Public. The adjacent Public/Semi-Public land use is associated with airport operations and aviation-related uses. The character of the area is primarily industrial in nature. The proposed land use will provide additional City land available for industrial development along a major transportation corridor (U.S. Highway #1) with convenient access (approximately 1 mile) from State Road 405. The requested M-2 zoning district is consistent with the Industrial future land use designation identified in the Land Use/Zoning Matrix contained within LDR Chapter 27, Article IV, Sec. 27-21.

FLUE Policy 1.8.2: Industrial development sites shall be accessible to and/or provide essential public services at levels of service adopted by this Comprehensive Plan, including transportation, potable water, sewer collection/treatment/disposal, solid waste, drainage and recreation and open space.

Staff Comment: Potable water and sewer infrastructure are available to serve the property, and no additional public funds will be necessary for the provision of new infrastructure.

FLUE Policy 1.8.3: Industrial land use designations shall be clustered in limited areas for the purpose of maximizing employment centers and convenient access to labor supply, raw material sources and market areas. Industrial development shall be encouraged to be master planned to share infrastructure.

Staff Comment: The proposed Industrial future land use is in close proximity to vacant industrial land. The predominant land uses in the area are Industrial and Public/Semi-Public. The adjacent Public/Semi-Public land

use is associated with airport operations and aviation-related uses. The character of the area is primarily industrial in nature.

FLUE Policy 1.8.4: Negative impacts of industrial land uses on environmentally sensitive areas shall be minimized and/or mitigated. The Conservation Element objectives and policies shall be utilized in determining the appropriateness of industrial land uses designations, and the specific intensity of use authorized by the Land Development Regulations.

Staff Comment: The property is located within Flood Zone X (area of minimal flood hazard). A soils map is included in the agenda item for this request. According to the US Fish and Wildlife Service National Wetlands Inventory map tool accessed on September 24, 2025, there appears to be a small area (approximately 1.26 acres) of freshwater forested/shrub wetland on-site located near the northeast and southeast site boundaries. If wetlands are present, any impacts to wetlands require permitting through the St. Johns River Water Management District (SJRWMD) and the Florida Department of Environmental Protection (FDEP).

According to the applicant's environmental assessment report (dated May 7, 2025), one (1) potentially occupied gopher tortoise burrow was identified. "Prior to site construction, an updated 100% gopher tortoise survey will be required by the Florida Fish and Wildlife Conservation Commission (FWC) to confirm gopher tortoises occupy the property. The FWC provides three options for developers who have gopher tortoises on their property. These options include avoidance (i.e., 25-foot distance from construction), preservation of habitat, and off-site relocation. Other species which were not observed on the site but occur as commensal species of gopher tortoises, which include the eastern indigo snake, the Florida mouse, and the gopher frog. US Fish and Wildlife Service (USFWS) protective bald eagle buffer zone is 660 feet or less from a nest tree. The environmental report found there are no bald eagle nests within 660 feet of the site boundaries, and no developmental constraints are expected with respect to bald eagle nests.

FLUE Policy 1.8.5: Industrial land uses designations and accompanying proposals shall consider compatibility between industrial and surrounding land uses, including, but not limited to, intensity of use, hours of operation, heat, glare, smoke, fumes, noise, visual impacts, privacy factors and impacts on the microclimate.

Staff Comment: The proposed Industrial land use designation and the Industrial (M-2) zoning district are compatible with the existing industrial land use to the north, east, and south of the subject property. Golden Knight Boulevard provides primary access to the Space Coast Regional Airport; therefore, additional landscape buffer standards are required to ensure that industrial development is compatible with aviation-related uses and promotes an attractive gateway into the city and airport. The City's Land Development Regulations require properties zoned Industrial (M-2) abutting Golden Knights Boulevard to provide a fifty-foot buffer meeting the requirements of a Type E buffer as provided in Table 30-9, Landscape Yard

Standards, and the requirements of Section 30-339(h)- Visual buffer and screening requirements.

FLUE Policy 1.17.1: The following items shall be addressed in the analysis of the land use changes: Surrounding uses; Surrounding zoning; Acreage; Description of site; Soils and topography; Flood zone; Recharge potential; Traffic counts on adjacent streets; and Impact on adopted levels of service; Water supply availability.

Staff Comment: The amendment is consistent with the surrounding industrial land use and zoning. The preliminary concurrency assessment found that the segment of US Hwy 1 (South Washington Ave) from Kings Hwy to SR405 (Columbia Boulevard) has sufficient capacity at the maximum allowable buildout scenario to accommodate the additional anticipated volume. A traffic study will be required to determine any safety improvements that might be necessary. Maps depicting soils, flood hazard areas, location, etc. are provided within the agenda package. Surrounding land uses, description of the site, and concurrency issues are addressed in other areas of this report. The property is not within the Area of Critical Concern.

REZONING REVIEW

Zoning Review Criteria

Section 34-40 of the LDR lists the review criteria under which the Planning and Zoning Commission and the City Council review applications as they relate to **zoning**.

The following are staff's findings.

1. Comprehensive Plan Consistency Statement.

Staff Comment: The proposed rezoning to the M-2 zoning district is consistent with the proposed Industrial Future Land Use designation.

1.1. Public facilities are available and concurrent with the land use change per the Comprehensive Plan and Concurrency provisions of the LDRs.

Staff Comment: The property is located in the City's urban service area. City utility services are available to serve the subject site. The stated purpose of the annexation is to rezone the property in order to allow for the development of industrial uses with connection to City services. City utility services are available to serve the subject site. The City's concurrency assessment anticipates the development to generate an additional 1,625 ADT (Average Daily Trips) on the segment of US Hwy 1 (South Washington Ave) from Kings Hwy to SR405 (Columbia Boulevard). The increase will not exceed standard level of service; however, a traffic study will be required to determine any safety improvements that may be necessary.

Transportation impact.

Staff Comment: The proposed amendment has frontage along Golden Knights Boulevard and Tico Road, which are classified as local roadways pursuant to Sec. 9.3 of the Transportation Technical Manual. Using procedures published in the 11th Edition of the Institute of Traffic Engineers

(ITE) Trip Generation Manual, the proposed industrial use will generate 1,625 daily weekday trips. A traffic study will be required with the submittal of a site plan.

Solid Waste.

Staff Comment: Solid waste services are available to serve industrial development at the subject property.

1.2. Public streets are adequate to access the property.

Staff Comment: The proposed amendment has frontage along Golden Knights Boulevard and Tico Road, which are classified as local roadways pursuant to Sec. 9.3 of the Transportation Technical Manual. Using procedures published in the 11th Edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual, the proposed industrial use will generate 1,625 daily weekday trips. The increase will not exceed the standard level of service. A traffic study will be required with the submittal of a site plan.

1.3. The land will support the proposed development.

Staff Comment: The property appears able to support the proposed development. The property is located within Flood Zone X (area of minimal flood hazard). There are a few small wetlands totaling 1.26 acres. A soils map is included in the agenda item for this request. The property is not within the Area of Critical Concern.

1.4. Environmental impact.

Staff Comment: The applicant's Environmental Assessment Report (dated May 7, 2025) indicated that the on-site upland land use type/vegetative community is classified as upland hardwood forest, and there were no wetland/surface water land use types/vegetative communities identified within the parcel boundaries during the assessment. The USFWS National Wetlands Inventory map identifies approximately 1.26 acres of wetlands near the northeast and southeast boundary. If wetlands are present, any impacts to wetlands require permitting through the SJRWMD and FDEP.

2. The existing zoning, if deemed consistent with the Comprehensive Plan, shall be presumed correct unless substantial change in the area has occurred since the original zoning.

Staff Comment: The subject property is currently zoned Light Industrial IU (Brevard County). The proposed M-2 zoning is in close proximity to other vacant industrial land. The predominant zoning in the area is M-2 and Public (P). The adjacent Public (P) zoning is associated with airport operations and aviation-related uses. The character of the area is primarily industrial in nature. The requested Industrial (M-2) zoning district is consistent with the Industrial future land use category under the Titusville Future Land Use/Zoning Consistency Matrix, outlined within LDR Section 27-21.

3. The density or intensity of the proposed rezoning and use shall be consistent with:

3.1. The development in the area;

Staff Comment: The area is largely undeveloped industrial land with the exception of the Space Coast Regional Airport which is located west of the subject property.

3.2. Not likely to cause a depreciation of property values in the area.

Staff Comment: The rezoning is unlikely to cause a depreciation of property values in the area. The industrial use is compatible with the adjacent land uses.

4. The application is consistent with zoning in the area.

Staff Comment: The predominant zoning in the area is M-2 and Public (P). The adjacent Public (P) zoning is associated with airport operations and aviation-related uses. The character of the area is primarily industrial in nature. The request to Industrial (M-2) is consistent with the surrounding zoning.

5. The application will protect the public health, safety, morals or welfare of the general public.

Staff Comment: Prior to development a traffic study will be required with a corresponding site plan to address any new safety improvements to intersections, surrounding roads, and turning movements, if any. Golden Knight Boulevard provides primary access to the Space Coast Regional Airport, and additional landscape buffer standards are required to ensure that industrial development is compatible with aviation-related uses and promotes an attractive gateway into the city and airport.

6. Whether the applicant has sufficiently protected adjacent land uses and zoning districts by adequate buffering and screening.

Staff Comment: The City's Land Development Regulations require properties zoned Industrial (M-2) abutting Golden Knights Boulevard to provide a fifty-foot buffer meeting the requirements of a Type E buffer as provided in Table 30-9, Landscape Yard Standards, and the requirements of Section 30-339(h)- Visual buffer and screening requirements. The remaining perimeter of the subject property will require a 10-foot, Type A landscape yard (buffer) between adjacent industrial uses and zoning.

7. Substantial reasons why the property cannot be used in the existing zoning district.

Staff Comment: The property is currently located in unincorporated Brevard County, and the applicant is requesting connections to the City's utility services. The City's land development regulations require property owners to apply for annexation when requesting City services if the property is eligible for annexation per Chapter 171 of the Florida Statutes.

COMMUNITY ENGAGEMENT MEETING, LDR SEC. 34-13

Staff Comment: A community engagement meeting was held by the applicant on August 18, 2025.

HIGHLIGHTS OF STAFF ANALYSIS FINDINGS:

1. *The annexation is consistent with the City's comprehensive plan and Chapter 171 of the Florida Statutes.*
2. *The future land use small scale map amendment is consistent with the City's comprehensive plan.*
3. *The proposed rezoning to the Industrial (M-2) zoning district is consistent with the proposed Industrial future land use category and the City's comprehensive plan.*
4. *There is adequate water and sewer service to serve the proposed facility.*

RECOMMENDATIONS:

Annexation

Approve the annexation of the 9.18+/- acre property having Brevard County Parcel ID numbers 23-35-02-01-*-90 and 23-35-02-01-*-77,

Comprehensive Plan Amendment

Approve the comprehensive plan future land use small scale map amendment from the Industrial (Brevard County) future land use designation to the City's Industrial future land use designation for the 9.18+/- acre property having Brevard County Parcel ID numbers 23-35-02-01-*-90 and 23-35-02-01-*-77.

Rezoning

Approve the rezoning from the Light Industrial IU (Brevard County) zoning district to the City's Industrial (M-2) zoning district for the 9.18+/- acre property having Brevard County Parcel ID numbers 23-35-02-01-*-90 and 23-35-02-01-*-77.

To be Completed by Staff
Application No. _____
Date Received: _____
Received by: _____

APPLICATION FOR ANNEXATION

Please submit electronically a completed application including required submittals to the Planning Department for payment and meeting scheduling. Chapter 34 of the Titusville Land Development Regulations contains the instructions for filing and the required exhibits. INCOMPLETE APPLICATIONS SHALL NOT BE ACCEPTED.

1. Project Information	Project Name Golden Knights Blvd. Industrial Site	Property Address/Location Description Golden Knights Blvd.
2. Applicant/ Owner	Name of Applicant/Contact Jean Abi-Aoun, P.E.	Name of Owner Kennedy of Titusville
	Street Address 5127 S. Orange Avenue, Suite 200	Street Address 1108 S. Washington Avenue
	City State Zip Orlando FL 32809	City State Zip Titusville FL 32780
	Telephone # 407-895-0324 Fax #	Telephone # 321-383-8464 Fax #
	E-Mail Address abiaoun.j@tandh.com	E-Mail Address mdstuart30@gmail.com
3. Applicant Status	☐ Owner ☐ Tenant ☑ Agent ☐ Other	
4. Parcel ID	23-35-02-01-*-90 & 23-35-02-01-*-77	**Tax Acct.** 3019544 & 2300402
5. Site Size (Attach Legal Description)	Acres: 9.18±	Square Feet: 399,718
6. Current Land Uses	Identify the land uses located on-site and adjacent to the subject site (identify "all" uses that touch property on each boundary), such as grocery store, citrus farm, office, single family residential, etc.: **SUBJECT SITE:** Vacant Industrial Land **NORTH:** Golden Knights Blvd. **SOUTH:** Vacant Industrial Land **EAST:** Vacant Industrial Land **WEST:** Tico Blvd.	
7. Current Designation	Future Land Use: IND (County)	Zoning: IU (County)
8. Proposed Designations	* Future Land Use: IND (City)	Zoning: M-2 (City)

9. Building Status	Existing Building(s) on the site? 0		New Building(s) proposed? 1	
10. Current Use	Vacant Industrial Land			
11. Check other applications submitted	Conditional Use ☐	Vacation of Easement ☐	Master Plan Approval ☐	*Future Land Use ☑
	Vacation of Right of Way ☐	Site Plan ☐	Subdivision/ Plat ☐	Rezoning ☑
12. Narrative	Please provide a brief description of the request and the proposed project: (Attach separate narrative page if necessary) See attached narrative letter.			

- **All applications shall require Planning Staff review prior to submittal.**
- All applications shall be submitted to the Planning Department electronically and officially logged in by 4:00 p.m. on deadline dates.
- Incomplete applications and applications without appropriate backup information/justification will not be accepted and will not be considered to be officially submitted until the appropriate information is submitted. Meeting dates for incomplete applications will not be set until all required information is submitted.
- Petitions requiring review from other boards or commissions prior to being forwarded to the Planning and Zoning Commission (P&Z)/City Council are not guaranteed placement on the schedule noted above.
- All meeting agendas will be posted on the City's web site and staff reports for the request can be obtained by contacting the Planning Department at 321-567-3782.
- Per Section 30-411(a) of the Concurrency Management System: "Rezoning applications and annexation requests may be approved; however, such approval shall be conditional in nature and shall not entitle the applicant to proceed with the development unless the public facilities are available concurrent with the impacts of development as provided in the City's Transportation Infrastructure Technical Manual…" (See Acknowledgement statement #5 below)

ACKNOWLEDGEMENT

1. I am the owner and/or legal representative of the owner of the property described, which is the subject of this application.
2. All answers to the questions in said application and all surveys and/or site plans and data attached to and made a part of this application are honest and true to the best of my knowledge and belief. By my signature below, I acknowledge that I have complied with all submittal requirements and that this request package is complete. I further understand that an incomplete application submittal may cause my application to be deferred.
3. Should this application be granted, I understand that any condition(s) imposed upon the granting of this request shall be binding to the owner, his heirs, and successors in title to possession of the subject property.
4. I understand that I must attend all applicable meetings and have been informed of the meeting date(s) and time(s). I understand that if I fail to appear at an applicable meeting, the appropriate Board or Commission may either table or deny the request.
5. I understand that my request if approved does not encumber provision of utility, road or other City infrastructure capacity. The analysis provided by staff of existing levels of service for public facilities and services in the vicinity of the parcel identified in this application is a non-binding analysis, and does not guarantee capacity will be available in the future or encumber/reserve capacity for any period of time.

This matter is subject to quasi-judicial rules of procedure. Interested parties should limit contact with the City Council, Board of Adjustment & Appeals, and Planning & Zoning Commission on this topic to properly noticed public hearings or to written communication to the City Clerk's Office, City of Titusville, P.O. Box 2806, Titusville, FL 32781

/s/ _____ 6/19/2025
(Signature*) (Date)

* *By entering your name in the "Signature" box above, you are signing this Application electronically. You agree your electronic signature is the legal equivalent of your manual signature on this Application. By entering your name in the "Signature" box above, you consent to be legally bound by this Application's terms and conditions.*

FOR OFFICE USE ONLY

DATE RECEIVED: _____

ACCEPTED BY: _____

PLANNING AND ZONING COMMISSION DATE & TIME: _____

CITY COUNCIL DATE & TIME: _____

CASE NUMBER:

SUBMITTAL CHECKLIST

Please fill out the following and submit the documents to the Planning Department electronically. Payment of fees does not ensure a favorable decision. Additional information may include documents initially waived at the pre-application meeting but subsequently determined necessary by staff.

1.	Complete Application, Preliminary Concurrency Assessment Application, and Fees	☑
2.	Warranty Deed	☑
3.	Notarized Owner Authorization Form (If applicable)	☑
4.	Legal Description using known benchmarks (from a certified survey)	☑
5.	Certified Survey (sealed and containing permanent reference points as described by Chapter 177, Florida Statutes, with bearings, distances and closures) in electronic PDF format	☑
6.	Conceptual Site Plan – **if not** included with a comprehensive plan application (minimum 24" x 36") in electronic PDF format.	☐
7.	Names and addresses of all property owners within 500 feet of the subject property. *Note: This listing is available from either the Brevard County Property Appraiser's Office or the City of Titusville Planning Department. Current charge for this service is $35.00.*	☑
8.	If the request involves a change to a higher density of residential use or from residential to non-residential, detail how surrounding neighbors will be contacted.	☐
9.	Pre-Application Meeting Held – Date: April 8, 2025 Staff in Attendance: Christina Anderson, Ashleigh Smith, Sandra Reller, Kyle Mack	☑

IF A CONCEPTUAL SITE/SUBDIVISION PLAN IS INCLUDED, THE FOLLOWING SHALL BE SUBMITTED:

1.	Electronic certified boundary survey depicting existing site features (wetlands, water bodies, topographic contours, existing structures).	☐
2.	The County's zoning and future land use maps.	☑
3.	Any proposed reservation or dedication of land for public purposes.	☐
4.	100-year Flood Zone for all sites outside the X floodplain.	☐
5.	Estimated build-out date.	☐

Applicant Signature*

/s/

Date

6/19/2025

* *By entering your name in the "Signature" box above, you are signing this Application electronically. You agree your electronic signature is the legal equivalent of your manual signature on this Application. By entering your name in the "Signature" box above, you consent to be legally bound by this Application's terms and conditions.*

Titusville
Gateway to Nature & Space

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT

Please submit electronically a completed application including required submittals to the Planning Department for payment and meeting scheduling. Chapter 34 of the Titusville Land Development Regulations contains the instructions for filing and the required exhibits. INCOMPLETE APPLICATIONS SHALL NOT BE ACCEPTED.

1. Annexation	Does the request include an annexation?	☑ Yes ☐ No
2. Regular or Small Scale Amendment	Regular Amendment (CPA) Property **50 acres or greater** ☐	Small Scale Amendment (SSA) Property **less than 50 acres** ☑
3. Project Information	Project Name: Golden Knights Blvd. Industrial Site	Property Address/Location Description: Golden Knights Blvd
4. Applicant / Owner	Name of Applicant/Contact: Jean Abi-Aoun, P.E. Street Address: 5127 S Orange Avenue, Suite 200 City: Orlando State: FL Zip: 32809 Telephone #: 407-895-0324 Fax #: E-Mail Address: Abiaoun.j@tandh.com	Name of Owner: Kennedy of Titusville Street Address: 1108 S Washington Avenue City: Titusville State: FL Zip: 32780 Telephone #: 321-383-8464 Fax #: E-Mail Address: mdstuart30@gmail.com
5. Applicant Status	☐ Owner ☐ Tenant ☑ Agent ☐ Other	
6. Parcel ID	23-35-02-01-*-90 & 23-35-02-01-*-77	**Tax Acct.** 3019544 & 2300402
7. Site Size (Attach Legal Description)	Acres: 9.18±	Square Feet: 399,718
8. Current Land Uses	Identify the land uses located on-site and adjacent to the subject site (identify "all" uses that touch property on each boundary), such as grocery store, citrus farm, office, single family residential, etc.: **SUBJECT SITE:** Vacant Industrial Land **NORTH:** Golden Knights Blvd **SOUTH:** Vacant Industrial Land **EAST:** Vacant Industrial Land **WEST:** Tico Blvd.	

9. Current Designation	Future Land Use: IND (County)		Zoning: IU (County)	
10. Proposed Designations	Future Land Use: IND (City)		Zoning: M-2 (City)	
11. Subject Property	Current Use: Vacant Industrial Land		Proposed Use: Industrial	
12. Note any previous amendments on the site				
13. Check other applications submitted	Conditional Use ☐	Vacation of Easement ☐	Master Plan Approval ☐	Rezoning ☑
	Vacation of Right of Way ☐	Site Plan ☐	Subdivision/ Plat ☐	Other: Annexation
14. Narrative	Please provide a brief description of the request and the proposed project: (Attach separate narrative page if necessary) See attached narrative			

- **All applications shall require Community Development Staff review prior to submittal.**
- All applications shall be submitted to the Planning Department electronically and officially logged in by **end of business day**.
- Tentative hearing dates are scheduled approximately 4 months from the time a completed application is submitted.
- Incomplete applications will not be accepted and will not be considered to be officially submitted until the appropriate information and fees are submitted. Meeting dates for incomplete applications will not be set until all required information and fees are submitted.
- Petitions requiring review from other boards or commissions prior to being forwarded to the Planning and Zoning Commission and City Council are not guaranteed placement on the schedule noted above.
- All meeting agendas will be posted on the City's web site and staff reports for the request can be obtained by contacting the Planning Department at 321-567-3782.

ACKNOWLEDGEMENT

1. I am the owner and/or legal representative of the owner of the property described, which is the subject of this application.
2. All answers to the questions in said application and all surveys and/or site plans and data attached to and made a part of this application are honest and true to the best of my knowledge and belief. By my signature below, I acknowledge that I have complied with all submittal requirements and that this request package is complete. I further understand that an incomplete application submittal may cause my application to be deferred.
3. Should this application be granted, I understand that any condition(s) imposed upon the granting of this request shall be binding to the owner, his heirs, and successors in title to possession of the subject property.
4. I understand that I must attend all applicable meetings and have been informed of the meeting date(s) and time(s). I understand that if I fail to appear at an applicable meeting, the appropriate Board or Commission may either table or deny the request.
5. I understand that my request if approved does not encumber provision of utility, road or other City infrastructure capacity. The analysis provided by staff of existing levels of service for public facilities and services in the vicinity of the parcel identified in this application is a non-binding analysis, and does not guarantee capacity will be available in the future or encumber/reserve capacity for any period of time.
6. I understand that as the Applicant, I must hold a public meeting prior to the scheduling of any public hearings before the Planning and Zoning Commission or City Council for this item. Notices for this meeting must be sent to all property owners within 500 feet of the subject property.

This matter is subject to quasi-judicial rules of procedure. Interested parties should limit contact with the City Council, Board of Adjustment & Appeals, and Planning & Zoning Commission on this topic to properly noticed public hearings or to written communication to the City Clerk's Office, City of Titusville, P.O. Box 2806, Titusville, FL 32781

/s/ _____ 5/22/2020
(Signature*) (Date)

* *By entering your name in the "Signature" box above, you are signing this Application electronically. You agree your electronic signature is the legal equivalent of your manual signature on this Application. By entering your name in the "Signature" box above, you consent to be legally bound by this Application's terms and conditions.*

Date Received: _____

Accepted by: _____

Titusville
Gateway to Nature & Space

SUBMITTAL CHECKLIST

(Development Review Procedures Manual Section 4)

Please fill out the following and submit the documents to the Planning Department electronically. Payment of fees does not ensure a favorable decision. Additional information may include documents initially waived at the pre-application meeting but subsequently determined necessary by staff.

1.	Complete Application and Fees	☑
2.	Warranty Deed	☑
3.	Notarized Owner Authorization Form (If applicable)	☑
4.	Legal Description (from a certified survey in Microsoft Word format)	☑
5.	Certified Survey (sealed and containing permanent reference points as described by Chapter 177, Florida Statutes, with bearings, distances and closures) in electronic PDF format.	☑
6.	Names, addresses and address labels for all property owners within 500 feet of the subject property. *Note: This listing is available from either the Brevard County Property Appraiser's Office or the City of Titusville Planning Department. Current charge for this service is $35.00.*	☑
7.	Additional site-specific data as necessary to describe any impacts to conservation / wetland areas, and other environmentally sensitive resources, including any mitigation efforts to be proposed or required by these regulations.	☐
8.	Traffic counts and Level of Service (LOS) on streets providing access to subject property may be required by the City. A determination of the needed information will be provided by the City prior to submittal of the request.	☐
9.	Pre-Application Meeting Held – Date: April 8, 2025 Staff in Attendance: Christine Anderson, Ashleigh Smith, Sandra Reller, Kyle Mack, Steve Adams, Kwabena "KB" Ofosu, Michael Shervington	☑
10.	Preliminary School Concurrency Determination Submitted. Contact Brevard County Public Schools, David Lindemann to receive this application for completion. Lindemann.David@BrevardSchools.org	☐
11.	Community Meeting per Ordinance 26-2019 – Tentative meeting date _____	☐
12.	Completed Concurrency Application	☑

Conceptual Site Plan Checklist (N/A)

(Development Review Procedures Manual Section 4)

In order to illustrate the proposed use of the property to be rezoned, the applicant is encouraged to submit a conceptual site plan in support of the proposal. If a conceptual site plan or developer's agreement is not provided with the application, the City shall review the application based on the most intensive land use and the maximum intensity and/or density within the zoning district requested within the application. If a conceptual site plan is submitted, the following information shall be provided:

1.	A vicinity map indicating the general location of the abutting streets and utilities.	☐
2.	General information regarding the existing site conditions and physical characteristics, adjacent community facilities and public utilities, and surrounding property conditions.	☐
3.	General description of the proposed development including the total acreage, the proposed number of buildings, or the number of units.	☐
4.	The location of existing buildings and structures including the dimensions.	☐
5.	The means of ingress and egress to the project.	☐
6.	General location and dimension of all existing and proposed parking and/or loading areas.	☐
7.	Information showing approximate location of all structures and major features, setbacks, distance between structures and property lines, floor areas, width of driveways, parking spaces, property or lot lines, percent of property or lot lines, percent of property coverage.	☐

CONCURRENCY

City of Titusville
Preliminary Concurrency Assessment

Project Name: Golden Knights Blvd. Industrial Site
Project Location: Golden Knights Blvd. Parcels 23-35-02-01-*-90 & 23-35-02-01-*-77
Submitted By: Jean Abi-Aoun Date: May 2, 2025
Company Name: Thomas & Hutton Email: abiaoun.j@tandh.com

Concurrency Assessment Requirements

1. Project Developer/Engineer: Jean Abi-aoun
   Address: 5127 S Orange Avenue
   Suite 200
   City: Orlando State: FL Zip: 32809
   Email: abiaoun.j@tandh.com Phone: 407-895-0324 Fax:
2. Property Owner: Kennedy of Titusville
   Address: 1108 S Washington Avenue
   City: Titusville State: FL Zip: 32780
   Email: mdstuart30@gmail.com Phone: 321-383-8464 Fax:
3. Size of proposed development (acres): 9.18±
4. Parcel ID Number: 23-35-02-01-*-90 & 23-35-02-01-*-77
5. Tax Account Number: 3019544 & 2300402
6. Name of Primary Access Point(s): Golden Knights Blvd
7. Name of Secondary Access Point(s):
8. Are there any existing structures or improvements on the site. Yes: ☐ No: ☑
   If yes please describe:
9. Proposed Use(s):
   Residential Uses ☐ Single Family Number of Lots: N/A
   ☐ Multi-family Number of Units: N/A
   No. of Buildings: N/A Bldg. Height: ____ (ft)

   Non-Residentail Use Use: Industrial Area: 333,718 (ft²)
   Use: Area: (ft²)
   Use: Area: (ft²)
   Use: Area: (ft²)

(For non-residential uses include type from list below with square footage of each type proposed.)

Medical Office	Retail Under 50,000GSF	Auto Repair	General Reacreation	College
Hospital	Retail 50,00 to 99,999 GSF	Car Wash	Day Care Center	Office Park
Veterinary Clinic	Retail 100,000 to 299,999 GSF	Convenience Market (24hr)	Church	Office under 10,000 GSF
Service Stations	Retail 300,000 to 499,999 GSF	Conenience Market w/gas & fast food	Movie Theater	Office over 10,000 GSF
New & Used Auto Sales	Retail over 500,000 GSF	Golf Course	School (Elementary)	Furniture Store
Manufactureing	Quality Restaurant	Racquet Club/Health Spa	School (Middle/Jr.)	Supermarket
Warehouse	Restaurant	Tennis Court	School (High)	Bank
Mini-Warehouse	Fast Food Restaurant w/Drive thru	Marina	Junior College	Bank w/Drive-In
General Industrial				

For uses not listed contact the Planning Department at (321) 567-3782.
Email completed application form to the City of Titusville Planning Department for evaluation/assessment.

Titusville
Gateway to Nature & Space

APPLICATION FOR REZONING (REZ) / PLANNED DEVELOPMENT (PD) / MASTER PLAN (MP)

Please submit electronically a completed application including to the Planning Department for payment and meeting scheduling. Chapter 34 of the Titusville Land Development Regulations contains the instructions for filing and the required exhibits. INCOMPLETE APPLICATIONS SHALL NOT BE ACCEPTED.

1. Project Information	Project Name: Golden Knights Blvd. Industrial Site	Property Address/Location Description: Golden Knights Blvd.
2. Type of Request	☑ Rezoning (REZ) ☐ Planned Development (PD) ☐ Master Plan (MP)	
2. Applicant/ Owner	Name of Applicant/Contact: Jean Abi-Aoun	Name of Owner: Kennedy of Titusville
	Street Address: 5127 S Orange Avenue, Suite 200	Street Address: 1108 S Washington Avenue
	City: Orlando State: FL Zip: 32809	City: Titusville State: FL Zip: 32780
	Telephone #: 407-895-0324 Fax #:	Telephone #: 321-383-8464 Fax #:
	E-Mail Address: abiaoun.j@tandh.com	E-Mail Address: mdstuart30@gmail.com
3. Applicant Status	☐ Owner ☐ Tenant ☑ Agent ☐ Other	
4. Parcel ID	23-35-02-01-&-90 & 23-35-02-01-*-77	**Tax Acct.** 3019544 & 2300402
5. Site Size	Acres: 9.18±	Square Feet: 399,718
6. Current Land Uses	Identify the land uses located on-site and adjacent to the subject site (identify "all" uses that touch property on each boundary), such as grocery store, citrus farm, office, single family residential, etc.:	
	SUBJECT SITE: Vacant Industrial Land	
	NORTH: Golden Knights Blvd	
	SOUTH: Vacant Industrial Land	
	EAST: Vacant Industrial Land	
	WEST: Tico Blvd.	

7. Current Future Land Use Designation	Future Land Use: IND (County)			
8. Existing Zoning District	IU (County)			
9. Proposed Zoning District	M-2 (City)			
10. Building Status	Existing Building(s) on the site? 0	New Buildings Proposed? 0		
11. Note any previous rezonings on the site				
12. Check other applications submitted	Conditional Use ☐	Vacation of Easement ☐	Master Plan Approval ☐	Rezoning ☐
	Vacation of Right of Way ☐	Site Plan ☐	Subdivision/ Plat ☐	Other: Comprehensive Plan Amendment
13. Narrative	Please provide a brief description of your request and the proposed project: (Attach separate narrative page if necessary) See attached narrative			

- **All applications shall require Community Development Staff review prior to submittal.**
- All applications shall be submitted to the Planning Department electronically and officially logged in by **end of business day**.
- Tentative hearing dates are scheduled approximately 4 months from the time a completed application is submitted.
- Incomplete applications will not be accepted and will not be considered to be officially submitted until the appropriate information and fees are submitted. Meeting dates for incomplete applications will not be set until all required information and fees are submitted.
- Petitions requiring review from other boards or commissions prior to being forwarded to the Planning and Zoning Commission and City Council are not guaranteed placement on the originally scheduled date(s).
- All meeting agendas will be posted on the City's web site and staff reports for the request can be obtained by contacting the Planning Department at 321-567-3782.

ACKNOWLEDGEMENT

1. I am the owner and/or legal representative of the owner of the property described, which is the subject of this application.
2. All answers to the questions in said application and all surveys and/or site plans and data attached to and made a part of this application are honest and true to the best of my knowledge and belief. By my signature below, I acknowledge that I have complied with all submittal requirements and that this request package is complete. I further understand that an incomplete application submittal may cause my application to be deferred.
3. Should this application be granted, I understand that any condition(s) imposed upon the granting of this request shall be binding to the owner, his heirs, and successors in title to possession of the subject property.
4. I understand that I must attend all applicable meetings and have been informed of the meeting date(s) and time(s). I understand that if I fail to appear at an applicable meeting, the appropriate Board or Commission may either table or deny the request.
5. I understand that my request if approved does not encumber provision of utility, road or other City infrastructure capacity. The analysis provided by staff of existing levels of service for public facilities and services in the vicinity of the parcel identified in this application is a non-binding analysis, and does not guarantee capacity will be available in the future or encumber/reserve capacity for any period of time.
6. I understand that as the Applicant, I must hold a public meeting prior to the scheduling of any public hearings before the Planning and Zoning Commission or City Council for this item. Notices for this meeting must be sent to all property owners within 500 feet of the subject property.

This matter is subject to quasi-judicial rules of procedure. Interested parties should limit contact with the City Council, Board of Adjustment & Appeals, and Planning & Zoning Commission on this topic to properly noticed public hearings or to written communication to the City Clerk's Office, City of Titusville, P.O. Box 2806, Titusville, FL 32781

/s/ _____ 5/22/2025
(Signature*) (Date)

* *By entering your name in the "Signature" box above, you are signing this Application electronically. You agree your electronic signature is the legal equivalent of your manual signature on this Application. By entering your name in the "Signature" box above, you consent to be legally bound by this Application's terms and conditions.*

Date received: _____

Accepted by: _____

Gateway to Nature & Space

SUBMITTAL CHECKLIST

(Development Review Procedures Manual Section 5 and 6)

Please fill out the following and submit the documents to the Planning Department electronically. Payment of fees does not ensure a favorable decision. Additional information may include documents initially waived at the pre-application meeting but subsequently determined necessary by staff.

1.	Complete Application and Fees	☑
2.	Warranty Deed	☑
3.	Notarized Owner Authorization Form (If applicable)	☑
4.	Legal Description (from a certified survey in Microsoft Word format)	☑
5.	Certified Survey (sealed and containing permanent reference points as described by Chapter 177, Florida Statutes, with bearings, distances and closures) in electronic PDF format	☑
6.	Names, addresses and address labels for all property owners within 500 feet of the subject property. *Note: This listing is available from either the Brevard County Property Appraiser's Office or the City of Titusville Planning Department. Current charge for this service is $35.00.*	☑
7.	For **Planned Development and Master Plan** applications, a conceptual site plan (minimum 24" x 36") in electronic PDF format. See table below for requirements.	☐
8.	For **Planned Development and Master Plan** applications, a Planned Development Ordinance establishing the development standards for the Planned Development.	☐
9.	For **Master Plan** applications, a Unified Control Agreement pursuant to Sec. 34-54 of the Land Development Regulations.	☐
10.	Pre-Application Meeting Date: April 8, 2025 Staff in Attendance: Christine Anderson, Ashleigh Smith, Sandra Reller, Kyle Mack, Steve Adams, Kwabena "KB" Ofosu, Michael Shervington	☑
11.	Community Meeting per Ordinance 26-2019 – Tentative meeting date _____	☐
12.	Completed Concurrency Application	☑

Conceptual Site Plan Checklist (N/A)

(Development Review Procedures Manual Section 5 and 6)

THE CONCEPTUAL SITE PLAN SHALL INCLUDE THE FOLLOWING:

1.	All information required for a sketch plat. (if applicable)	☐
2.	Development plan identifying the location and acreage of each component and district of the project, including the location and placement of proposed land uses by type and density, density, layout of lots, open space designation, location of landscape buffer areas required by these regulations, recreational facilities, commercial uses, other permitted uses, off-street parking and loading locations and refuse collection locations.	☐
3.	Development plans showing access and buffer areas (both external and internal) to the development and how pedestrian and other non-motoring travel will be safely integrated.	☐
4.	Tabulations of acreage devoted to each use and total gross acreage of the project. These tabulations shall include acreage totals for each use, open space designations, recreation facilities, streets, parks, schools and other uses. Within these tabulations, information relative to the total number and type of residential units, the residential density for each type of unit, and the overall residential density of the project shall be provided.	☐
5.	An environmental component, including maps and analyses, which determine the effect of the proposed development upon the conservation/preservation of native habitat, wildlife, floodplains, recreation advantages wetlands and other natural resources.	☐
6.	Documentation as to the impact of the proposed development on the levels of service for roads, potable water, sanitary sewer, solid waste drainage, parks and any other public facilities and services. (Preliminary Concurrency Analysis)	☐
7.	A stormwater management plan with sufficient detail included to demonstrate that the proposed development can comply with the requirements of the Land Development Regulations.	☐
8.	The location of existing buildings and structures including the dimensions.	☐

CONCURRENCY

City of Titusville
Preliminary Concurrency Assessment

Project Name: Golden Knights Blvd. Industrial Site
Project Location: Golden Knights Blvd. Parcels 23-35-02-01-*-90 & 23-35-02-01-*-77
Submitted By: Jean Abi-Aoun Date: May 2. 2025
Company Name: Thomas & Hutton Email: abiaoun.j@tandh.com

Concurrency Assessment Requirements

1. Project Developer/Engineer: Jean Abi-Aoun
   Address: 5127 S Orange Ave. Suite 200
   City: Orlando State: FL Zip: 32809
   Email: abiaoun.j@tandh.com Phone: 407-895-0324 Fax:
2. Property Owner: Kennedy of Titusville
   Address: 1108 S Washington Avenue
   City: Titusville State: FL Zip: 32780
   Email: mdstuart30@gmail.com Phone: 321-383-8464 Fax:
3. Size of proposed development (acres): 9.18±
4. Parcel ID Number: 23-35-02-01-*-90 & 23-35-02-01-*-77
5. Tax Account Number: 3019544 & 2300402
6. Name of Primary Access Point(s): Golden Knights Blvd.
7. Name of Secondary Access Point(s):
8. Are there any existing structures or improvements on the site. Yes: ☐ No: ☑
   If yes please describe:
9. Proposed Use(s):
   Residential Uses ☐ Single Family Number of Lots: N/A
   ☐ Multi-family Number of Units: N/A
   No. of Buildings: N/A Bldg. Height: (ft)

   Non-Residentail Use Use: Industrial Area: 399,718 (ft²)
   Use: Area: (ft²)
   Use: Area: (ft²)
   Use: Area: (ft²)

(For non-residential uses include type from list below with square footage of each type proposed.)

Medical Office	Retail Under 50,000GSF	Auto Repair	General Reacreation	College
Hospital	Retail 50,00 to 99,999 GSF	Car Wash	Day Care Center	Office Park
Veterinary Clinic	Retail 100,000 to 299,999 GSF	Convenience Market (24hr)	Church	Office under 10,000 GSF
Service Stations	Retail 300,000 to 499,999 GSF	Conenience Market w/gas & fast food	Movie Theater	Office over 10,000 GSF
New & Used Auto Sales	Retail over 500,000 GSF	Golf Course	School (Elementary)	Furniture Store
Manufactureing	Quality Restaurant	Racquet Club/Health Spa	School (Middle/Jr.)	Supermarket
Warehouse	Restaurant	Tennis Court	School (High)	Bank
Mini-Warehouse	Fast Food Restaurant w/Drive thru	Marina	Junior College	Bank w/Drive-In
General Industrial				

For uses not listed contact the Planning Department at (321) 567-3782.
Email completed application form to the City of Titusville Planning Department for evaluation/assessment.

FEG FLORIDA ENGINEERING GROUP
now part of
THOMAS & HUTTON

May 22, 2025

Planning & Growth Management
City of Titusville
555 South Washington Avenue
Titusville, Florida 32781-2806

Re: Golden Knights Blvd. Industrial Site Narrative
Golden Knights Blvd., Titusville, Florida
Parcel IDs: 23-35-02-01-*-77 & 23-35-02-01-*-90

Dear: Planning & Growth Development Department

I am submitting this narrative to accompany the applications for annexation, rezoning, and a comprehensive plan amendment associated with an 8.9± acre site located off of Golden Knights Boulevard, just west of U.S. Highway 1. The property consists of two parcels (23-35-02-01-*-77 & 23-35-02-01-*-90) currently located in unincorporated Brevard County and is presently zoned IU (Light Industrial) under the County's jurisdiction.

We are proposing to annex the property into the City of Titusville and rezone it to the City's industrial M-2 district. This zoning classification is consistent with the intended use of the site. Golden Knights Blvd. mainly serves the Space Coast Regional Airport and has minor traffic on the road, which we will access in the future.

In conjunction with the annexation and rezoning, we are also requesting a comprehensive plan amendment to designate the property as IND (Industrial). This proposed land use designation complements the surrounding properties, which are characterized by industrial zoning and future land uses.

Respectfully,

THOMAS & HUTTON ENGINEERING CO.

Jean Abi-Aoun

Jean Abi-Aoun
(Civil Department Manager)

ORDINANCE NO. XX-2025

AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING SECTION 7, CHAPTER 63-2001, LAWS OF FLORIDA, SPECIAL ACTS OF 1963, BY ANNEXING CERTAIN PROPERTY LOCATED SOUTH OF GOLDEN KNIGHTS BLVD AND EAST OF TICO ROAD HAVING PARCEL ID NUMBERS: 23-35-02-01-*-90, AND 23-35-02-01-*-77 TO BE INCLUDED WITHIN THE CITY LIMITS; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Jean Abi-Aoun, P.E. has submitted a petition for voluntary annexation on behalf of the property owner, Kennedy of Titusville, of the below described property pursuant to Chapter 171.044, *Florida Statutes*; and

WHEREAS, the City has found and determined that said annexation complies with Chapter 171, *Florida Statutes*, and applicable provisions of law; and

WHEREAS, the City desires to annex said property and to incorporate the same in the City limits of the City of Titusville.

BE IT ENACTED BY THE CITY OF TITUSVILLE, FLORIDA, as follows:

SECTION 1. That Section 7 of Chapter 63-2001, Laws of Florida, Special Acts of 1963, is amended, pursuant to Chapter 171.044, *Florida Statutes*, to include within the corporate limits of the City of Titusville, Florida, and to redefine the boundary lines of the City limits of the City of Titusville to include the following described property:

LEGAL DESCRIPTION:

PARCEL 1:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 2, TOWNSHIP 23 SOUTH, RANGE 35 EAST, BREVARD COUNTY, FLORIDA; THENCE N.00°20'50" E. ALONG THE EAST LINE OF SAID SECTION 2, 353.87 FEET; THENCE S.89°11'20" W, A DISTANCE OF 595.79 FEET ALONG THE NORTH RIGHT-OF-WAY LINE OF THE AIRPORT DITCH AS DESCRIBED IN DEED BOOK 267, PAGE 309, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N.00°20'50" E., 902.40 FEET; THENCE S.89°11'20" W., A DISTANCE OF 214.99 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S.89°11'20" W., A DISTANCE OF 451.82 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF TICO ROAD; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE N.00°20'50" E., A DISTANCE OF 315.60 FEET; THENCE N.89°11'20" E., A DISTANCE OF 197.54 FEET; THENCE S.00°20'50" W., A DISTANCE OF 4.00 FEET; THENCE N.89°11'20" E., A DISTANCE OF 254.28 FEET; THENCE S.00°20'50" W., A DISTANCE OF 311.60 FEET TO THE POINT OF BEGINNING, BEING A PORTION OF THE PLOT OF BELLWOOD COLONY AS RECORDED IN THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

PARCEL 2:

A PARCEL OF LAND LYING IN SECTION 2, TOWNSHIP 23 SOUTH, RANGE 35 EAST, BREVARD COUNTY, FLORIDA, BEING A PORTION OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 2 AND RUN N 00°20'50" E ALONG THE EAST LINE OF SAID SECTION 2, A, DISTANCE OF 353.87 FEET; THENCE S 89°11'20" W 595.79 FEET TO THE SOUTHEAST CORNER OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638; THENCE N 00°20'40" E ALONG THE EAST LINE OF SAID LANDS 303.91 FEET TO THE INTERSECTION WITH THE NORTH LINE OF THE SOUTH 303.85 FEET OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638 AND TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE S 89°11'20" W ALONG THE SAID NORTH LINE OF THE SOUTH 303.85 FEET OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638, A DISTANCE OF 215.00 FEET; THENCE N 00°20'40" E 910.09 FEET TO THE INTERSECTION WITH THE NORTH LINE OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638; THENCE N 89°11'20" E ALONG SAID NORTH LINE 370.00 FEET TO THE NORTHEAST CORNER OF SAID LANDS; THENCE RUN ALONG THE EAST LINE OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638 FOR THE NEXT THREE COURSES: (1) S 00°20'40" W 400.00 FEET: (2) S 89°11'20" W 155.00 FEET; (3) S 00°20'40" W 510.09 FEET TO THE POINT OF BEGINNING.

A copy of the map showing the area to be annexed is attached hereto and made part hereof.

SECTION 2. SEVERABILITY. If any provisions of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 3. REPEAL OF CONFLICTING ORDINANCES. All ordinances or parts of ordinances, and all resolutions and parts of resolutions, in conflict herewith are hereby repealed to the extent of such conflict.

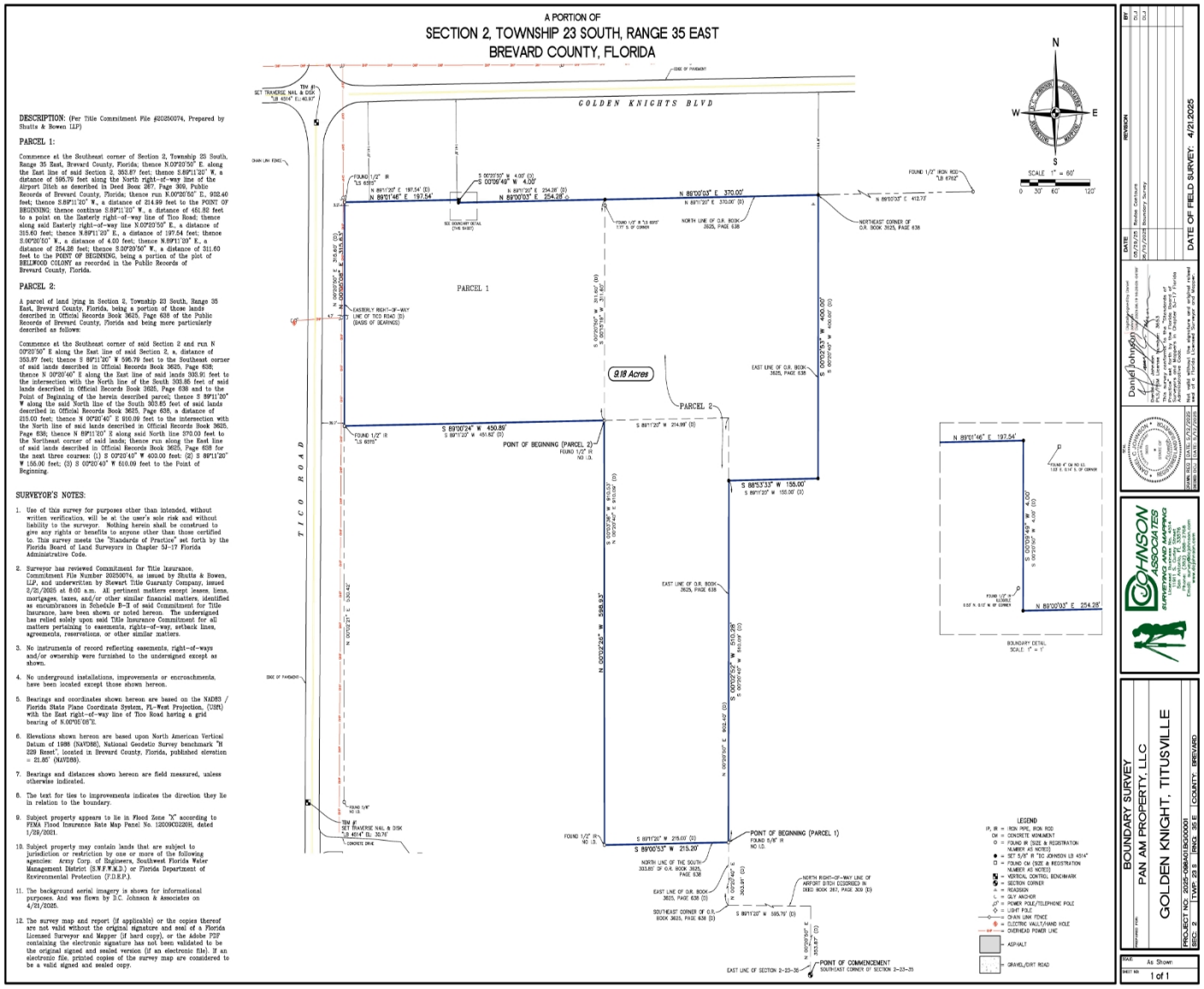
SECTION 4. EFFECTIVE DATE. This ordinance shall take effect immediately. However, the City of Titusville's Land Development Regulations Section 30-411 states such approval shall be conditional in nature and shall not entitle the applicant to proceed with the development unless the public facilities are available concurrent with the impacts of development.

PASSED AND ADOPTED this 28th day of October 2025.

_____
Andrew Connors, Mayor

ATTEST:

_____
Wanda F. Wells, City Clerk


A PORTION OF
SECTION 2, TOWNSHIP 23 SOUTH, RANGE 35 EAST
BREVARD COUNTY, FLORIDA
DESCRIPTION: (Per Title Commitment File #2025O074, Prepared by Shutts & Bowen LLP)
PARCEL 1:
Commence at the Southeast corner of Section 2, Township 23 South, Range 35 East, Brevard County, Florida; thence N.0°23'50" E. along the East line of said Section 2, 353.87 feet; thence S.89°11'20" W. a distance of 595.79 feet along the North right-of-way line of the Airport Ditch as described in Deed Book 267, Page 309, Public Records of Brevard County, Florida; thence run N.00°26'00" E., 992.40 feet; thence S.89°11'20" W., a distance of 214.99 feet to the POINT OF BEGINNING; thence continue S.89°11'20" W., a distance of 451.82 feet to a point on the Easterly right-of-way line of Tico Road; thence along said Easterly right-of-way line N.00°20'50" E., a distance of 315.60 feet; thence N.89°11'20" E., a distance of 197.54 feet; thence S.00°26'00" W., a distance of 4.00 feet; thence N.89°11'20" E., a distance of 254.28 feet; thence S.00°20'50" W., a distance of 311.60 feet to the POINT OF BEGINNING, being a portion of the plat of HILLWOOD COLONY as recorded in the Public Records of Brevard County, Florida.
PARCEL 2:
A parcel of land lying in Section 2, Township 23 South, Range 35 East, Brevard County, Florida, being a portion of those lands described in Official Records Book 3625, Page 638 of the Public Records of Brevard County, Florida and being more particularly described as follows:
Commence at the Southeast corner of said Section 2 and run N 00°23'50" E along the East line of said Section 2, a distance of 353.87 feet; thence S 89°11'20" W 596.79 feet to the Southeast corner of said lands described in Official Records Book 3625, Page 638; thence N 00°20'40" E along the East line of said lands 305.91 feet to the intersection with the North line of the South 303.85 feet of said lands described in Official Records Book 3625, Page 638 and to the Point of Beginning of the herein described parcel; thence S 89°11'20" W along the said North line of the South 303.85 feet of said lands described in Official Records Book 3625, Page 638, a distance of 315.60 feet; thence N 00°20'40" E 910.09 feet to the intersection with the North line of said lands described in Official Records Book 3625, Page 638; thence N 89°11'20" E along said North line 370.03 feet to the Northeast corner of said lands; thence run along the East line of said lands described in Official Records Book 3625, Page 638 for the next three courses: (1) S 0°23'40" W 400.00 feet; (2) S 89°11'20" W 155.00 feet; (3) S 0°20'40" W 610.09 feet to the Point of Beginning.
SURVEYOR'S NOTES:
1. Use of this survey for purposes other than intended, without written verification, will be at the user's sole risk and without liability to the surveyor. Nothing herein shall be construed to give any rights or benefits to anyone other than those certified to. This survey meets the "Standards of Practice" set forth by the Florida Board of Land Surveyors in Chapter 5J-17 Florida Administrative Code.
2. Surveyor has reviewed Commitment for Title Insurance, Commitment File Number 2025O074, as issued by Shutts & Bowen, LLP, and underwritten by Stewart Title Guaranty Company, issued 2/21/2025 at 8:00 a.m. All pertinent matters except leases, liens, mortgages, taxes, and/or other similar financial matters, identified as encumbrances in Schedule B-II of said Commitment for Title Insurance, have been shown or noted hereon. The undersigned has relied solely upon said Title Insurance Commitment for all matters pertaining to easements, rights-of-way, setback lines, agreements, reservations, or other similar matters.
3. No instruments of record reflecting easements, right-of-ways and/or ownership were furnished to the undersigned except as shown.
4. No underground installations, improvements or encroachments, have been located except those shown hereon.
5. Bearings and coordinates shown hereon are based on the NAD83 / Florida State Plane Coordinate System, FL-West Projection, (US ft) with the East right-of-way line of Tico Road having a grid bearing of N.00°05'08"E.
6. Elevations shown hereon are based upon North American Vertical Datum of 1988 (NAVD88), National Geodetic Survey benchmark "H 229 Reset", located in Brevard County, Florida, published elevation = 21.85' (NAVD88).
7. Bearings and distances shown hereon are field measured, unless otherwise indicated.
8. The text for ties to improvements indicates the direction they lie in relation to the boundary.
9. Subject property appears to lie in Flood Zone "X" according to FEMA Flood Insurance Rate Map Panel No. 12009C0226H, dated 1/29/2021.
10. Subject property may contain lands that are subject to jurisdiction or restriction by one or more of the following agencies: Army Corp. of Engineers, Southwest Florida Water Management District (S.W.F.W.M.D.) or Florida Department of Environmental Protection (F.D.E.P.).
11. The background aerial imagery is shown for informational purposes. And was flown by D.C. Johnson & Associates on 4/21/2025.
12. The survey map and report (if applicable) or the copies thereof are not valid without the original signature and seal of a Florida Licensed Surveyor and Mapper (if hard copy), or the Adobe PDF containing the electronic signature has not been validated to be the original signed and sealed version (if an electronic file). If an electronic file, printed copies of the survey map are considered to be a valid signed and sealed copy.
GOLDEN KNIGHTS BLVD
TICO ROAD
EDGE OF PAVEMENT
CHAIN LINK FENCE
PARCEL 1
PARCEL 2
2.18 Acres
EASTERLY RIGHT-OF-WAY LINE OF TICO ROAD (D) (BASIS OF BEARINGS)
POINT OF BEGINNING (PARCEL 2)
POINT OF BEGINNING (PARCEL 1)
POINT OF COMMENCEMENT
SOUTHEAST CORNER OF SECTION 2-23-35
EAST LINE OF SECTION 2-23-35
NORTHEAST CORNER OF O.R. BOOK 3625, PAGE 638
NORTH LINE OF O.R. BOOK 3625, PAGE 638
EAST LINE OF O.R. BOOK 3625, PAGE 638
NORTH LINE OF THE SOUTH 303.85' OF O.R. BOOK 3625, PAGE 638
SOUTHEAST CORNER OF O.R. BOOK 3625, PAGE 638 (D)
NORTH RIGHT-OF-WAY LINE OF AIRPORT DITCH DESCRIBED IN DEED BOOK 267, PAGE 309 (D)
SET TRAVERSE NAIL & DISK "LB 4514" EL: 40.97'
SET TRAVERSE NAIL & DISK "LB 4514" EL: 30.76'
FOUND 1/2" IR "LS 6395"
FOUND 1/2" IR NO I.D.
FOUND 5/8" IR NO I.D.
FOUND 1/2" IRON ROD "LB 6762"
SEE BOUNDARY DETAIL (THIS SHEET)
BOUNDARY DETAIL
SCALE: 1" = 1'
SCALE 1" = 60'
LEGEND
IP, IR = IRON PIPE, IRON ROD
CM = CONCRETE MONUMENT
○ = FOUND IR (SIZE & REGISTRATION NUMBER AS NOTED)
● = SET 5/8" IR "DC JOHNSON LB 4514"
□ = FOUND CM (SIZE & REGISTRATION NUMBER AS NOTED)
VCM = VERTICAL CONTROL BENCHMARK
SC = SECTION CORNER
RR = ROADSIGN
GA = GUY ANCHOR
PP = POWER POLE/TELEPHONE POLE
LP = LIGHT POLE
CLF = CHAIN LINK FENCE
EV = ELECTRIC VAULT/HAND HOLE
OHP = OVERHEAD POWER LINE
ASPHALT
GRAVEL/DIRT ROAD
BY
REVISION
DATE
05/01/2025 Revise Contents
04/21/2025 Boundary Survey
DJJ
DATE OF FIELD SURVEY: 4/21/2025
Daniel Johnson
Digitally signed by Daniel Johnson
Date: 2025.05.01 15:04:37 -04'00'
This survey conforms to the "Standards of Practice" set forth by the Florida Board of Surveyors and Mappers in Chapter 5J-17 Florida Administrative Code.
Not valid without the signature and original raised seal of a Florida Licensed Surveyor and Mapper.
SIGNATURE DATE: 5/1/2025
SEAL NO. 6762
STATE OF FLORIDA
DANIEL JOHNSON
LICENSED SURVEYOR AND MAPPER
DC JOHNSON ASSOCIATES
SURVEYING AND MAPPING
1101 S. Cocoa Blvd.
Cocoa, Florida 32922
Email: dcjohnson@dcjohnson.com
www.dcjohnson.com
BOUNDARY SURVEY
PREPARED FOR:
PAN AM PROPERTY, LLC
GOLDEN KNIGHT, TITUSVILLE
PROJECT NO: 2025-0084/BOD0001
SEC: 2 | TWP: 23 S | RNGE: 35 E | COUNTY: BREVARD
SCALE: As Shown
SHEET NO: 1 of 1

ORDINANCE NO. XX-2025

AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING THE CODE OF ORDINANCES BY AMENDING ORDINANCE NO. 60-1988, WHICH ADOPTED THE COMPREHENSIVE PLAN OF THE CITY OF TITUSVILLE, BY AMENDING THE FUTURE LAND USE MAP, BY CHANGING THE LAND USE DESIGNATION ON APPROXIMATELY 9.18+/- ACRES OF PROPERTY LOCATED SOUTH OF GOLDEN KNIGHTS BLVD AND EAST OF TICO ROAD, HAVING BREVARD COUNTY PARCEL ID NUMBERS 23-35-02-01-*-90, AND 23-35-02-01-*-77, FROM THE INDUSTRIAL (BREVARD COUNTY) FUTURE LAND USE DESIGNATION TO THE INDUSTRIAL (CITY OF TITUSVILLE) FUTURE LAND USE DESIGNATION; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Titusville received applications for Comprehensive Plan Amendments from certain property owners; and

WHEREAS, a first and second public hearing has been held on the Comprehensive Plan Amendment before the Local Planning Agency and the local governing body and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis; and

WHEREAS, the plan amendment qualify as Small Scale Amendments pursuant to Chapter 163.3187 of *Florida Statutes*; and

WHEREAS, the City of Titusville, pursuant to Chapter 163, desires to amend its Comprehensive Plan adopted by Ordinance No. 60-1988; and

WHEREAS, the City of Titusville finds that said Small Scale Comprehensive Plan Amendment has been processed in accordance with the applicable law and desires to amend its Comprehensive Plan to change the land use classification on said property; and

WHEREAS, the City Council of the City of Titusville desires to amend its Future Land Use Map.

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF TITUSVILLE, FLORIDA, as follows:

SECTION 1: RECITALS. The foregoing recitals are deemed true and correct and are hereby adopted and incorporated herein by this reference:

SECTION 2. LAND USE MAP AMENDMENT. The City Council of the City of Titusville, Florida hereby adopts Small Scale Amendment (SSA) No. 6-2025 and amends the Future Land Use Map by changing the land use designation on approximately 9.18+/-

acres of property described in Exhibit A located south of Golden Knights Blvd and east of Tico Road, identified by Brevard County Parcel ID numbers 23-35-02-01-*-90, and 23-35-02-01-*-77, from the Industrial (Brevard County) future land use designation to the Industrial (City of Titusville) future land use designation.

SECTION 3. SEVERABILITY. If any provisions of this Ordinance are for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. REPEAL OF CONFLICTING ORDINANCES. All ordinances or parts of ordinances, and all resolutions and parts of resolutions, in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 5. **EFFECTIVE DATE.** This ordinance shall take effect 31 days after adoption pursuant to Section 163.3187(5)(c) *Florida Statutes.*

PASSED AND ADOPTED this 28th day of October 2025.

_____
Andrew Connors, Mayor

ATTEST:

_____
Wanda F. Wells, City Clerk

Exhibit A

LEGAL DESCRIPTION:

PARCEL 1:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 2, TOWNSHIP 23 SOUTH, RANGE 35 EAST, BREVARD COUNTY, FLORIDA; THENCE N.00°20'50" E. ALONG THE EAST LINE OF SAID SECTION 2, 353.87 FEET; THENCE S.89°11'20" W, A DISTANCE OF 595.79 FEET ALONG THE NORTH RIGHT-OF-WAY LINE OF THE AIRPORT DITCH AS DESCRIBED IN DEED BOOK 267, PAGE 309, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N.00°20'50" E., 902.40 FEET; THENCE S.89°11'20" W., A DISTANCE OF 214.99 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S.89°11'20" W., A DISTANCE OF 451.82 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF TICO ROAD; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE N.00°20'50" E., A DISTANCE OF 315.60 FEET; THENCE N.89°11'20" E., A DISTANCE OF 197.54 FEET; THENCE S.00°20'50" W., A DISTANCE OF 4.00 FEET; THENCE N.89°11'20" E., A DISTANCE OF 254.28 FEET; THENCE S.00°20'50" W., A DISTANCE OF 311.60 FEET TO THE POINT OF BEGINNING, BEING A PORTION OF THE PLOT OF BELLWOOD COLONY AS RECORDED IN THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

PARCEL 2:

A PARCEL OF LAND LYING IN SECTION 2, TOWNSHIP 23 SOUTH, RANGE 35 EAST, BREVARD COUNTY, FLORIDA, BEING A PORTION OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 2 AND RUN N 00°20'50" E ALONG THE EAST LINE OF SAID SECTION 2, A, DISTANCE OF 353.87 FEET; THENCE S 89°11'20" W 595.79 FEET TO THE SOUTHEAST CORNER OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638; THENCE N 00°20'40" E ALONG THE EAST LINE OF SAID LANDS 303.91 FEET TO THE INTERSECTION WITH THE NORTH LINE OF THE SOUTH 303.85 FEET OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638 AND TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE S 89°11'20" W ALONG THE SAID NORTH LINE OF THE SOUTH 303.85 FEET OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638, A DISTANCE OF 215.00 FEET; THENCE N 00°20'40" E 910.09 FEET TO THE INTERSECTION WITH THE NORTH LINE OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638; THENCE N 89°11'20" E ALONG SAID NORTH LINE 370.00 FEET TO THE NORTHEAST CORNER OF SAID LANDS; THENCE RUN ALONG THE EAST LINE OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638 FOR THE NEXT THREE COURSES: (1) S 00°20'40" W 400.00 FEET: (2) S 89°11'20" W 155.00 FEET; (3) S 00°20'40" W 510.09 FEET TO THE POINT OF BEGINNING.

ORDINANCE NO. XX-2025

AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING ORDINANCE NO. 5-1993 OF THE CITY OF TITUSVILLE, BY AMENDING THE ZONING MAP MADE A PART OF SAID ORDINANCE BY REFERENCE BY CHANGING THE LIGHT INDUSTRIAL IU (BREVARD COUNTY) ZONING DISTRICT TO THE INDUSTRIAL (M-2) ZONING DISTRICT ON APPROXIMATELY 9.18+/- ACRES OF PROPERTY LOCATED SOUTH OF GOLDEN KNIGHTS BLVD AND EAST OF TICO ROAD, HAVING BREVARD COUNTY PARCEL ID NUMBERS 23-35-02-01-*-90, AND 23-35-02-01-*-77; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Titusville received an application for a rezoning from certain property owners; and

WHEREAS, a first and second public hearing has been held on the rezoning before the Local Planning Agency and the local governing body and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the Comprehensive Plan and that sufficient, competent, and substantial evidence supports the zoning change set forth hereunder consistent with the City's Land Development Regulations; and

WHEREAS, the City of Titusville finds that said rezoning has been processed in accordance with the applicable law and desires to amend its Zoning Map to change the zoning designation on said properties; and

WHEREAS, the City Council of the City of Titusville desires to amend its Zoning Map.

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF TITUSVILLE, FLORIDA as follows:

SECTION 1: **RECITALS.** The foregoing recitals are deemed true and correct and are hereby adopted and incorporated herein by this reference.

SECTION 2. **ZONING MAP AMENDMENT.** Ordinance No. 5-1993 is hereby amended by amending the Zoning Map of the City of Titusville, Florida, made a part of said Ordinance by reference, by designating the following property described in Exhibit A, presently Light Industrial IU (Brevard County) to the Industrial (M-2) zoning district (City of Titusville).

SECTION 3. SEVERABILITY. If any provision of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall

be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. REPEAL OF CONFLICTING ORDINANCES. All ordinances or parts of ordinances, and all resolutions and parts of resolutions, in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 5. **EFFECTIVE DATE.** This ordinance shall take effect simultaneously with the effective date of Small Scale Amendment (SSA) No. 6-2025 contained in Ordinance XX-2025.

PASSED AND ADOPTED this 28th day of October 2025.

_____
Andrew Connors, Mayor

ATTEST:

_____
Wanda F. Wells, City Clerk

Exhibit A

PARCEL 1:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 2, TOWNSHIP 23 SOUTH, RANGE 35 EAST, BREVARD COUNTY, FLORIDA; THENCE N.00°20'50" E. ALONG THE EAST LINE OF SAID SECTION 2, 353.87 FEET; THENCE S.89°11'20" W, A DISTANCE OF 595.79 FEET ALONG THE NORTH RIGHT-OF-WAY LINE OF THE AIRPORT DITCH AS DESCRIBED IN DEED BOOK 267, PAGE 309, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N.00°20'50" E., 902.40 FEET; THENCE S.89°11'20" W., A DISTANCE OF 214.99 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S.89°11'20" W., A DISTANCE OF 451.82 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF TICO ROAD; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE N.00°20'50" E., A DISTANCE OF 315.60 FEET; THENCE N.89°11'20" E., A DISTANCE OF 197.54 FEET; THENCE S.00°20'50" W., A DISTANCE OF 4.00 FEET; THENCE N.89°11'20" E., A DISTANCE OF 254.28 FEET; THENCE S.00°20'50" W., A DISTANCE OF 311.60 FEET TO THE POINT OF BEGINNING, BEING A PORTION OF THE PLOT OF BELLWOOD COLONY AS RECORDED IN THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

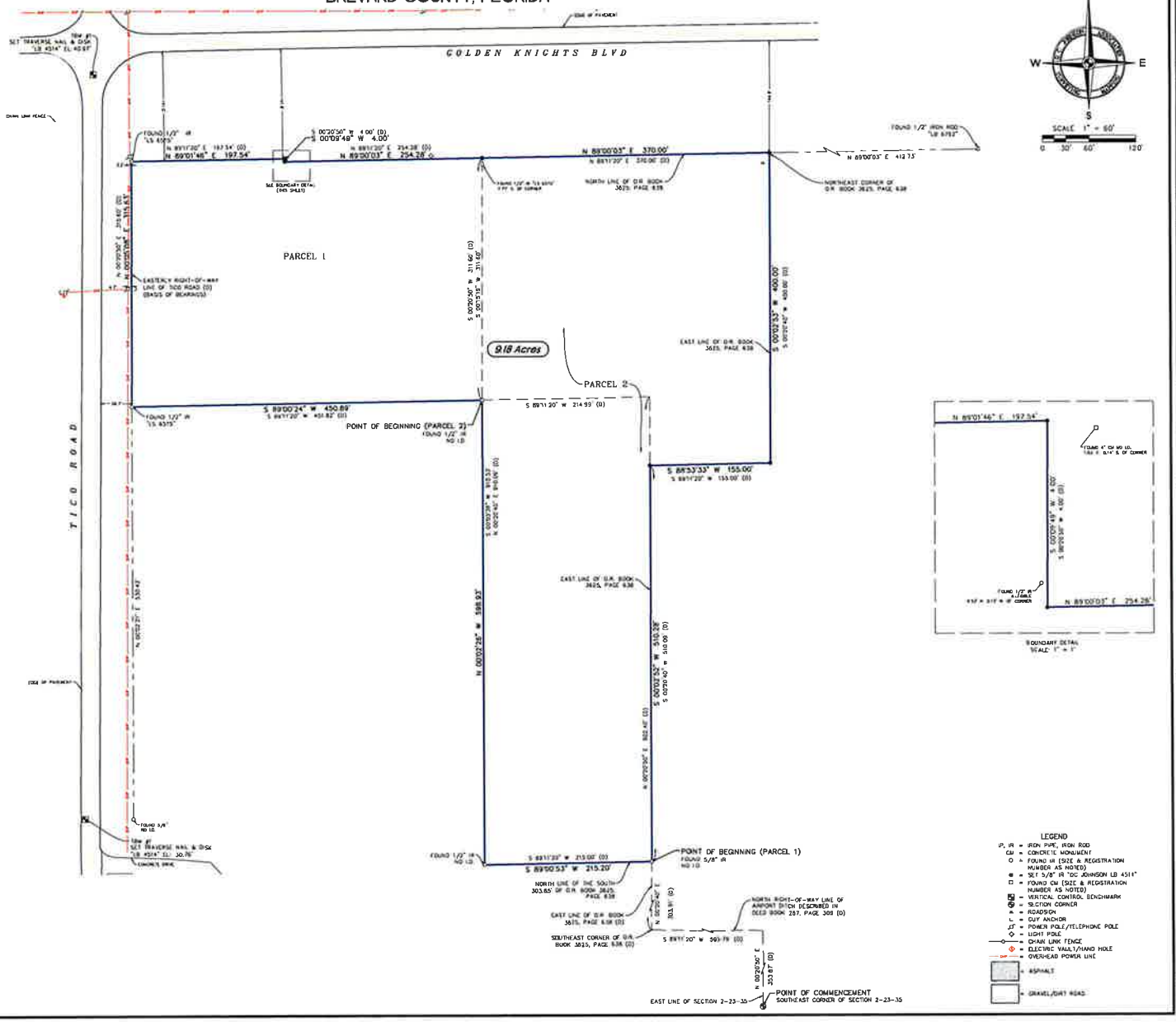
PARCEL 2:

A PARCEL OF LAND LYING IN SECTION 2, TOWNSHIP 23 SOUTH, RANGE 35 EAST, BREVARD COUNTY, FLORIDA, BEING A PORTION OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 2 AND RUN N 00°20'50" E ALONG THE EAST LINE OF SAID SECTION 2, A, DISTANCE OF 353.87 FEET; THENCE S 89°11'20" W 595.79 FEET TO THE SOUTHEAST CORNER OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638; THENCE N 00°20'40" E ALONG THE EAST LINE OF SAID LANDS 303.91 FEET TO THE INTERSECTION WITH THE NORTH LINE OF THE SOUTH 303.85 FEET OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638 AND TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE S 89°11'20" W ALONG THE SAID NORTH LINE OF THE SOUTH 303.85 FEET OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638, A DISTANCE OF 215.00 FEET; THENCE N 00°20'40" E 910.09 FEET TO THE INTERSECTION WITH THE NORTH LINE OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638; THENCE N 89°11'20" E ALONG SAID NORTH LINE 370.00 FEET TO THE NORTHEAST CORNER OF SAID LANDS; THENCE RUN ALONG THE EAST LINE OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3625, PAGE 638 FOR THE NEXT THREE COURSES: (1) S 00°20'40" W 400.00 FEET: (2) S 89°11'20" W 155.00 FEET; (3) S 00°20'40" W 510.09 FEET TO THE POINT OF BEGINNING.

A PORTION OF

SECTION 2, TOWNSHIP 23 SOUTH, RANGE 35 EAST
BREVARD COUNTY, FLORIDA



DESCRIPTION: (Per Title Commitment File #20250074, Prepared by Shutts & Bowen LLP)

PARCEL 1:

Commence at the Southeast corner of Section 2, Township 23 South, Range 35 East, Brevard County, Florida, thence N 00°20'50" E, along the East line of said Section 2, 353 87 feet; thence S 89°11'20" W, a distance of 565 79 feet along the North right-of-way line of the Airport Ditch as described in Deed Book 267, Page 309, Public Records of Brevard County, Florida, thence run N 00°20'50" E, 992 40 feet; thence S 89°11'20" W, a distance of 214 99 feet to the POINT OF BEGINNING, thence continue S 89°11'20" W, a distance of 451 82 feet to a point on the Easterly right-of-way line of Tico Road, thence along said Easterly right-of-way line N 00°20'50" E, a distance of 315 89 feet; thence N 89°11'20" E, a distance of 197 54 feet; thence S 00°20'50" W, a distance of 4 00 feet, thence N 89°11'20" E, a distance of 254 28 feet, thence S 00°20'50" W, a distance of 311 89 feet to the POINT OF BEGINNING, being a portion of the plat of BELLWOOD COLONY as recorded in the Public Records of Brevard County, Florida

PARCEL 2:

A parcel of land lying in Section 2, Township 23 South, Range 35 East, Brevard County, Florida, being a portion of those lands described in Official Records Book 3625, Page 638 of the Public Records of Brevard County, Florida and being more particularly described as follows

Commence at the Southeast corner of said Section 2 and run N 00°20'50" E along the East line of said Section 2, a distance of 353 87 feet, thence S 89°11'20" W 565 79 feet to the Southeast corner of said lands described in Official Records Book 3625, Page 638, thence N 00°20'40" E along the East line of said lands 303 91 feet to the intersection with the North line of the South 303 85 feet of said lands described in Official Records Book 3625, Page 638 and to the Point of Beginning of the herein described parcel, thence S 89°11'20" W along the said North line of the South 303 85 feet of said lands described in Official Records Book 3625, Page 638, a distance of 215 00 feet; thence N 00°20'40" E 910 09 feet to the intersection with the North line of said lands described in Official Records Book 3625, Page 638; thence N 89°11'20" E along said North line 370 00 feet to the Northeast corner of said lands, thence run along the East line of said lands described in Official Records Book 3625, Page 638 for the next three courses (1) S 00°20'40" W 400 00 feet (2) S 89°11'20" W 155 00 feet, (3) S 00°20'40" W 510 09 feet to the Point of Beginning.

SURVEYOR'S NOTES:

1. Use of this survey for purposes other than intended, without written verification, will be at the user's sole risk and without liability to the surveyor. Nothing herein shall be construed to give any rights or benefits to anyone other than those certified to. This survey meets the "Standards of Practice" set forth by the Florida Board of Land Surveyors in Chapter 5J-17 Florida Administrative Code
2. Surveyor has reviewed Commitment for Title Insurance, Commitment File Number 20250074, as issued by Shutts & Bowen, LLP, and underwritten by Stewart Title Guaranty Company, issued 5/21/2025 at 8:00 a m. All pertinent matters except leases, liens, mortgages, taxes, and/or other similar financial matters, identified as encumbrances in Schedule B-II of said Commitment for Title Insurance, have been shown or noted hereon. The undersigned has relied solely upon said Title Insurance Commitment for all matters pertaining to easements, rights-of-way, setback lines, agreements, reservations, or other similar matters.
3. No instruments of record reflecting easements, right-of-ways and/or ownership were furnished to the undersigned except as shown.
4. No underground installations, improvements or encroachments, have been located except those shown hereon
5. Bearings and coordinates shown hereon are based on the NAD83 / Florida State Plane Coordinate System, FL-West Projection, (US ft) with the East right-of-way line of Tico Road having a grid bearing of N 00°05'08"E
6. Elevations shown hereon are based upon North American Vertical Datum of 1988 (NAVD88), National Geodetic Survey benchmark "H 229 Reset", located in Brevard County, Florida, published elevation = 21 85' (NAVD88)
7. Bearings and distances shown hereon are field measured, unless otherwise indicated
8. The text for ties to improvements indicates the direction they lie in relation to the boundary
9. Subject property appears to lie in Flood Zone "X" according to FEMA Flood Insurance Rate Map Panel No. 12009C0220H, dated 1/29/2021.
10. Subject property may contain lands that are subject to jurisdiction or restriction by one or more of the following agencies: Army Corp. of Engineers, Southwest Florida Water Management District (S.W.F.W.M.D.) or Florida Department of Environmental Protection (F.D.E.P.).
11. The background aerial imagery is shown for informational purposes. And was flown by D.C. Johnson & Associates on 4/21/2025
12. The survey map and report (if applicable) or the copies thereof are not valid without the original signature and seal of a Florida Licensed Surveyor and Mapper (if hard copy), or the Adobe PDF containing the electronic signature has not been validated to be the original signed and sealed version (if an electronic file). If an electronic file, printed copies of the survey map are considered to be a valid signed and sealed copy.

LEGEND

IP, IR	= IRON PIPE, IRON ROD
CM	= CONCRETE MONUMENT
○	= FOUND IR (SIZE & REGISTRATION NUMBER AS NOTED)
●	= SET 5/8" IR "DC JOHNSON LB 4511"
□	= FOUND CM (SIZE & REGISTRATION NUMBER AS NOTED)
⊕	= VERTICAL CONTROL BENCHMARK
⊗	= SECTION CORNER
☼	= ROADSIGN
⊢	= GUY ANCHOR
○/○	= POWER POLE/TELEPHONE POLE
○	= LIGHT POLE
——o——	= CHAIN LINK FENCE
——E——	= ELECTRIC VAULT/HAND HOLE
——OHP——	= OVERHEAD POWER LINE
	= ASPHALT
	= GRAVEL/DIRT ROAD

REVISION	DATE	BY
Revise Callouts	05/29/25	DLJ
Boundary Survey	06/19/2025	DLJ

DATE OF FIELD SURVEY: 4/21/2025

Daniel Johnson, Professional Surveyor and Mapper, Florida Certificate No. 6752

Practice of land surveying as defined by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17 Florida Administrative Code.

Not valid without the signature and original raised seal of a Florida Licensed Surveyor and Mapper

DATE SIGNED: 12/17/2025

DATE SIGNED: 12/17/2025

D.C. JOHNSON & ASSOCIATES
SURVEYING AND MAPPING
License Business No. 4511
1051 S. Babcock St.
San Antonio, FL 33576
(352) 588-3278
(352) 588-3279 (Fax)
www.dcjohnson.com

BOUNDARY SURVEY

PAN AM PROPERTY, LLC

GOLDEN KNIGHT, TITUSVILLE

PROJECT NO. 2025-0884Q (BC00001)

SEC: 2 | TWP: 23 S | RNG: 35 E | COUNTY: BREVARD

SCALE: As Shown

SHEET NO. 1 of 1



Aerial 2024

SSA #6-2025

0 500 1,000 2,000 Feet

Community Development Department

Aerial photography provided by the Brevard County Property Appraiser's Office

7/9/2025

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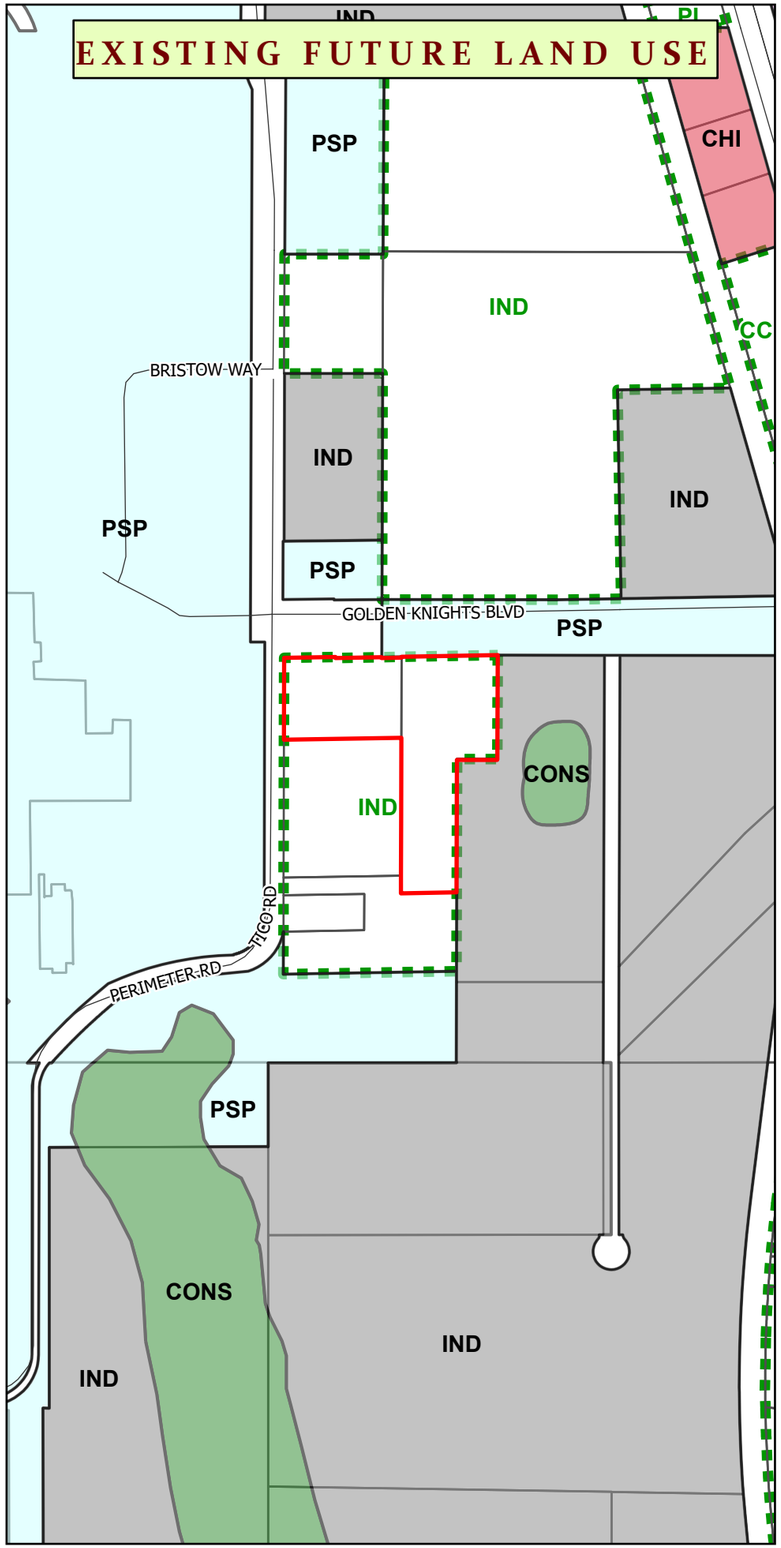
SSA #6-2025

EXISTING FUTURE LAND USE



EXISTING FLU ACREAGE (COUNTY)

IND: +/- 9.18 AC

PROPOSED FLU ACREAGE (CITY)

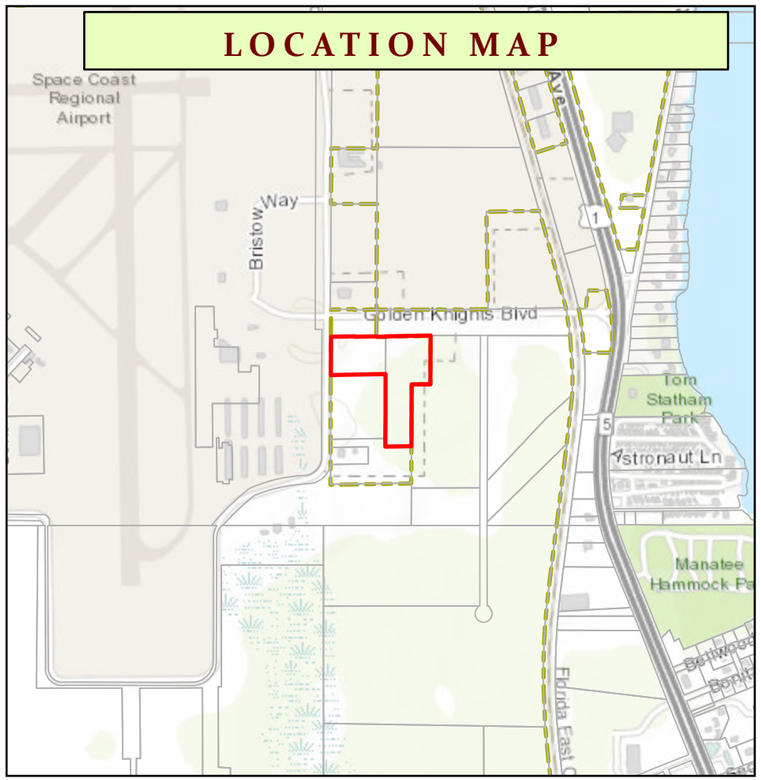
IND: +/- 9.18 AC

FUTURE LAND USE

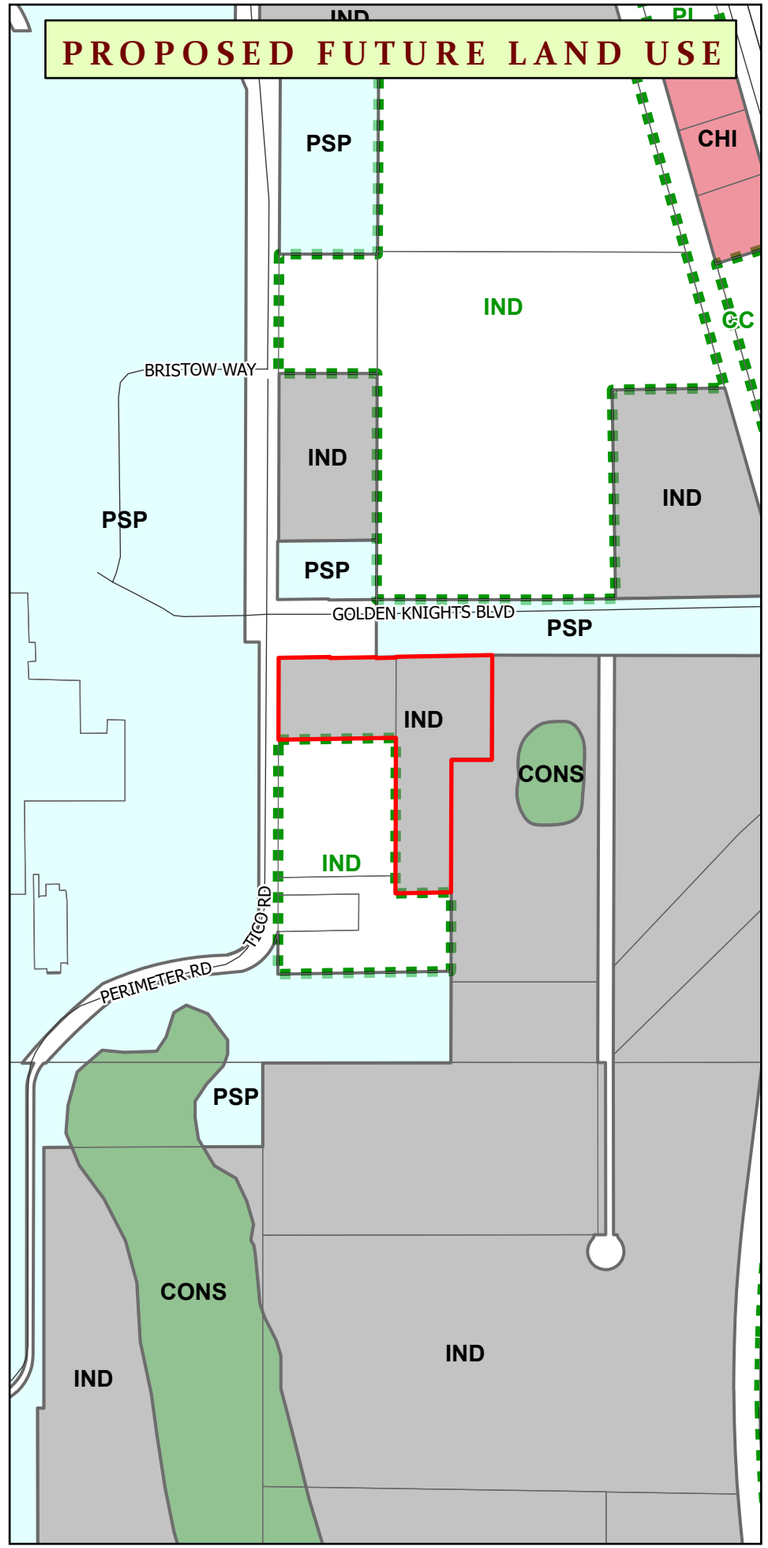
- COMMERCIAL HIGH INTENSITY
- CONSERVATION
- INDUSTRIAL
- PUBLIC/SEMI-PUBLIC

0 500 1,000 2,000 Feet

LOCATION MAP

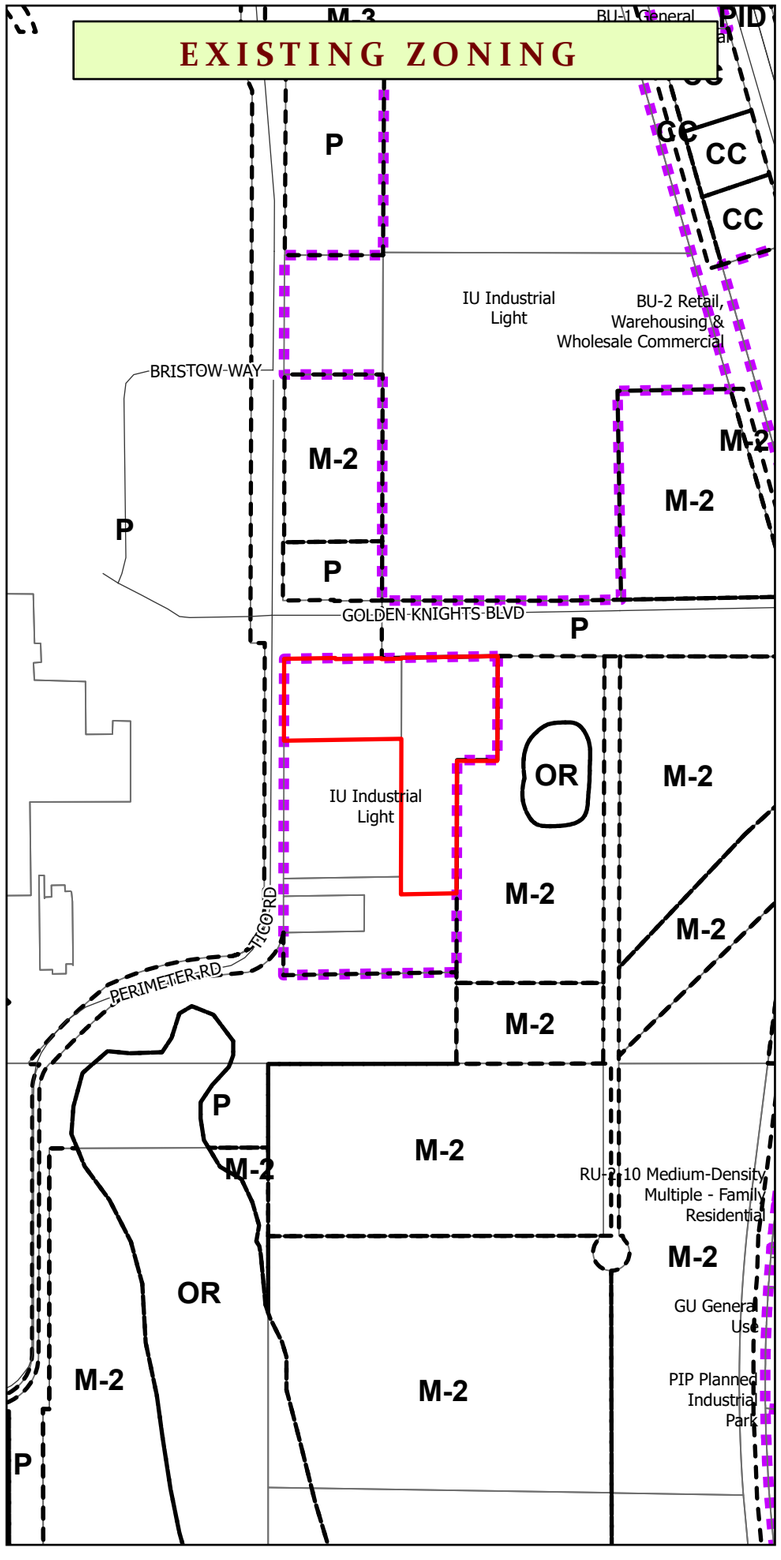


PROPOSED FUTURE LAND USE



SSA #6-2025

EXISTING ZONING



EXISTING ZONING ACREAGE (COUNTY)

IU: +/- 9.18 AC

PROPOSED ZONING ACREAGE (CITY)

M-2: +/- 9.18 AC

N

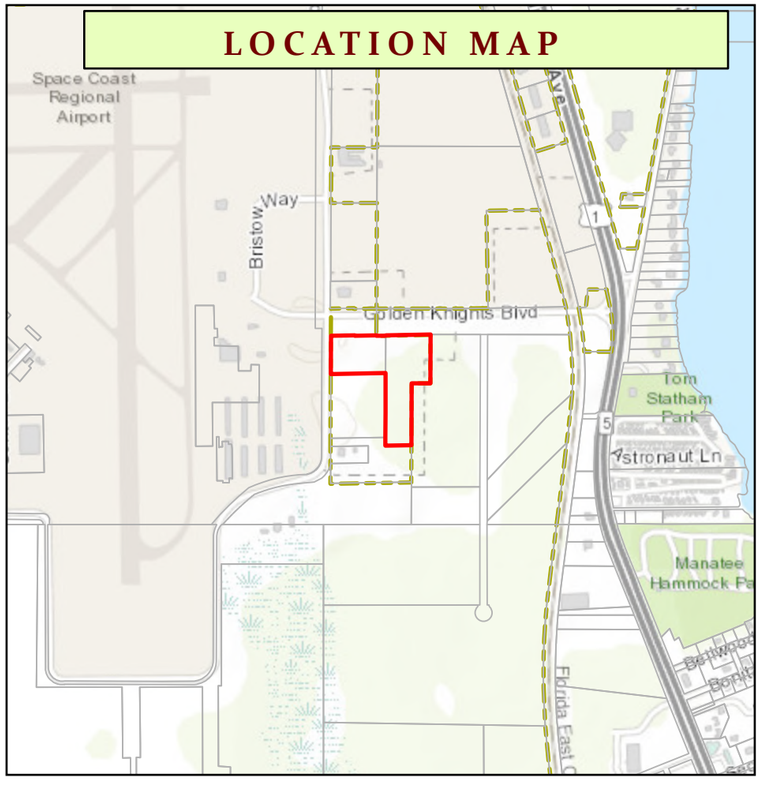
W E

S

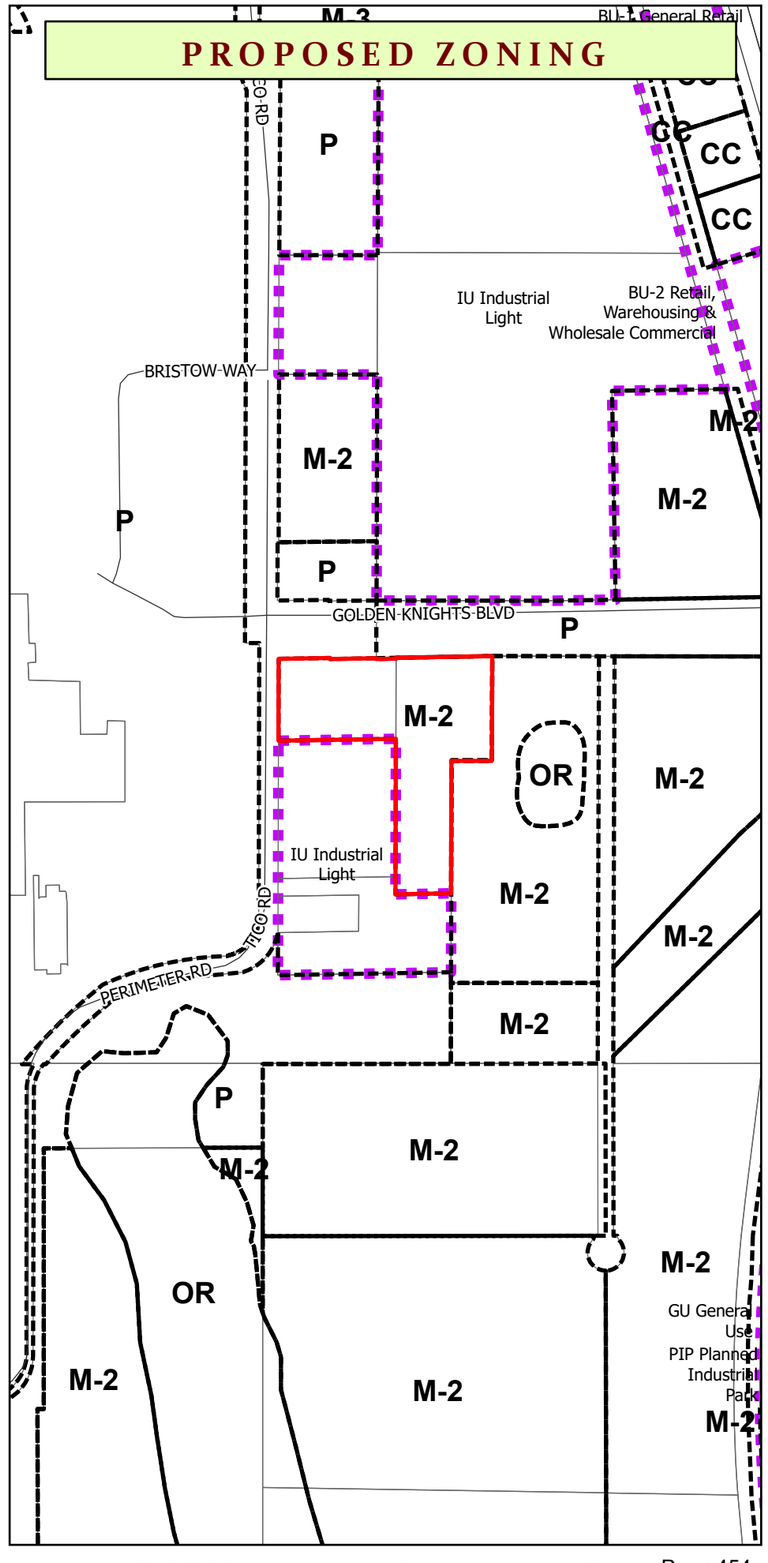
TITUSVILLE, FLORIDA FOUNDED 1867

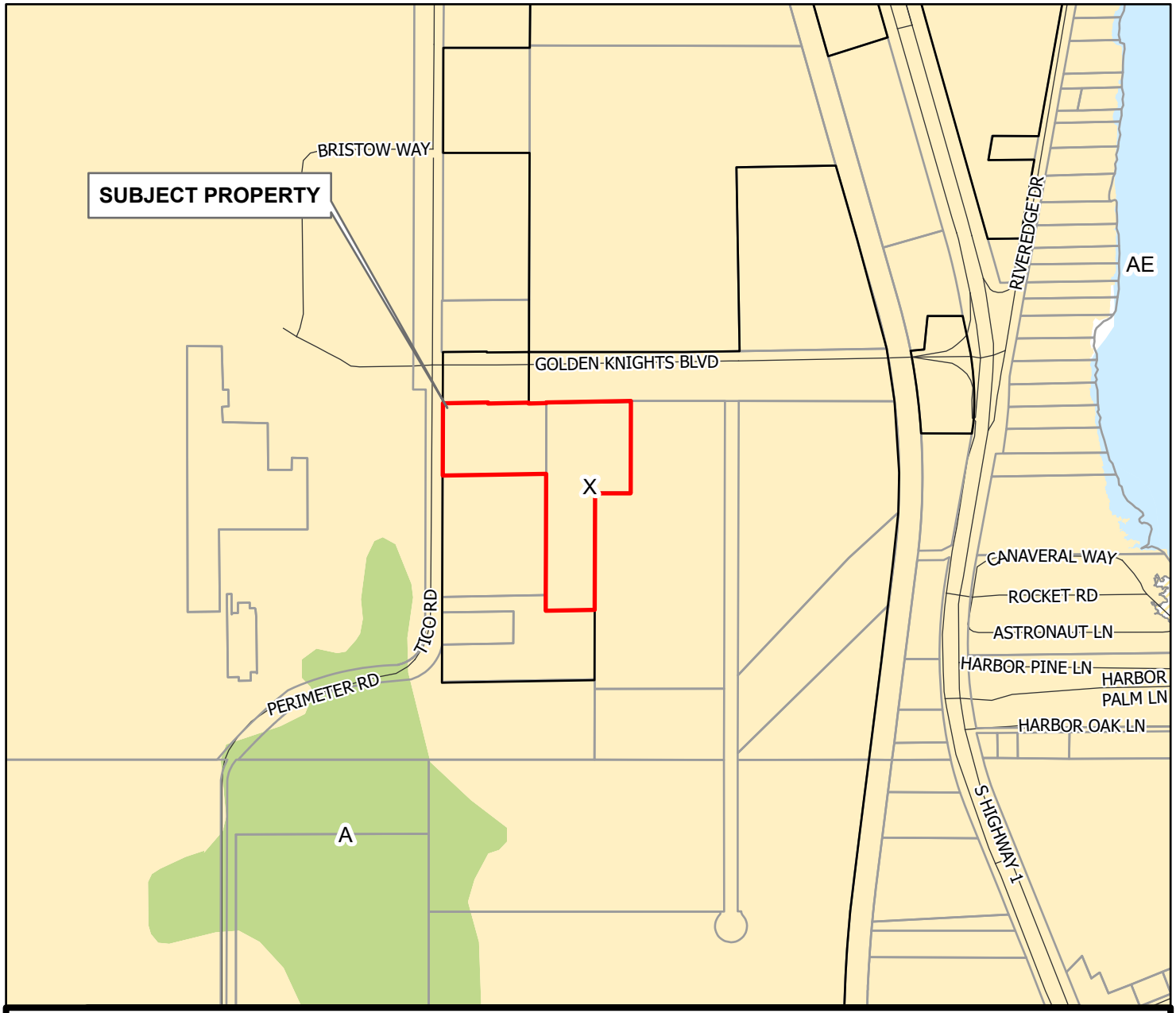
0 500 1,000 2,000 Feet

LOCATION MAP



PROPOSED ZONING





FEMA FLOOD HAZARD AREAS

SSA #6-2025

Special Flood Hazard Area Zones

- A
- A0
- AE
- AO
- VE

Moderate Flood Hazard Area Zone

- X5

Minimal Flood Hazard Zones

- C
- X
- X .2 PCT

Other Flood Zone Areas

- D
- FW

N W E S

TITUSVILLE, FLORIDA FOUNDED 1867

0 500 1,000 2,000 Feet

Community Development Department

Source: FEMA FHA Update, 01/29/2021

7/9/2025

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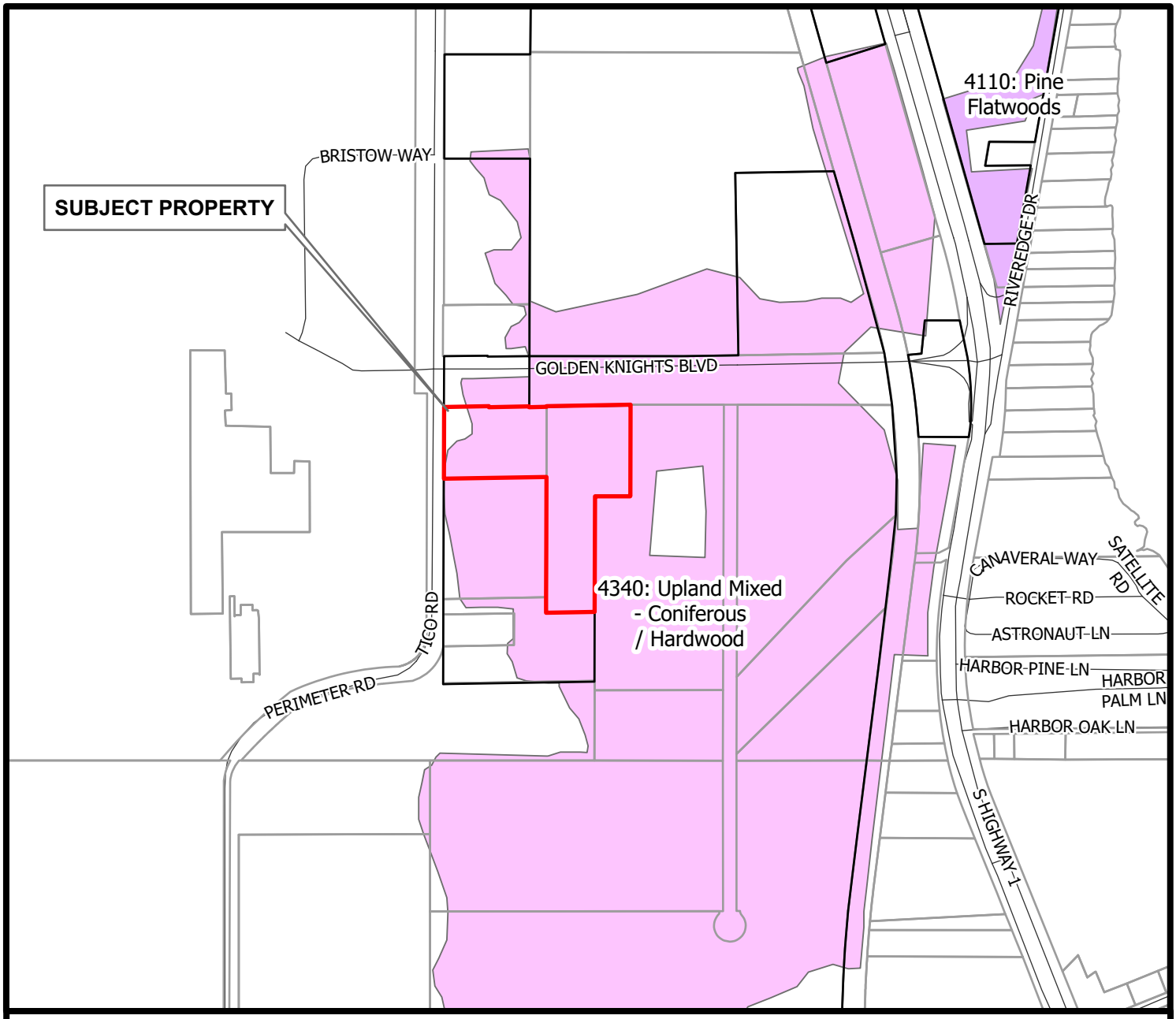

SJRWMD Florida Land Use Cover Classification System
Upland Forests - 4000 Series
SSA #6-2025

LANDCOVER DESCRIPTION

- 4110: Pine Flatwoods
- 4340: Upland Mixed - Coniferous / Hardwood

N W E S

TITUSVILLE, FLORIDA FOUNDED 1867

0 500 1,000 2,000 Feet

Community Development Department

7/9/2025

This dataset (2017) is a compilation of the Land Use/Land Cover datasets created by St. John's River Water Management District

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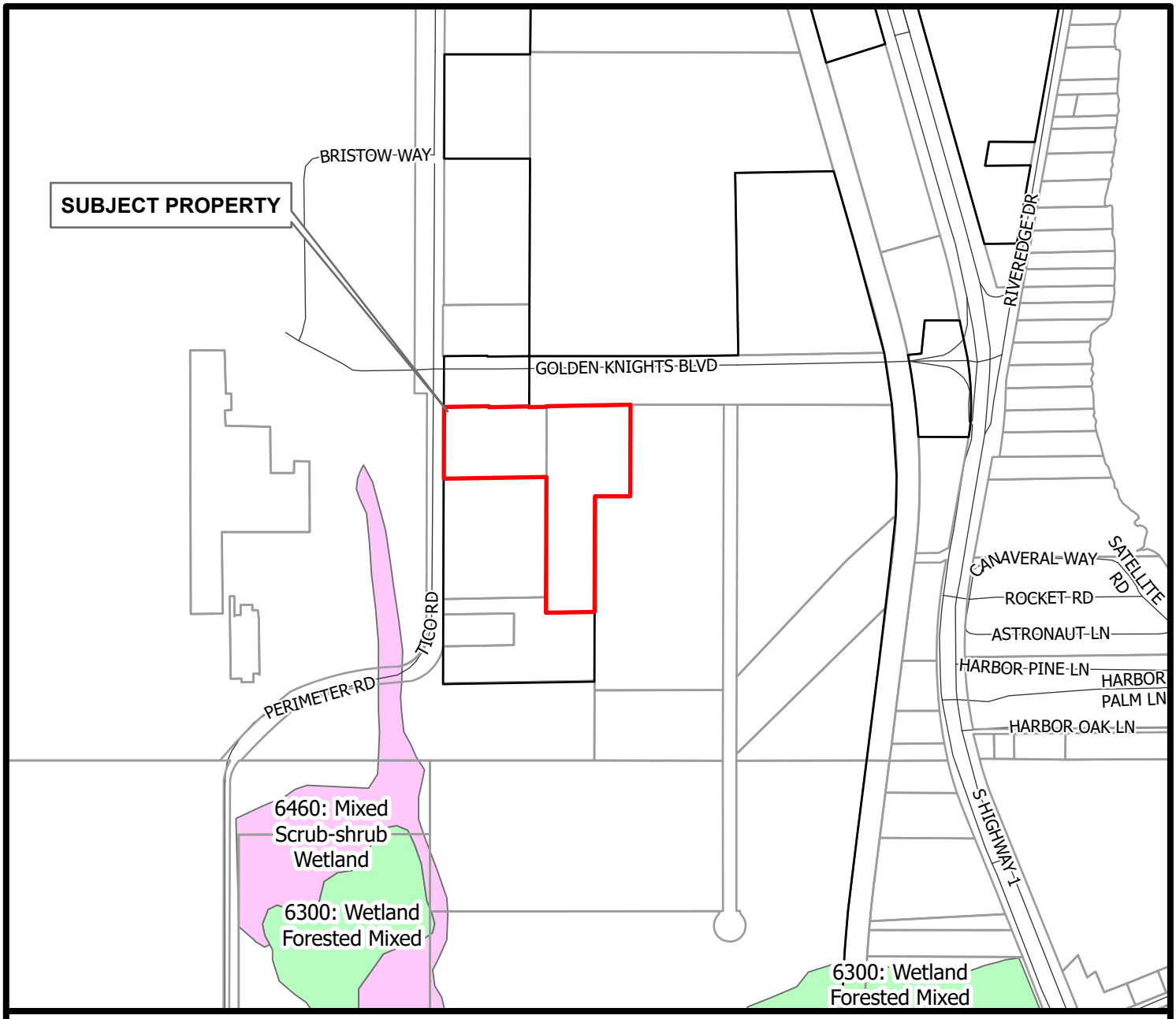

SJRWMD Florida Land Use Cover Classification System
Wetlands - 6000 Series

SSA #6-2025

SJRWMD Land Cover 6000 Series

LANDCOVER DESCRIPTION

- 6300: Wetland Forested Mixed
- 6460: Mixed Scrub-shrub Wetland

Base Map

- Parcels
- Subject

N W E S

0 500 1,000 2,000 Feet

Community Development Department

7/9/2025

This dataset (2017) is a compilation of the Land Use/Land Cover datasets created by St. John's River Water Management District

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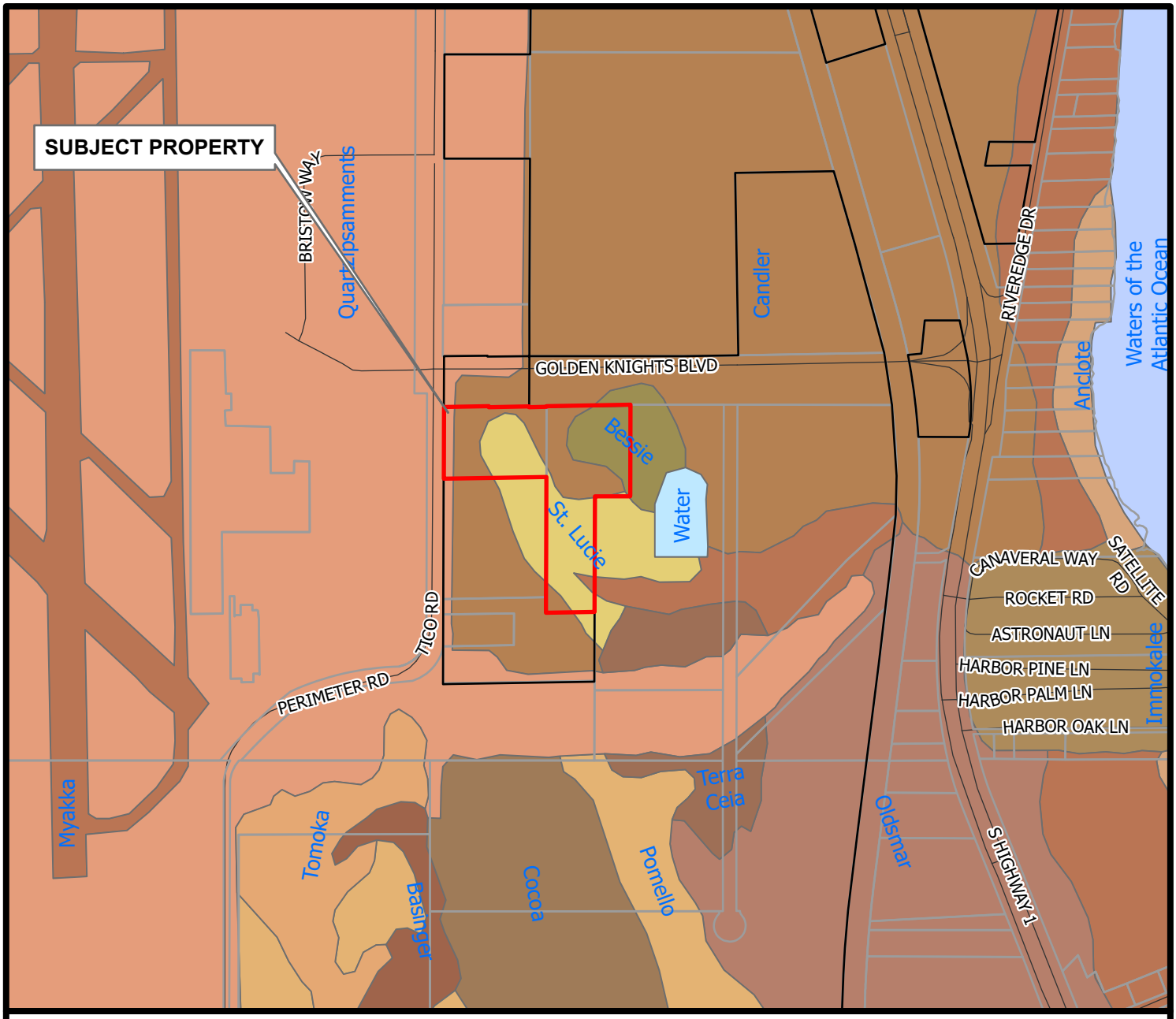


SOILS IN THE VICINITY OF SUBJECT PROPERTY
SSA #6-2025

Soil Name

- Anclote
- Basinger
- Bessie
- Candler
- Cocoa
- Immokalee
- Myakka
- Oldsmar
- Pomello
- Quartzipsamment
- St. Lucie
- Terra Ceia
- Tomoka
- Water
- Waters of the Atlantic Ocean

N W E S

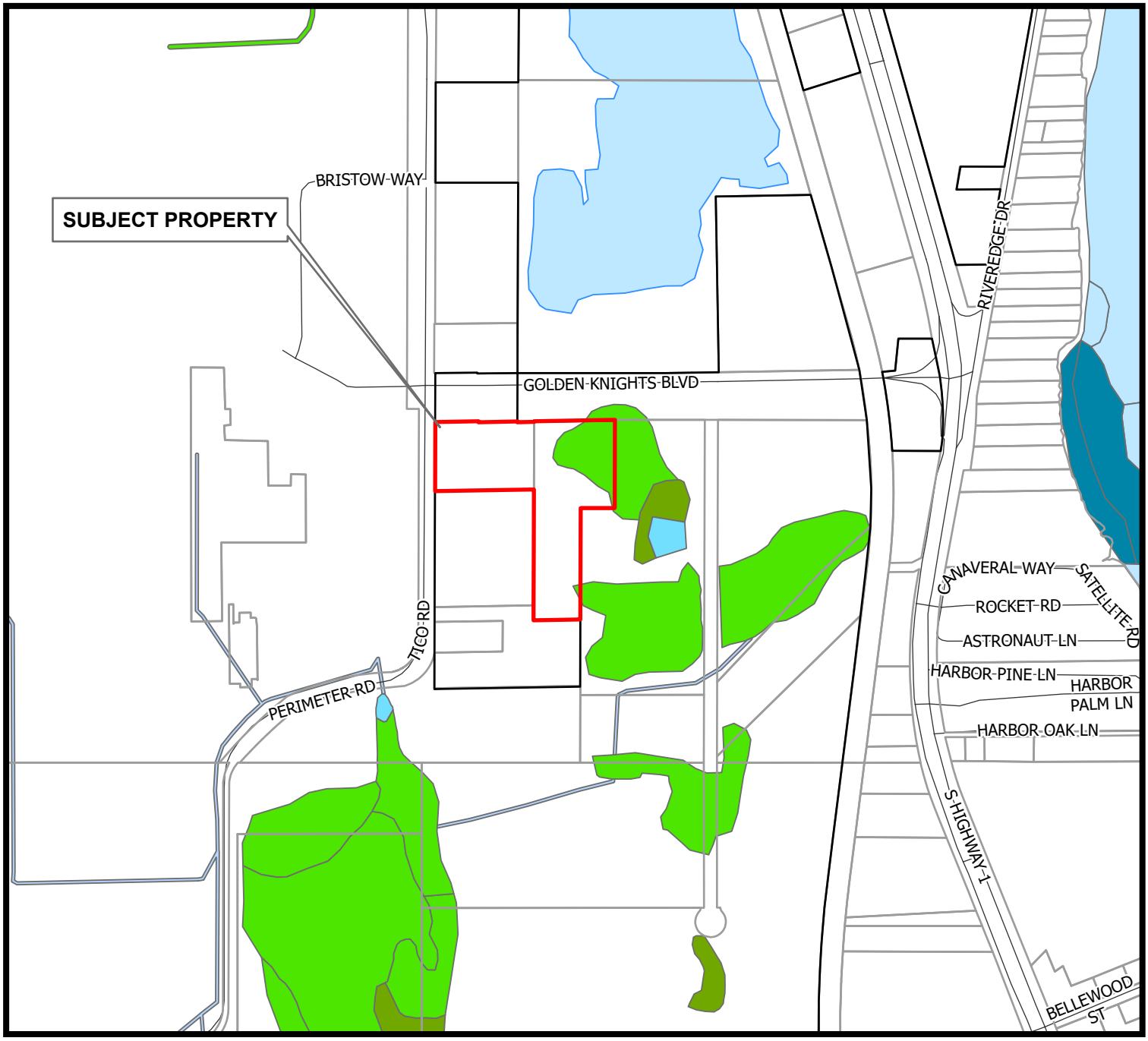
0 500 1,000 2,000 Feet

Community Development Department

7/9/2025

Soils data source: The U.S. Department of Agriculture, Natural Resources Conservation Service. (2024)

Document Path: Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps\PlanningMaps.aprx



WETLANDS IN VICINITY OF PROPERTY

SSA #6-2025

N
W
E
S
TITUSVILLE, FLORIDA
FOUNDED 1867

WETLAND_TY

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

7/9/2025

Scale:1:8,000

Community Development Department
Source: USFWS NWI (2023)

This data set represents the approximate location and type of wetlands and deepwater habitats. The primary intended use is for regional and watershed data display and analysis, rather than specific project data analysis.

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City of Titusville Preliminary Concurrency Assessment

Project Name: Golden Knights Blvd Industrial **Date:** August 26, 2025

Project Description: Industrial

Residential Density (dwelling units): **Non-Residential Intensity (1,000 s.f.):** 333,718.00

Total Water Capacity*			6.010 MGD
Less Current Demand**			4.672 MGD
Less Future Commitments (FDEP/Water Supply Allocation permits)			0.789 MGD
Remaining Capacity***			0.549 MGD
Estimated Unit Based Water Demand******	111	ERU	0.0278 MGD

*Total Water Capacity permitted flow is 6.01 MGD
**12 Month Rolling Average
***Remaining capacity subject to change without notice - This is neither a commitment nor a reservation of this capacity.
****Based on 100 gallons/capita/day or 250 gallons/unit/day in accordance with Section 10 of the City's Concurrency Technical Manual
Water is reserved for this project only upon issuance of a Water Supply Capacity Allocation Permit in accordance with City Code Section 21-50.

Wastewater

Total Wastewater Capacity*			6.750 MGD
Less Current Demand**			4.474 MGD
Less Future Commitments (FDEP Permits)			0.592 MGD
Remaining Capacity***			1.659 MGD
Estimated Unit Based Wastewater Demand******	111	ERU	0.0250 MGD

*Total Wastewater Capacity based on Design capacity of Blue Heron and Osprey Treatment Facilities
**12 Month Rolling Average
***Remaining capacity subject to change without notice - This is neither a commitment nor a reservation of this capacity.
****Based on 75 gallons/capita/day or 225 gallons/unit/day in accordance with Section 10 of the City's Concurrency Technical Manual

Traffic Circulation

Primary Access

Street Name: US1 **Adopted LOS:** E **Max Capacity:** 38,430 ADT

Current Conditions

Roadway Segment: Kings Hwy - SR405 (Columbia Blvd) **2024 E+C Count:** 26,950 ADT
Volume/Count Ratio: 0.70

Future Conditions

Roadway Segment: **Existing + New Count:** 28,575 ADT
Volume/Count Ratio: 0.74

Secondary Access

Street Name: **Adopted LOS:** **Max Capacity:** - ADT

Current Conditions

Roadway Segment: **2022 E+C Count:** - ADT
Volume/Count Ratio:

Future Conditions

Roadway Segment: **Existing + New Count:** ADT
Volume/Count Ratio:

Institute of Transportation Engineers (ITE) Index Number*:	110	Index
Average Vehicle Trips per Unit on a Weekday:	4.87	ADT
Total Average Vehicle Trips for this Development on a Weekday:	1,625	ADT

* Institute of Transportation Engineers Trip Generation rates or Latest Edition. [Sec. 10.3.1.2 of the Transportation Technical Manual]

Recreation/Open Space

City Population:	49,085	**Required Recreation/Open Space:**	392.68	AC
Adopted LOS (acres/1,000 population):	8	**Current Recreation/Open Space:**	566.60	AC
		Existing Available Recreation/Open Space Capacity:	173.92	AC
Project Population:	-	**Required Recreation/Open Space:**		AC
		Remaining Recreation/Open Space Capacity:	173.92	AC

Staff Comments

A Traffic Study is required

Evaluated By: KO, ACS, CA **Evaluation Expiration Date:** 2/22/2026

Orlando [Headquarters]
3025 East South Street
Orlando, FL 32803

Cocoa
400 High Point Drive
Suite 400
Cocoa, FL 32926

Jacksonville
11235 St. Johns Industrial Pkwy N
Suite 2
Jacksonville, FL 32246

Key West
1107 Key Plaza
Suite 259
Key West, FL 33040

Lantana
445 West Lantana Road
Suite 5
Lantana, FL 33462

Tallahassee
2560-1 Barrington Circle
Tallahassee, FL 32308

Tampa
6011 Benjamin Road
Suite 101-B
Tampa, FL 33634

Denver
10701 Melody Drive
Suite 304
Northglenn, CO 80234

Raleigh
4338 Bland Road
Raleigh, NC 27609

Charlotte
5105 Monroe Road
Suite A
Charlotte, NC 28205

East Syracuse
6700 Old Collamer Road
Suite 112
East Syracuse, NY 13057

Bismarck
4501 Coleman Street
Suite 103
Bismarck, ND 58503

Austin
3801 N Capital of TX Highway
Suite E-240
Austin, TX 78746

Midland
5114 West County Road 12
Midland, TX 79706

San Antonio
7700 Broadway Street
Suite 104
San Antonio, TX 78209

Orlando [Aquatic & Land Management Operations]
3825 Rouse Road
Orlando, FL 32817

May 7, 2025

Mike Stuart
Landmynd Services, LLC
122 South Bumby Avenue, Suite 9A
Orlando, Florida 32803

Proj: Golden Knights Site – Brevard County, Florida
Section 2, Township 23 South, Range 35 East
(BTC File #1263-15)
Re: Environmental Assessment Report

Dear Mr. Stuart:

In May of 2025, Bio-Tech Consulting, Inc. (BTC) conducted an environmental assessment of the approximately 9.16-acre Golden Knights Site. This site is located in unincorporated Brevard County, southeast of the intersection of Golden Knoghts Boulevard and Tico Road, just east of the Space Coast Regional Airport, within Section 2, Township 23 South, Range 35 East (Figures 1, 2 and 3). The environmental assessment included the following elements:

- review of soil types mapped within the site boundaries;
- evaluation of land use types/vegetative communities present;
- field review for occurrence of protected flora and fauna; and
- delineation of the on-site wetland/surface water communities.

SOILS

According to the Soil Survey of Brevard County, Florida, prepared by the U.S. Department of Agriculture and Consumer Services (USDACS) Natural Resources Conservation Service (NRCS), five (5) soil types occur within the site boundaries (Figure 4). These soil types include the following:

- **Paola fine sand, 0 to 8 percent slopes (#43)**
- **Paola fine sand, 5 to 12 percent slopes (#44)**
- **Pompano sand (#51)**
- **Quartzipsamments, smoothed (#52)**
- **Bessie muck, tidal (#66)**

The following presents a brief description of the soil types mapped for the site:

Paola fine sand, 0 to 8 percent slopes (#43) is a nearly level to strongly sloping, excessively drained soils on the tops and sides of ridges. The surface layer is dark gray fine sand about 5 inches thick. Permeability is very rapid, and the available water capacity is very low.

Paola fine sand, 5 to 12 percent slopes (#44) is an excessively drained soil on high ridges. The surface layer is dark gray fine sand about 5 inches thick. Permeability is very rapid, and the available water capacity is very low.

Pompano sand (#51) is a nearly level, poorly drained soil found on broad flats, in shallow depressions, and in sloughs. The surface layer is sand about 7 inches thick. The upper 2 inches is very dark brown, and the next 5 inches is dark gray. The next layer is light brownish-gray to very pale brown sand about 15 inches thick. In most years the water table is within 10 inches of the surface for 2 to 6 months, and occasionally following heavy rains it rises above the surface for 2 to 7 days. Permeability is very rapid, and the available water capacity is low to very low in all layers.

Quartzipsamments, smoothed (#52) are nearly level to steep sandy soils that have been reworked and shaped by earthmoving equipment. Many areas are former sloughs, marshes, or shallow ponds that have been filled with various soil material to surrounding ground level or to elevations above natural ground level. Some areas were originally high ridges that have been excavated to below natural ground level and reworked in place and not moved. Drainage is variable. Most excavated areas are well drained, but the water table is generally within a depth of 50 inches in filled areas. Permeability is variable but generally very rapid. Available water capacity is also variable but generally is very low. Natural fertility and organic-matter content are low.

Bessie muck, tidal (#66) is a nearly level, very poorly drained, well-decomposed organic soil in broad flat marshes and small depressions. The water table is within a depth of 10 inches for 9 to 12 months in most years, and water stands on the surface for more than 6 months. The profile of the soil is black muck a depth of 54 inches. Below this to a depth of about 70 inches is very dark brown muck. These layers contain small amount of decomposed plant fibers. Permeability is rapid and available water capacity is very high throughout the profile.

Pursuant to the Hydric Soils of Florida Handbook, Fourth Edition, March 2007, the Florida Association of Environmental Soil Scientists (FAESS) considers the main components of the Pompano sand (#51) and Bessie muck, tidal (#66) soil types associated with the site to be hydric.

LAND USE TYPES/VEGETATIVE COMMUNITIES

The subject site currently supports one (1) land use type/vegetative community (Figure 5). This land use type/vegetative community was identified utilizing the Florida Land Use, Cover and Forms Classification System, Level III (FLUCFCS, FDOT, January 1999). The on-site upland land use type/vegetative community is classified as Upland Hardwood Forest (420). There were no wetland/surface water land use types/vegetative communities identified within the parcel boundaries during this assessment. The following provides a brief description of the on-site land use type/vegetative community:

Uplands:

420 – Upland Hardwood Forest

The entire subject property is considered an Upland Hardwood Forest (420 FLUCFCS) community per the FLUCFCS. Vegetation observed within this community type includes slash pine (*Pinus elliottii*), sand pine (*Pinus clausa*), live oak (*Quercus virginiana*), scrub oak (*Quercus iopina*), laurel oak (*Quercus laurifolia*), cabbage palm (*Sabal palmetto*), saw palmetto (*Serenoa repens*), wild poinsettia (*Euphorbia cyathophora*), blackberry, *(Rubus cuneifolius),* grapevine (*Vitis rotundifolia*), tailed bracken fern (*Pteridium aquilinum var. pseudocaudatum*), beautyberry (*Callicarpa Americana*), gallberry (*Ilex glabra*), and hog plum (*Ximenia americana*).

WILDLIFE AND PROTECTED SPECIES

Utilizing methodologies outlined in the Florida's Fragile Wildlife (Wood, 2001); Measuring and Monitoring Biological Diversity Standard Methods for Mammals (Wilson, et al., 1996); and Florida Fish and Wildlife Conservation Commission's (FFWCC) Gopher Tortoise Permitting Guidelines (July 2020), an assessment for "listed" floral and faunal species occurring within the site boundaries was conducted in May 2025. The survey included both direct observations and indirect evidence, such as tracks, burrows, tree markings and vocalizations which indicated the presence of species observed. The assessment focused on species that are "listed" by the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (June 2021) that have the potential to occur in Brevard County (Table 1).

No plant species listed as "Threatened" or "Endangered" by either The Florida Department of Agriculture and Consumer Services (FDACS) or the U.S. Fish and Wildlife Service (USFWS) was identified on the site during the assessments conducted.

The following is a list of those wildlife species identified during the evaluation of the site:

Reptiles and Amphibians:
brown anole (*Norops sagrei*)
Cuban tree frog (*Osteopilus septentrionalis*)
eastern black racer (*Coluber constrictor*)
green anole (*Anolis carolinensis*)
gopher tortoise (*Gopherus polyphemus*)

Birds:
Black Vulture (*Coragyps atratus*)
Blue Jay (*Cyanocitta cristata*)
Common Raven (*Corvus corax*)
Mourning Dove (*Zenaida macroura*)
Northern Bobwhite (*Colinus virginianus*)
Northern Mockingbird (*Mimus polyglottos*)
Red-shouldered Hawk (*Buteo lineatus*)

Mammals:
eastern cottontail (*Sylvilagus floridanus*)
eastern gray squirrel (*Sciurus carolinensis*)
nine-banded armadillo (*Dasypus novemcinctus*)
northern raccoon (*Procyon lotor*)
Virginia opossum (*Didelphis virginiana*)

One (1) of the above identified species, the gopher tortoise (*Gopherus polyphemus*), is listed in FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (June 2021). The following provides a brief description of particular wildlife species as they relate to the development of the site.

Gopher Tortoise (*Gopherus polyphemus*)
State Listed as "Threatened" by the FFWCC

Currently the gopher tortoise (*Gopherus polyphemus*) is classified as a "Category 2 Candidate Species" by USFWS, and as of September 2007 is now classified as "Threatened" by the FFWCC. The basis of the "Threatened" classification by the FFWCC for the gopher tortoise is due to habitat

loss and destruction of burrows. Gopher tortoises are commonly found in areas with well-drained soils associated with the pine flatwoods, pastures and abandoned orange groves. Several other protected species known to occur in Brevard County have a possibility of occurring in this area as they are gopher tortoise commensal species. These species include the eastern indigo snake (*Drymarchon corais couperi*), Florida mouse (*Podomys floridanus*) and the gopher frog (*Rana capito*). However, none of these species were observed on the site at the time the wildlife assessments were conducted.

The site was surveyed for the existence of gopher tortoises through the use of pedestrian transects. The survey covered approximately 100% of the suitable gopher tortoise habitat present within the site boundaries. [redacted] The FFWCC provides three (3) options for developers that have gopher tortoises on their property. These options include: 1) avoidance (i.e., 25-foot distance from construction), 2) preservation of habitat and 3) off-site relocation. As such, resolution of the gopher tortoise issue will need to be permitted through FFWCC prior to any construction activities.

Bald Eagle (*Haliaeetus leucocephalus*)
State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)

In August of 2007, the US Fish and Wildlife Service (USFWS) removed the Bald Eagle from the list of federally endangered and threatened species. Additionally, the Bald Eagle was removed from FFWCC's imperiled species list in April of 2008. Although the Bald Eagle is no longer protected under the Endangered Species Act, it is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and FFWCC's Bald Eagle rule (Florida Administrative Code 68A-16.002 Bald Eagle (*Haliaeetus leuchocephalus*).

In May of 2007, the USFWS issued the National Bald Eagle Management Guidelines. In April of 2008, the FFWCC adopted a new Bald Eagle Management Plan that was written to closely follow the federal guidelines. In November of 2017, the FFWCC issued "A Species Action Plan for the Bald Eagle" in response to the sunset of the 2008 Bald Eagle Management Plan. Under the USFWS's management plans, buffer zones are recommended based on the nature and magnitude of the project or activity. The recommended protective buffer zone is 660 feet or less from the nest tree, depending on what activities or structures are already near the nest. As provided within the above referenced Species Action Plan, the USFWS is the regulating body responsible for issuing permits for Bald Eagles. In 2017, the need to obtain a State permit (FFWCC) for the take of Bald Eagles or their nests in Florida was eliminated following revisions to Rule 68A-16.002, F.A.C. A USFWS Bald Eagle "Non-Purposeful Take Permit" is not needed for any activity

occurring outside of the 660-foot buffer zone. No activities are permitted within 330 feet of a nest without a USFWS permit.

In addition to the on-site evaluation for listed species, BTC conducted a review of FFWCC's database (2015-2016 Nesting Season) and Audubon's EagleWatch program database (2023-2024 Nesting Season) for recorded Bald Eagle nests within the surrounding 660 feet of the subject site. This review revealed that there are no Bald Eagle nests within 660-feet of the site boundaries (Figure 6B). Thus, no developmental constraints are expected with respect to Bald Eagle nests.

USFWS CONSULTATION AREAS

The USFWS have established "consultation areas" for certain listed species. Generally, these consultation areas only become an issue if USFWS consultation is required, which is usually associated with federal permitting under Section 10 of the Rivers and Harbors Act or Section 404 of the Clean Water Act (CWA). It should be noted that a listed species presence and need for additional review are often determined to be unnecessary early in the permit review process due to lack of appropriate habitat or other conditions. However, the USFWS makes the final determination.

Consultation areas are typically very regional in size, often spanning multiple counties where the species in question is known to exist. Consultation areas by themselves do not indicate the presence of a listed species. They only indicate an area where there is a potential for a listed species to occur and that additional review might be necessary to confirm or rule-out the presence of the species. The additional review typically includes the application of species-specific criteria to rule-out or confirm the presence of the species in question. Such criteria might consist of a simple review for critical habitat types. In other cases, the review might include the need for species-specific surveys using established methodologies that have been approved by the USFWS.

The following paragraphs include a list of the USFWS Consultation Areas associated with the site (Figure 7). Also included is a brief description of the respective species habitat and potential for additional review.

Audubon's Crested Caracara (*Polyborus plancus audubonii*)
Federally Listed as "Threatened" by USFWS

The subject site falls within the USFWS Consultation Areas for the species Audubon's Crested Caracara (*Polyborus plancus audubonii*). Currently, the Audubon's Crested Caracara is listed as "Threatened" by the USFWS due primarily to habitat loss. The Audubon's Crested Caracara commonly occurs in dry or wet prairie areas with scattered cabbage palms and lightly wooded areas with saw palmetto, scrub oaks and cypress. The Audubon's Crested Caracara also uses

improved or semi-improved pasture with seasonal wetlands. Audubon's Crested Caracaras construct new nests each nesting season, often in the same tree as the previous year.

No Audubon's Crested Caracara were observed within the subject site during the survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a formal survey would be required by the USFWS or another agency to determine if any Crested Caracara utilize any portions of the site.

Piping Plover (*Charadrius melodus*)
Federally Listed as "Threatened" by USFWS

Piping Plovers (*Charadrius melodus*) are small shorebirds approximately seven inches long with sand-colored plumage on their backs and crown and white underparts. Piping Plovers breed only in North America Coast, the Northern Great Plains, and the Great Lakes. Atlantic Coast Plovers nest on coastal beaches, sandflats at the ends of sand spits and barrier islands, gently sloped foredunes, sparsely vegetated dunes, and washover areas cut into or between dunes. In recent decades, piping plover populations have drastically declined, especially in the Great lakes.

No Piping Plovers were observed on the site during the survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a formal survey would be required by the USFWS or another agency to determine if any Piping Plovers utilize any portions of the site.

West Indian Manatee (*Trichechus manatus*)
Federally Listed as "Threatened" by USFWS

The subject site falls within the USFWS Consultation Area for the West Indian manatee. Currently the West Indian manatee is listed as "Threatened" by the USFWS. Manatees are protected under the Marine Mammal Protection Act, which prohibits the take (i.e., harass, hunt, capture, or kill) of all marine mammals. Manatees are found in marine, estuarine and freshwater environments. The West Indian manatee (*Trichechus manatus*), includes two distinct subspecies, the Florida manatee (*Trichechus manatus latirostris*) and the Antillean manatee (*Trichechus manatus manatus*). While morphologically distinctive, both subspecies have many common features. Manatees have large, seal-shaped bodies with paired flippers and a round, paddle-shaped tail. They are typically grey in color (color can range from black to light brown) and occasionally spotted with barnacles or colored by patches of green or red algae. The muzzle is heavily whiskered and coarse, single hairs are sparsely distributed throughout the body. Adult manatees, on average, are about nine feet long (3 meters) and weigh about 1,000 pounds (200 kilograms). At birth, calves are between three and four feet long (1 meter) and weigh between 40 and 60 pounds (30 kilograms).

No West Indian manatee were observed on the site during the survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a formal survey would be required by the USFWS or another agency to determine if any West Indian manatee utilize any portions of the site.

Florida Scrub-Jay (*Aphelocoma coerulescens*)
Federally Listed as "Threatened" by USFWS

The subject site falls within the USFWS Consultation Area for the Florida Scrub-jay. Currently the Florida Scrub-jay is listed as threatened by the USFWS. Florida Scrub-jays are largely restricted to scattered, often small and isolated patches of sand pine scrub, xeric oak, scrubby flatwoods, and scrubby coastal stands in peninsular Florida (Woolfenden 1978a, Fitzpatrick et al. 1991). They avoid wetlands and forests, including canopied sand pine stands. Optimal Scrub-jay habitat is dominated by shrubby scrub, live oaks, myrtle oaks, or scrub oaks from 1 to 3 m (3 to 10 feet) tall, covering 50 percent to 90 percent of the area; bare ground or sparse vegetation less than 15 cm (6 in.) tall covering 10 percent to 50 percent of the area; and scattered trees with no more than 20 percent canopy cover (Fitzpatrick et al. 1991).

No Florida Scrub-Jays were observed on the site during the survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a formal survey would be required by the USFWS or another agency to determine if any Florida Scrub-Jays utilize any portions of the site.

Everglade Snail Kite (*Rostrhamus sociabilis*)
Federally Listed as "Endangered" by USFWS

The subject site falls within the USFWS Consultation Area for the Everglade Snail Kite. Currently the Snail Kite is listed as "Endangered" by the USFWS. Snail Kites are similar in size to Red-shouldered Hawks. All Snail Kites have deep red eyes and a white rump patch. Males are slate gray, and females and juveniles vary in amounts of white, light brown, and dark brown, but the females always have white on their chin. Kites vocalize mainly during courtship and nesting. They may occur in nearly all of the wetlands of central and southern Florida. They regularly occur in lake shallows along the shores and islands of many major lakes, including Lakes Okeechobee, Kissimmee, Tohopekaliga (Toho) and East Toho. They also regularly occur in the expansive marshes of southern Florida such as Water Conservation Areas 1, 2, and 3, Everglades National Park, the upper St. John's River marshes and Grassy Waters Preserve.

No Snail Kites were observed on the site during the survey conducted by BTC. As no suitable habitat exists within the limits of the site, it is not anticipated that a formal survey would be required by the USFWS or another agency to determine if any Snail Kites utilize any portions of the site.

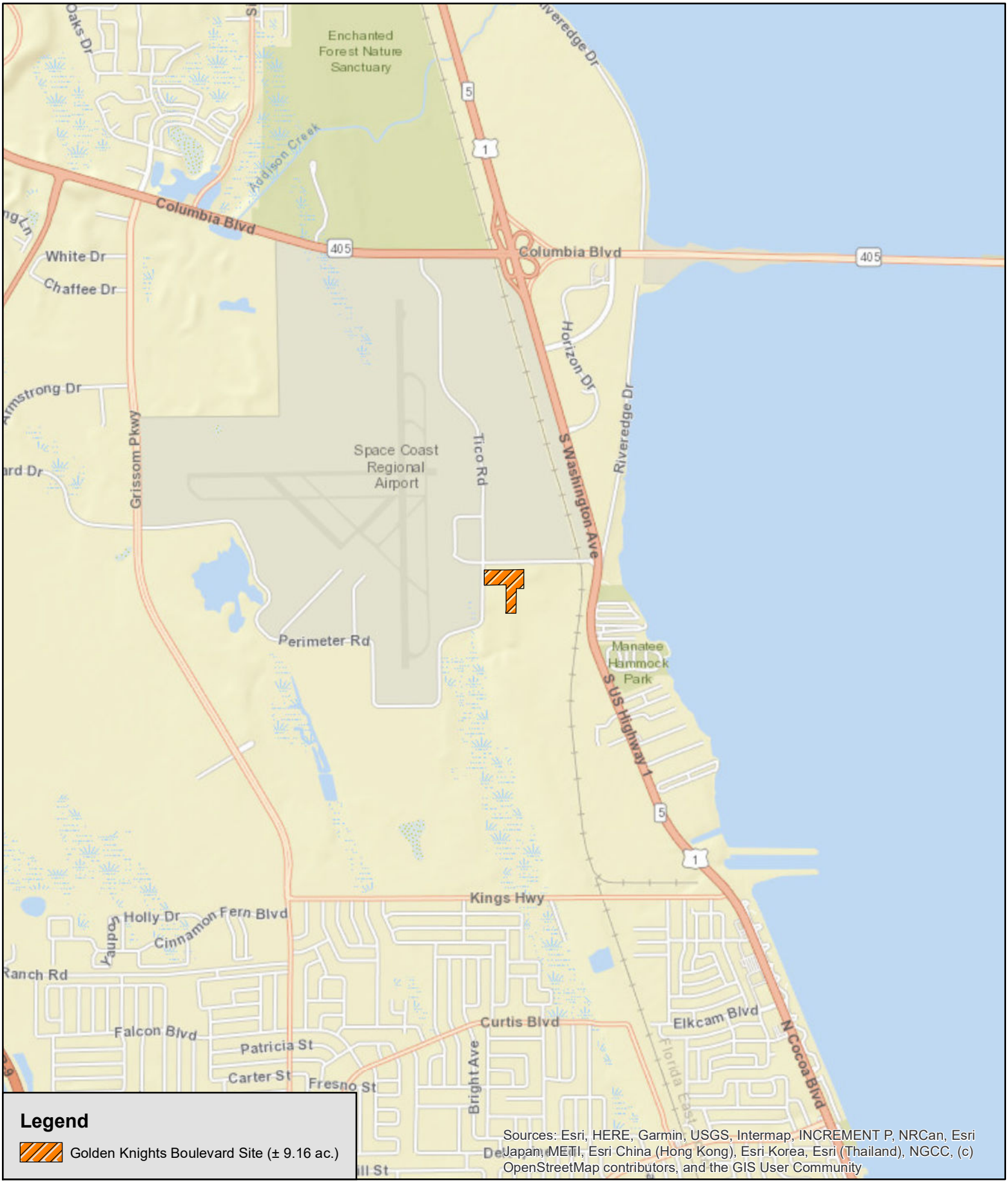
The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. This report is for general planning purposes only. The limits of any on-site wetlands/surface waters can only be determined and verified through field delineation and/or on-site review by the pertinent regulatory agencies. The wildlife surveys conducted within the site boundaries do not preclude the potential for any listed species, as noted in the attached Table 1, currently or in the future. Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

Daniel Gough
Director

John Miklos
President

Attachments



Bio-Tech Consulting
Environmental and Permitting
3025 East South Street Orlando, FL 32803
Phone (407) 894-5969 Fax (407) 894-5970
www.bio-techconsulting.com

Golden Knights Boulevard Site
Brevard County, Florida
Figure 1
Location Map

N W E S

0.5 Miles

Project #:1263-15
Produced By: EM
Date: 2/17/2025



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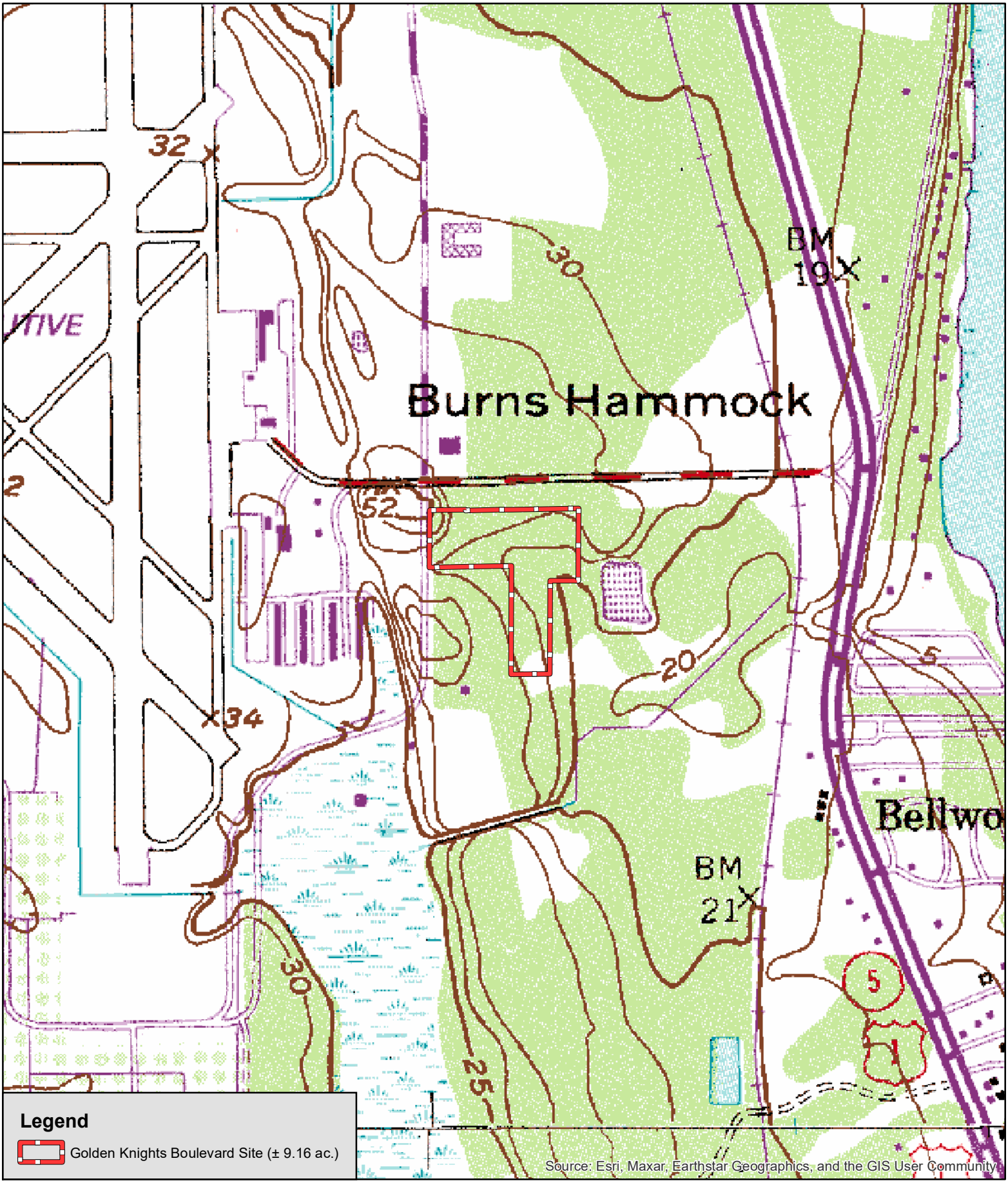
Golden Knights Boulevard Site
Brevard County, Florida
Figure 2
2024 Aerial Photograph

N
W E
S

200
Feet

Project #:
Produced By: EM
Date: 2/17/2025



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Golden Knights Boulevard Site
Brevard County, Florida
Figure 3
USGS Topographic Map

N
W E
S

750
Feet

Project #:1263-15
Produced By: EM
Date: 2/17/2025



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Golden Knights Boulevard Site
Brevard County, Florida
Figure 4
USDA-NRCS Soils Map

N
W E
S

200
Feet

Project #:1263-15
Produced By: EM
Date: 2/17/2025



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Golden Knights Boulevard Site
Brevard County, Florida
Figure 4A
Hydric Soils Rating Map

N
W E
S

200
Feet

Project #:1263-15
Produced By: EM
Date: 2/17/2025



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Golden Knights Boulevard Site
Brevard County, Florida
Figure 5
FLUCFCS Map

N
W E
S

180
Feet

Project #: 1263-15
Produced By: EM
Date: 5/7/2025



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Golden Knights Boulevard Site
Brevard County, Florida
Figure 6B
Wildlife Proximity Map

N
W E
S

0.5
Miles

Project #:1263-15
Produced By: EM
Date: 2/17/2025



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Golden Knights Boulevard Site
Brevard County, Florida
Figure 7
USFWS Consultation Areas Map

N
W E
S

200
Feet

Project #:1263-15
Produced By: EM
Date: 2/17/2025

Table 1:			
Potentially Occurring Wildlife and Plant Species in Brevard County (as of April 2024)			
Scientific Name	**Common Name**	**Federal Status**	**State Status**
FISHES			
Acipenser oxyrinchus oxyrinchus	Atlantic Sturgeon	E	FE
Ameiurus brunneus	Snail Bullhead		N
Bairdiella sanctaeluciae	Striped Croaker		N
Ctenogobius pseudofasciatus	Slashcheek Goby		N
Gobiomorus dormitor	Bigmouth Sleeper		N
Microphis brachyurus	Opossum Pipefish	SC	N
Rivulus marmoratus	Mangrove Rivulus	SC	N
AMPHIBIANS			
Lithobates capito	Gopher Frog	UR	N
REPTILES			
Alligator mississippiensis	American Alligator	SAT	FT(S/A)
Caretta caretta	Loggerhead Sea Turtle	T	FT
Chelonia mydas	Green Sea Turtle	T	FT
Crotalus adamanteus	Eastern Diamondback Rattlesnake	UR	N
Dermochelys coriacea	Leatherback Sea Turtle	E	FE
Drymarchon couperi	Eastern Indigo Snake	T	FT
Gopherus polyphemus	Gopher Tortoise		ST
Lampropeltis floridana	Florida Kingsnake		N
Lampropeltis getula	Eastern Kingsnake		N
Lampropeltis occipitolineata	South Florida Mole Kingsnake		N
Lepidochelys kempii	Kemp's Ridley Sea Turtle	E	FE
Pituophis melanoleucus	Pine Snake	PS	ST
Sceloporus woodi	Florida Scrub Lizard	UR	N
BIRDS			
Antigone canadensis pratensis	Florida Sandhill Crane		ST
Aphelocoma coerulescens	Florida Scrub-Jay	T	FT
Aramus guarauna	Limpkin		N
Athene cunicularia floridana	Florida Burrowing Owl		ST
Caracara plancus	Crested Caracara	T	FT
Dryobates borealis	Red-cockaded Woodpecker	E, PT	FE
Egretta caerulea	Little Blue Heron		ST
Egretta rufescens	Reddish Egret		ST
Egretta thula	Snowy Egret		N
Egretta tricolor	Tricolored Heron		ST
Eudocimus albus	White Ibis		N
Haematopus palliatus	American Oystercatcher		ST
Haliaeetus leucocephalus	Bald Eagle		N
Laterallus jamaicensis	Black Rail	T	N
Mycteria americana	Wood Stork	T, PDL	FT
Nyctanassa violacea	Yellow-crowned Night-heron		N
Nycticorax nycticorax	Black-crowned Night-heron		N
Pandion haliaetus	Osprey		N
Peucaea aestivalis	Bachman's Sparrow		N
Platalea ajaja	Roseate Spoonbill		ST
Plegadis falcinellus	Glossy Ibis		N
Rynchops niger	Black Skimmer		ST

Sternula antillarum	Least Tern		ST
Thalasseus maximus	Royal Tern		N
MAMMALS			
Eubalaena glacialis	North Atlantic Right Whale	E	FE
Mustela frenata peninsulae	Florida Long-tailed Weasel		N
Neofiber alleni	Round-tailed Muskrat		N
Peromyscus polionotus niveiventris	Southeastern Beach Mouse	T	FT
Podomys floridanus	Florida Mouse		N
Sciurus niger niger	Southeastern Fox Squirrel		N
Trichechus manatus latirostris	Florida Manatee	T	N
Ursus americanus floridanus	Florida Black Bear		N
AMPHIBIANS			
Calopogon multiflorus	many-flowered grass-pink		T
Centrosema arenicola	sand butterfly pea		E
Cheiroglossa palmata	hand fern		E
Conradina grandiflora	large-flowered rosemary		T
Dicerandra thinicola	Titusville balm		E
Eugenia confusa	tropical ironwood		E
Euphorbia cumulicola	sand-dune spurge		E
Glandularia maritima	coastal vervain		E
Glandularia tampensis	Tampa vervain		E
Gymnopogon chapmanianus	Chapman's skeletongrass		N
Halophila ovalis	Johnson's seagrass		E
Harrisia fragrans	fragrant prickly apple	E	E
Harrisia simpsonii	Simpson's prickly apple		N
Heliotropium gnaphalodes	sea rosemary		E
Lantana depressa var. floridana	Atlantic Coast Florida lantana		E
Lechea cernua	nodding pinweed		T
Lechea divaricata	pine pinweed		E
Mnesithea tuberculosa	Piedmont jointgrass		T
Monotropsis reynoldsiae	pygmy pipes		E
Mucura bipinnata	hay scented fern		E
Nemastylis floridana	celestial lily		E
Nolina atopocarpa	Florida beargrass		T
Pavonia spinifex	yellow hibiscus		N
Pecluma dispersa	widespread polypody		E
Peperomia humilis var. humilis	terrestrial peperomia		E
Peperomia obtusifolia var. obtusifolia	blunt-leaved peperomia		E
Schwalbea americana	chaffseed	E	E
Tephrosia curtissii	Curtiss's hoary-pea		E
Warea carteri	Carter's warea	E	E
Zephyranthes simpsonii	redmargin zephyrlily		T

FEDERAL LEGAL STATUS

Legal status information provided by FNAI for information only. For official definitions and lists of protected species, federal agency. Definitions derived from U.S. Endangered Species Act of 1973, Sec. 3. Note that the federal status given by FNAI refers only to Florida populations and that federal status may differ elsewhere.

C = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.

DL = Species has been delisted.
E = Endangered: species in danger of extinction throughout all or a significant portion of its range.
E, T = Species currently listed endangered in a portion of its range but only listed as threatened in other areas
E, PDL = Species currently listed endangered but has been proposed for delisting.
E, PT = Species currently listed endangered but has been proposed for listing as threatened.
E, XN = Species currently listed endangered but tracked population is a non-essential experimental population.
T = Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
PE = Species proposed for listing as endangered
PS = Partial status: some but not all of the species' infraspecific taxa have federal
PT = Species proposed for listing as threatened
SAT = Treated as threatened due to similarity of appearance to a species which is federally listed such that enforcement personnel difficulty in attempting to differentiate between the listed and unlisted species.
SC = Not currently listed, but considered a "species of concern" to USFWS.
UR = Species is currently under review for listing.

STATE LEGAL STATUS
Provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant state
Animals: Definitions derived from "Florida's Endangered Species and Species of Special Concern, Official Lists" and published by Wildlife Conservation Commission, 1 August 1997, and subsequent updates.

C = Candidate for listing at the Federal level by the U. S. Fish and Wildlife Service
FE = Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
FT = Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
FXN = Federal listed as an experimental population in Florida
FT(S/A) = Federal Threatened due to similarity of appearance
ST = State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in as a consequence is destined or very likely to become an endangered species within the foreseeable future.
N = Not currently listed, nor currently being considered for listing.
Plants: Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora 5B-40.001. FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Plant Industry, 352-372-3505 or see: <http://www.doacs.state.fl.us/pi/>.
E = Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or to the U.S. Endangered Species Act.
T = Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.

City of Titusville, Florida
Business Impact Estimate

This form should be included in the City Council agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Titusville website by the time notice of the proposed ordinance is published, excluding the exceptions provided in 166.041(4), Florida Statutes.

AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING SECTION 7, CHAPTER 63-2001, LAWS OF FLORIDA, SPECIAL ACTS OF 1963, BY ANNEXING CERTAIN PROPERTY LOCATED SOUTH OF GOLDEN KNIGHTS BLVD AND EAST OF TICO ROAD HAVING PARCEL ID NUMBERS: 23-35-02-01-*-90, AND 23-35-02-01-*-77 TO BE INCLUDED WITHIN THE CITY LIMITS; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES AND PROVIDING FOR AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with Section 166.041(4*), Florida Statutes*. If one or more boxes are checked below, this means the City of Titusville is of the view that a business impact estimate is not required by state law[1] for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
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- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
    a. Development orders and development permits, as those terms are defined in s. 163.3164, and, development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220-163.3243;
    b. Comprehensive Plan Amendments and land development regulation amendments initiated by an application by a private party other than the county;
    c. Sections 190.005 and 190.046, *Florida Statutes*, regarding community development districts;
    d. Section 553.73, *Florida Statutes*, relating to the *Florida Building Code*; or
    e. Section 633.202, *Florida Statutes*, relating to the *Florida Fire Prevention Code*.

[1] See Section 166.041(4)(c), Florida Statutes.

In accordance with the provisions of controlling law, even notwithstanding the fact that an exemption noted above may apply, the City of Titusville hereby publishes the following information:

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City of Titusville, if any:
(a) An estimate of direct compliance costs that businesses may reasonably incur;
(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and
(c) An estimate of the City of Titusville regulatory costs, including estimated revenues from any new charges or fees to cover such costs.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

4. Additional information the governing body deems useful (if any):

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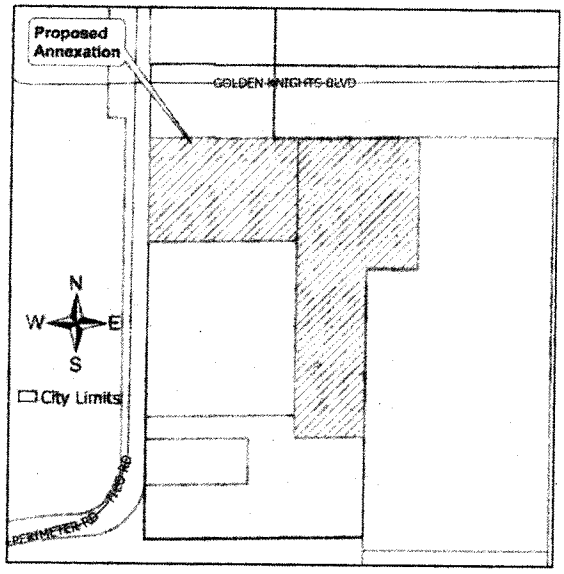
Reviewed 10/2/25 PS.

CITY OF TITUSVILLE NOTICE OF PUBLIC HEARINGS LOCAL PLANNING AGENCY AND CITY COUNCIL

NOTICE is hereby given that the City of Titusville City Council will hold a public hearing on **Tuesday, October 28, 2025**, in the Council Chamber on the second floor of City Hall, 555 South Washington Avenue, Titusville, Florida 32796, commencing at 6:30 p.m., to hear interested persons with regard to a **Voluntary Annexation** of 9.18+/- acres of certain unincorporated property located contiguous to the City boundaries, and at this same meeting will consider **Small Scale Amendment Application No. 6-2025** - Amending the future land use on 9.18+/- acres of land, located south of Golden Knights Blvd and east of Tico Road, also identified by Brevard County Parcel ID numbers 23-35-02-01-*-90, and 23-35-02-01-*-77, from the Industrial (Brevard County) to the City's Industrial future land use designation, and rezoning the property from the Light Industrial IU (Brevard County) zoning district to the City's Industrial (M-2) zoning district, as submitted by Jean Abi-Aoun, P.E. on behalf of Kennedy of Titusville, Owner. At the same meeting, the City Council proposes to enact the following ordinances for adoption:

Ordinance No. 32-2025 – AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING SECTION 7, CHAPTER 63-2001, LAWS OF FLORIDA, SPECIAL ACTS OF 1963, BY ANNEXING CERTAIN PROPERTY LOCATED SOUTH OF GOLDEN KNIGHTS BLVD AND EAST OF TICO ROAD HAVING PARCEL ID NUMBERS: 23-35-02-01-*-90, AND 23-35-02-01-*-77 TO BE INCLUDED WITHIN THE CITY LIMITS; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES AND PROVIDING FOR AN EFFECTIVE DATE.



Ordinance No. 33-2025 – AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING THE CODE OF ORDINANCES BY AMENDING ORDINANCE NO. 60-1988, WHICH ADOPTED THE COMPREHENSIVE PLAN OF THE CITY OF TITUSVILLE, BY AMENDING THE FUTURE LAND USE MAP, BY CHANGING THE LAND USE DESIGNATION ON APPROXIMATELY 9.18+/- ACRES OF PROPERTY LOCATED SOUTH OF GOLDEN KNIGHTS BLVD AND EAST OF TICO ROAD, HAVING BREVARD COUNTY PARCEL ID NUMBERS 23-35-02-01-*-90, AND 23-35-02-01-*-77, FROM THE INDUSTRIAL (BREVARD COUNTY) FUTURE LAND USE DESIGNATION TO THE INDUSTRIAL (CITY OF TITUSVILLE) FUTURE LAND USE DESIGNATION; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

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NOTICE is also hereby given that the City of Titusville Planning and Zoning Commission, acting as Local Planning Agency, will hold a public hearing on **Wednesday, October 8, 2025**, in the Council Chamber on the second floor of City Hall, 555 South Washington Avenue, Titusville, Florida 32796, **commencing at 6:00 p.m.**, will consider an application for a **Voluntary Annexation** of approximately 9.18+/- acres, and the proposed ordinances and **Small Scale Amendment Application No. 6-2025** for recommendation to the City Council.

The annexation application and the proposed small scale amendment application may be inspected by the public in the City of Titusville Planning Department, during normal business hours, Monday through Friday (excluding holidays and weekends). The complete legal description by metes and bounds and the ordinances can be obtained from the City of Titusville Office of the City Clerk.

These matters are subject to quasi-judicial rules of procedure. Interested parties should limit contact with the Planning and Zoning Commission, acting as Local Planning Agency, and City Council on this topic to properly noticed public hearings or to written communications to the City Clerk's Office.

Any person who decides to appeal any decision of the Planning and Zoning Commission, acting as Local Planning Agency, or the City Council with respect to any matter considered at these meetings will 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 request that the physically handicapped person desires to attend the meeting to the City Clerk's Office.

Wanda F. Wells, MMC, City Clerk, City of Titusville
555 South Washington Avenue, Post Office Box 2806, Titusville, Florida 32781-2806
Phone 321-567-3686 and Fax 321-383-5704

FT-42620430

Florida Today
10/2/25 PI.

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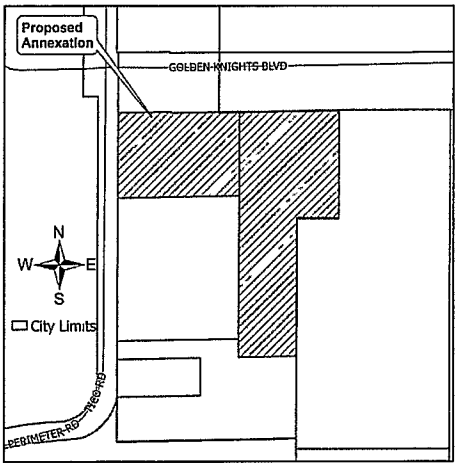

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Reviewed
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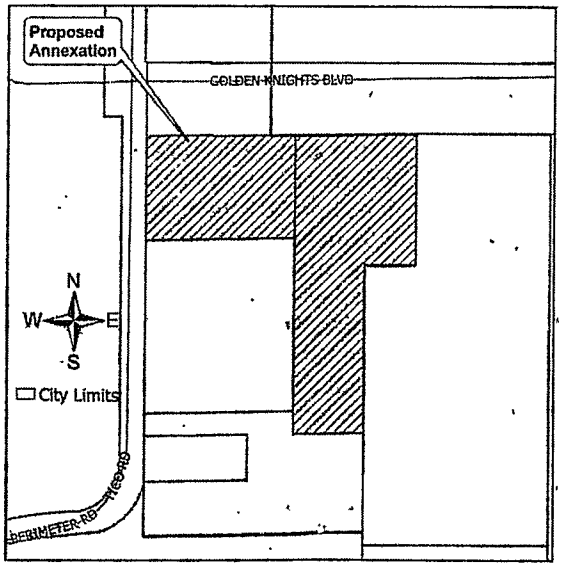

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Ordinance No. 34-2025 – AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING ORDINANCE NO. 5-1993 OF THE CITY OF TITUSVILLE, BY AMENDING THE ZONING MAP MADE A PART OF SAID ORDINANCE BY REFERENCE BY CHANGING THE LIGHT INDUSTRIAL IU (BREVARD COUNTY) ZONING DISTRICT TO THE INDUSTRIAL (M-2) ZONING DISTRICT ON APPROXIMATELY 9.18+/- ACRES OF PROPERTY LOCATED SOUTH OF GOLDEN KNIGHTS BLVD AND EAST OF TICO ROAD, HAVING BREVARD COUNTY PARCEL ID NUMBERS 23-35-02-01-*-90, AND 23-35-02-01-*-77; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

NOTICE is also hereby given that the City of Titusville Planning and Zoning Commission, acting as Local Planning Agency, will hold a public hearing on **Wednesday, October 8, 2025,** in the Council Chamber on the second floor of City Hall, 555 South Washington Avenue, Titusville, Florida 32796, **commencing at 6:00 p.m.,** will consider an application for a **Voluntary Annexation** of approximately 9.18+/- acres, and the proposed ordinances and **Small Scale Amendment Application No. 6-2025** for recommendation to the City Council.

The annexation application and the proposed small scale amendment application may be inspected by the public in the City of Titusville Planning Department, during normal business hours, Monday through Friday (excluding holidays and weekends). The complete legal description by metes and bounds and the ordinances can be obtained from the City of Titusville Office of the City Clerk.

These matters are subject to quasi-judicial rules of procedure. Interested parties should limit contact with the Planning and Zoning Commission, acting as Local Planning Agency, and City Council on this topic to properly noticed public hearings or to written communications to the City Clerk's Office.

Any person who decides to appeal any decision of the Planning and Zoning Commission, acting as Local Planning Agency, or the City Council with respect to any matter considered at these meetings will 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 request that the physically handicapped person desires to attend the meeting to the City Clerk's Office.

Wanda F. Wells, MMC, City Clerk, City of Titusville
555 South Washington Avenue, Post Office Box 2806, Titusville, Florida 32781-2806
Phone 321-567-3686 and Fax 321-383-5704

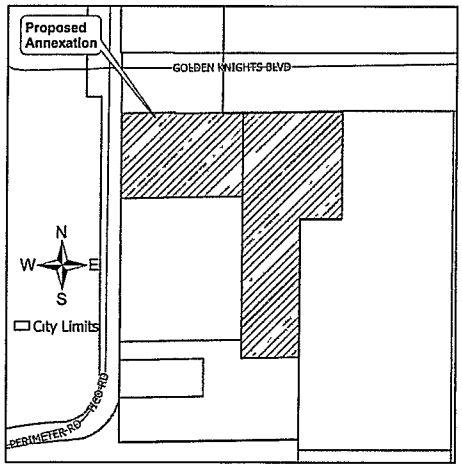
FT-42620430

Florida Today
10/9/25 (PI)

CITY OF TITUSVILLE NOTICE OF PUBLIC HEARINGS LOCAL PLANNING AGENCY AND CITY COUNCIL

NOTICE is hereby given that the City of Titusville City Council will hold a public hearing on **Tuesday, October 28, 2025**, in the Council Chamber on the second floor of City Hall, 555 South Washington Avenue, Titusville, Florida 32796, commencing at 6:30 p.m., to hear interested persons with regard to a **Voluntary Annexation** of 9.18+/- acres of certain unincorporated property located contiguous to the City boundaries, and at this same meeting will consider **Small Scale Amendment Application No. 6-2025** - Amending the future land use on 9.18+/- acres of land, located south of Golden Knights Blvd and east of Tico Road, also identified by Brevard County Parcel ID numbers 23-35-02-01-*-90, and 23-35-02-01-*-77, from the Industrial (Brevard County) to the City's Industrial future land use designation, and rezoning the property from the Light Industrial IU (Brevard County) zoning district to the City's Industrial (M-2) zoning district, as submitted by Jean Abi-Aoun, P.E. on behalf of Kennedy of Titusville, Owner. At the same meeting, the City Council proposes to enact the following ordinances for adoption:

Ordinance No. 32-2025 – AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING SECTION 7, CHAPTER 63-2001, LAWS OF FLORIDA, SPECIAL ACTS OF 1963, BY ANNEXING CERTAIN PROPERTY LOCATED SOUTH OF GOLDEN KNIGHTS BLVD AND EAST OF TICO ROAD HAVING PARCEL ID NUMBERS: 23-35-02-01-*-90, AND 23-35-02-01-*-77 TO BE INCLUDED WITHIN THE CITY LIMITS; PROVIDING FOR SEVERABILITY, PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES AND PROVIDING FOR AN EFFECTIVE DATE.



Ordinance No. 33-2025 – AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING THE CODE OF ORDINANCES BY AMENDING ORDINANCE NO. 60-1988, WHICH ADOPTED THE COMPREHENSIVE PLAN OF THE CITY OF TITUSVILLE, BY AMENDING THE FUTURE LAND USE MAP, BY CHANGING THE LAND USE DESIGNATION ON APPROXIMATELY 9.18+/- ACRES OF PROPERTY LOCATED SOUTH OF GOLDEN KNIGHTS BLVD AND EAST OF TICO ROAD, HAVING BREVARD COUNTY PARCEL ID NUMBERS 23-35-02-01-*-90, AND 23-35-02-01-*-77, FROM THE INDUSTRIAL (BREVARD COUNTY) FUTURE LAND USE DESIGNATION TO THE INDUSTRIAL (CITY OF TITUSVILLE) FUTURE LAND USE DESIGNATION; PROVIDING FOR SEVERABILITY, PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES, AND PROVIDING FOR AN EFFECTIVE DATE.

Ordinance No. 34-2025 – AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING ORDINANCE NO. 5-1993 OF THE CITY OF TITUSVILLE, BY AMENDING THE ZONING MAP MADE A PART OF SAID ORDINANCE BY REFERENCE BY CHANGING THE LIGHT INDUSTRIAL IU (BREVARD COUNTY) ZONING DISTRICT TO THE INDUSTRIAL (M-2) ZONING DISTRICT ON APPROXIMATELY 9.18+/- ACRES OF PROPERTY LOCATED SOUTH OF GOLDEN KNIGHTS BLVD AND EAST OF TICO ROAD, HAVING BREVARD COUNTY PARCEL ID NUMBERS 23-35-02-01-*-90, AND 23-35-02-01-*-77; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

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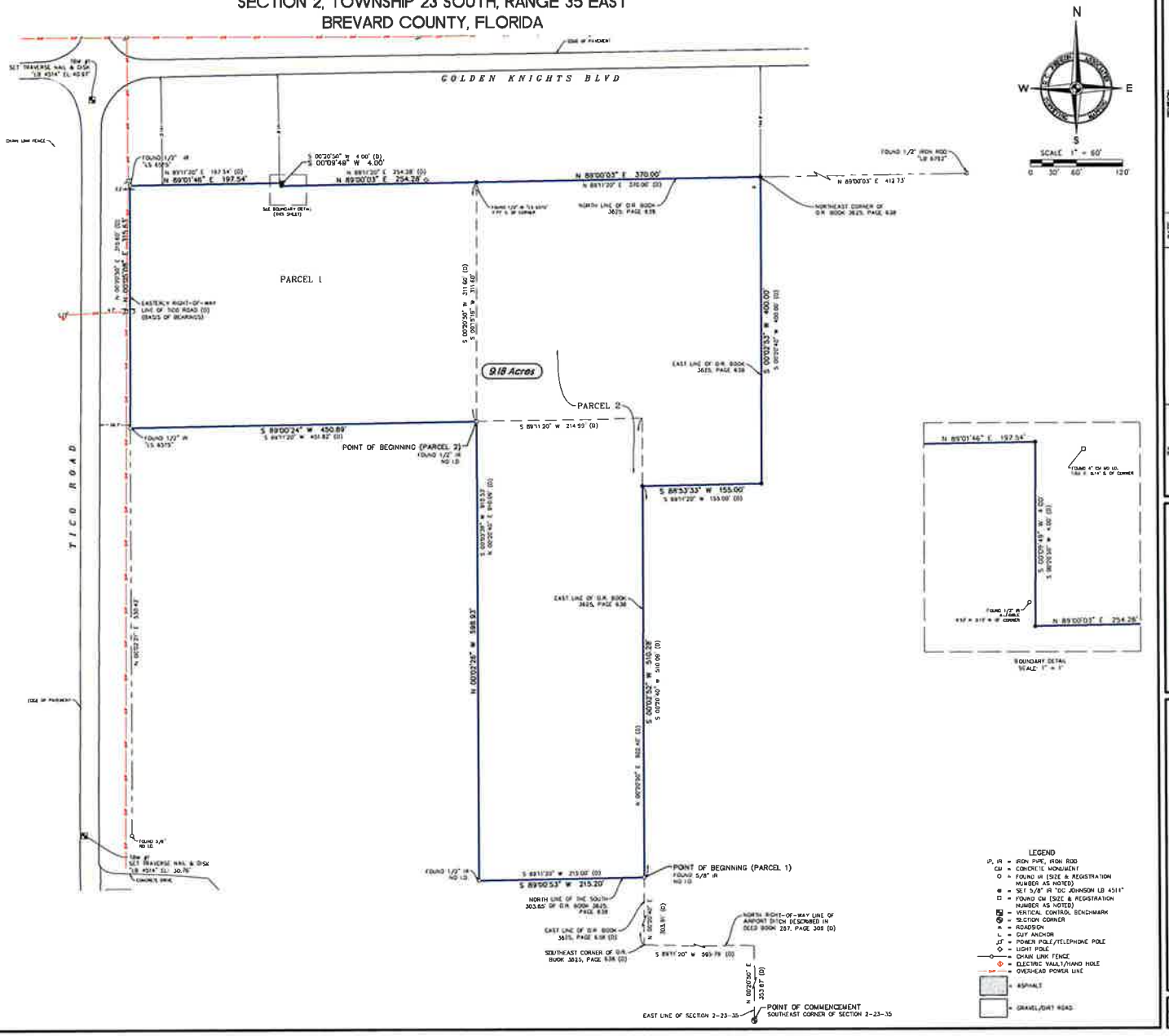
Phone 321-567-3686 and Fax 321-383-5704

FT-42620430

A PORTION OF

SECTION 2, TOWNSHIP 23 SOUTH, RANGE 35 EAST
BREVARD COUNTY, FLORIDA



DESCRIPTION: (Per Title Commitment File #20250074, Prepared by Shutts & Bowen LLP)

PARCEL 1:

Commence at the Southeast corner of Section 2, Township 23 South, Range 35 East, Brevard County, Florida, thence N 00°20'50" E. along the East line of said Section 2, 353 87 feet; thence S 89°11'20" W, a distance of 565 79 feet along the North right-of-way line of the Airport Ditch as described in Deed Book 267, Page 309, Public Records of Brevard County, Florida, thence run N 00°20'50" E., 992 40 feet; thence S 89°11'20" W., a distance of 214 99 feet to the POINT OF BEGINNING, thence continue S 89°11'20" W., a distance of 451 82 feet to a point on the Easterly right-of-way line of Tico Road, thence along said Easterly right-of-way line N 00°20 50" E., a distance of 315 89 feet; thence N 89°11 20" E., a distance of 197 54 feet; thence S 00°20'50" W., a distance of 4 00 feet thence N 89°11'20" E., a distance of 254 28 feet, thence S 00°20 50" W., a distance of 311 80 feet to the POINT OF BEGINNING, being a portion of the plat of BELLWOOD COLONY as recorded in the Public Records of Brevard County, Florida

PARCEL 2:

A parcel of land lying in Section 2, Township 23 South, Range 35 East, Brevard County, Florida, being a portion of those lands described in Official Records Book 3625, Page 638 of the Public Records of Brevard County, Florida and being more particularly described as follows

Commence at the Southeast corner of said Section 2 and run N 00°20'50" E along the East line of said Section 2, a distance of 353 87 feet, thence S 89°11'20" W 565 79 feet to the Southeast corner of said lands described in Official Records Book 3625, Page 638, thence N 00°20'40" E along the East line of said lands 303 91 feet to the intersection with the North line of the South 303 85 feet of said lands described in Official Records Book 3625, Page 638 and to the Point of Beginning of the herein described parcel, thence S 89°11'20" W along the said North line of the South 303 85 feet of said lands described in Official Records Book 3625, Page 638, a distance of 215 00 feet; thence N 00°20'40" E 910 09 feet to the intersection with the North line of said lands described in Official Records Book 3625, Page 638; thence N 89°11'20" E along said North line 370 00 feet to the Northeast corner of said lands, thence run along the East line of said lands described in Official Records Book 3625, Page 638 for the next three courses (1) S 00°20'40" W 400 00 feet (2) S 89°11'20" W 155 00 feet, (3) S 00°20'40" W 510 09 feet to the Point of Beginning.

SURVEYOR'S NOTES:

1. Use of this survey for purposes other than intended, without written verification, will be at the user's sole risk and without liability to the surveyor. Nothing herein shall be construed to give any rights or benefits to anyone other than those certified to. This survey meets the "Standards of Practice" set forth by the Florida Board of Land Surveyors in Chapter 5J-17 Florida Administrative Code
2. Surveyor has reviewed Commitment for Title Insurance, Commitment File Number 20250074, as issued by Shutts & Bowen, LLP, and underwritten by Stewart Title Guaranty Company, issued 2/21/2025 at 8:00 a.m. All pertinent matters except liens, mortgages, taxes, and/or other similar financial matters, identified as encumbrances in Schedule B-II of said Commitment for Title Insurance, have been shown or noted hereon. The undersigned has relied solely upon said Title Insurance Commitment for all matters pertaining to easements, rights-of-way, setback lines, agreements, reservations, or other similar matters.
3. No instruments of record reflecting easements, right-of-ways and/or ownership were furnished to the undersigned except as shown.
4. No underground installations, improvements or encroachments, have been located except those shown hereon
5. Bearings and coordinates shown hereon are based on the NAD83 / Florida State Plane Coordinate System, FL-West Projection, (US ft) with the East right-of-way line of Tico Road having a grid bearing of N 00°05'08"E
6. Elevations shown hereon are based upon North American Vertical Datum of 1988 (NAVD88), National Geodetic Survey benchmark "H 229 Reset", located in Brevard County, Florida, published elevation = 21.85' (NAVD88)
7. Bearings and distances shown hereon are field measured, unless otherwise indicated
8. The text for ties to improvements indicates the direction they lie in relation to the boundary
9. Subject property appears to lie in Flood Zone "X" according to FEMA Flood Insurance Rate Map Panel No. 12009C0220H, dated 1/29/2021.
10. Subject property may contain lands that are subject to jurisdiction or restriction by one or more of the following agencies: Army Corp. of Engineers, Southwest Florida Water Management District (S.W.F.W.M.D.) or Florida Department of Environmental Protection (F.D.E.P.).
11. The background aerial imagery is shown for informational purposes. And was flown by D.C. Johnson & Associates on 4/21/2025
12. The survey map and report (if applicable) or the copies thereof are not valid without the original signature and seal of a Florida Licensed Surveyor and Mapper (if hard copy), or the Adobe PDF containing the electronic signature has not been validated to be the original signed and sealed version (if an electronic file). If an electronic file, printed copies of the survey map are considered to be a valid signed and sealed copy.

LEGEND

I.P., I.R.	= IRON PIPE, IRON ROD
C.M.	= CONCRETE MONUMENT
○	= FOUND I.R. (SIZE & REGISTRATION NUMBER AS NOTED)
●	= SET 5/8" IR "DC JOHNSON LB 4511"
□	= FOUND C.M. (SIZE & REGISTRATION NUMBER AS NOTED)
▲	= VERTICAL CONTROL BENCHMARK
⊕	= SECTION CORNER
R	= ROADSIGN
⊥	= GUY ANCHOR
○	= POWER POLE/TELEPHONE POLE
☼	= LIGHT POLE
	= CHAIN LINK FENCE
	= ELECTRIC VAULT/HAND HOLE
	= OVERHEAD POWER LINE
	= ASPHALT
	= GRAVEL/DIRT ROAD

REVISION	DATE	BY
Revise Callouts	05/29/25	DLJ
Boundary Survey	06/19/2025	DLJ

DATE OF FIELD SURVEY: 4/21/2025

Daniel Johnson, Professional Surveyor and Mapper, Florida Certificate No. 6752

Practice of land surveying as defined by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17 Florida Administrative Code.

Not valid without the signature and original raised seal of a Florida Licensed Surveyor and Mapper

STATE OF FLORIDA — DANIEL C. JOHNSON — LICENSED SURVEYOR AND MAPPER — NO. 6752

DATE SIGNED: 5/19/2025

D.C. JOHNSON & ASSOCIATES
SURVEYING AND MAPPING
Licensed Business No. 4511
1051 Bellwood Avenue
San Antonio, FL 33576
(352) 588-3113 Fax: (352) 588-3123
Email: surveyor@dcjohnson.com
www.dcjohnson.com

BOUNDARY SURVEY

PREPARED FOR: PAN AM PROPERTY, LLC

GOLDEN KNIGHT, TITUSVILLE

PROJECT NO. 2025-0484Q | BCC0001 | COUNTY: BREVARD
SEC: 2 | TWP: 23 S | RNG: 35 E

SCALE: As Shown
SHEET NO: 1 of 1

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Small Scale Amendment (SSA) Application No. 2-2024 - State Road 405 and Singleton Avenue - PD SOUTH**

Department/Office: Planning

Recommended Action:

Conduct the first reading of the ordinances for Small Scale Amendment (SSA) Application No. 2-2024:

Ordinance No. 38-2025 - An ordinance of the City of Titusville, Florida, amending the Code of Ordinances by amending Ordinance No. 60-1988, which adopted the comprehensive plan of the City of Titusville, by amending the future land use designation on land located at the southeast corner of the intersection of South Singleton Avenue and S.R. 405/South Street from Low Density Residential to Conservation on 11.25+/- acres of property; and from Conservation to Low Density Residential on 0.44+/- acres of property having parcel id nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760; providing for severability; repeal of conflicting ordinances; and providing for an effective date. (This ordinance is a legislative item.)

and

Ordinance No. 39-2025 - An ordinance amending Ordinance No. 5-1993 of the City of Titusville, Florida, by amending the zoning map made a part of said ordinance by reference by changing the zoning classification on land located at the southeast corner of the intersection of south Singleton Avenue and S.R. 405/South Street from the General Use (GU) zoning district to the Planned Development (PD) zoning district on 27.99+/- acres of property; and from the Open Space Recreational (OR) zoning district to the Planned Development (PD) zoning district on 0.44+/- acres of property having parcel id nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760; providing for severability; repeal of conflicting ordinances; and providing for an effective date. (This is a quasi-judicial item.)

Conditions of approval of the master plan are described in the rezoning ordinance: (1) A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities, including interconnected stabilized sidewalks and walking trails

within the open space areas, and confirms with the minimum required open space [1.6(a)]; (2) Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers shall be preserved with the submittal of the plat [1.11(a)]; (3) The developer shall work with the City to adjust the layout of the master plan to achieve the preservation of upland scrub, pine and oaks where feasible. Heritage trees should, to the extent possible, be preserved with the submittal of the plat [1.11(c)]; (4) Buildings may be relocated or rearranged outside required landscape buffers within the area identified as the developable acreage as stated in condition 1.7 of the ordinance and as illustrated on the master plan in Exhibit B [1.13(d)]; and (5) Direct Impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan [1.13(e)].

This agenda item was originally scheduled for the City Council meetings on September 23, 2025 (First Reading) and on October 14, 2025 (Public Hearing). The item was rescheduled and re-advertised. This is the first reading of the ordinances. The City Council will hold a public hearing on this item on November 11, 2025.

At their regular meeting on October 22, 2025, the Planning and Zoning Commission, acting as the Local Planning Agency, recommended the following: (1) Amend the Comprehensive Plan Future Land Use Map by changing the future land use designation from the Low Density Residential to Conservation on 11.25+/- acres of property and from Conservation to Low-Density Residential on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759; and 22-35-05-00-760 for SSA#2-2024 – State Road 405 and Singleton Avenue. Approved with a 6 yes, 1 no vote and (2) Amend the rezoning from the General Use (GU) zoning district to the Planned Development (PD) zoning district on 27.99+/- acres of property; and the Open Space Recreational (OR) zoning district to the Planned Development (PD) zoning district on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760 with master plan and conditions of approval as described in the rezoning ordinance (staff conditions one (1) through five (5)). Three additional conditions are as follows: 1. The development must conform to the city's stormwater master plan. 2. The maximum building height allowed is forty (40) feet. 3. Cross-access to the Forest Hills Baptist Church parking lot be provided. Approved with a 6 yes, 1 no vote.

One Member voted no because he feels there will be a negative impact to the conservation land and the zoning does not match the area.

Summary Explanation & Background:

The applicant is requesting to change the property to the City's Low Density Residential and Conservation future land use designations and rezone to the Planned Development (PD) zoning district with master plan. The Applicant is requesting a Small-Scale Comprehensive Plan Amendment (SSA) with rezoning of 66.49+/- acres for purposes of constructing a townhome community with residential amenities consisting of 62 individually platted townhome units. The subject property is made up of five (5) parcels

and is located along the south side of S.R.405 (South Street) near the southern terminus of South Singleton Avenue. The parcels are vacant woodlands and currently have future land use (FLU) designations of Low Density Residential, and Conservation; and have General Use (GU), and Open Space and Recreational (OR) zoning designations.

The 66.49+/- acre property includes 50.69+/- acres of wetlands and has approximately 15.70+/- acres of developable land on which 5.55+/- acres of parks and open space are proposed. The proposed PD ordinance limits the uses on the property to 62 townhome units with a minimum unit living area of 800 square feet with supporting infrastructure and site improvements, including vehicular access, sidewalks, landscaping, utilities, onsite stormwater management facilities and common recreational amenities including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise equipment, and a mail kiosk. Permitted accessory uses will be limited to recreational amenities.

Alternatives:

1. Conduct the first reading of the ordinances as written.
2. Conduct the first reading of the ordinances with changes.
3. Do not conduct the first reading of the ordinances.

Item Budgeted:
NA

Source/Use of Funds/Budget Book Page:
NA

Strategic Plan:

Strategic Plan Impact:

ATTACHMENTS:
1. Staff Report
2. Comprehensive Plan Amendment Application
3. Rezoning Application
4. FLUM Ordinance - XX-2025
5. 5 PD Rezoning Ordinance - XX-2025 - Exhibit A - Revised Clean
6. Master Plan - Exhibit B
7. Survey

8. Survey (ATLA-NSPS)
9. Sketches and Descriptions
10. Maps
11. Evironmental Assessment Report_Redacted
12. Concurrency Assessment
13. School Board Capacity Determination Letter
14. Traffic Study
15. Stormwater and Floodplain Due Diligence Memorandum

City of Titusville

Planning Department Staff Report

Small Scale Comprehensive Plan Map Amendment (SSA) and Planned Development (PD) Rezoning with Master Plan

SSA#2-2024 SR 405 & SINGLETON AVENUE PD SOUTH

Meeting Dates:

Commission/Council	Meeting dates
Planning and Zoning Commission	October 22, 2025
City Council First Ordinance Reading	October 28, 2025
City Council Public Hearing	November 11, 2025

Prepared By: Christie Anderson, AICP, Senior Planner

Applicant(s): Kiel Causby, P.E. with Kimley-Horn & Associates, Inc. on behalf of Singleton Avenue 44 Acre Trust, LLC

Applicant's Request: **SSA:** Amend the Comprehensive Plan Future Land Use Map by changing the future land use designation from Low Density Residential to Conservation on 11.25+/- acres of property and from Conservation to Low Density Residential on 0.44+/- acres of property.

REZ: Amend the zoning map by changing the General Use (GU) zoning district to the Planned Development (PD) zoning district on 27.99+/- acres of property; and the Open Space Recreational (OR) zoning district to the Planned Development (PD) zoning district on 0.44+/- acres of property.

Staff Recommendation: SSA: Approve the comprehensive plan land use amendment from the Low Density Residential and Conservation land uses to the Conservation and Low Density Residential land uses.

REZ: Approve the Planned Development (PD) rezoning with master plan.

BACKGROUND INFORMATION

The intent of the request is to change the property to the City's Low Density Residential and Conservation future land use designations and rezone to the Planned Development

(PD) zoning district with master plan. The Applicant is requesting a Small-Scale Comprehensive Plan Amendment (SSA) with rezoning on 66.49+/- acres for purposes of constructing a townhome community with residential amenities consisting of 62 individually platted townhome units.

The subject property is made up of five (5) parcels and is located along the south side of S.R.405 (South Street) near the southern terminus of South Singleton Avenue. The parcels are vacant woodlands and currently have future land use (FLU) designations of Low Density Residential, and Conservation; and have General Use (GU), and Open Space and Recreational (OR) zoning designations.

The 66.49+/- acre property includes 50.69+/- acres of wetlands and has approximately 15.70+/- acres of developable land in which 5.55+/- acres of parks and open space are proposed. The proposed PD ordinance limits the uses on the property to 62 townhome units with a minimum unit living area of 800 square feet with supporting infrastructure and site improvements, including vehicular access, sidewalks, landscaping, utilities, onsite stormwater management facilities and common recreational amenities including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise equipment, and a mail kiosk. Permitted accessory uses will be limited to recreational amenities.

PROPERTY INFORMATION

Existing Use, Future Land Use, and Zoning

Existing Use	Future Land Use	Zoning
Vacant Woodland	-Low Density Residential -Conservation	-General Use (GU) -Open Space and Recreational (OR)

Proposed Use, Future Land Use, and Zoning

Proposed Use	Future Land Use	Zoning
Townhomes Proposed 62 units	-Conservation -Low Density Residential (Max 5 du/acre)	-Planned Development (PD)

SURROUNDING PROPERTY INFORMATION

Existing Use, Future Land Use, and Zoning

Location	Use	Future Land Use	Zoning
North	-S.R. 405 (South St.) -Vacant land -Single-family homes	-Low Density Residential -Commercial High Intensity -Conservation	-General Use (GU) -Neighborhood Commercial (NC) -Open Space and Recreational (OR) -Single Family Medium Density (R-1B) -Rural Residential (RR)
South	-Vacant land -Single-family homes	-Low Density Residential -Conservation	-Open Space and Recreational (OR) -Single Family Medium Density (R-1B)
East	-Vacant land -Single-family homes	-Low Density Residential -Conservation	-Open Space and Recreational (OR) -Single Family Medium Density (R-1B)
West	-South Singlton Ave. -S.R. 405 (South St.) -Vacant land -Single-family homes	-Conservation -Commercial High Intensity -Residential Two -Low Density Residential	-General Use (GU) -Rural Residential (RR) -Neighborhood Commercial (NC)
*Internal	-Church -Single-family home	-Low Density Residential	-General Use (GU)

STAFF ANALYSIS

The applicant's stated purpose for the land use amendment and rezoning is to construct an individually platted townhome community with residential amenities as a Planned Development (PD). The proposed PD development conditions have been provided as Exhibit A, contained within the attached draft ordinance. The table below sets forth the proposed PD development standards as compared with the development standards of the current General Use (GU) and Open Space and Recreational (OR) zoning districts.

The property is **NOT** located within the City's Area of Critical Concern (ACC).

Area, Height, Bulk and Open Space Requirements	Proposed SR405 and Singleton PD – South	General Use (GU)	Open Space and Recreational (OR)
Floor area per dwelling unit, minimum (sq. ft.)	800 [Sec.33-6(a)(3)d]	900	None
Height, maximum (ft.)	50	35	35
Building coverage, maximum (% of full site)	50%	20	None
Maximum Impervious Coverage (% of full site)	NA	NA	NA
Front yard setback, minimum (ft.)	20	50	50
Interior side yard setback, minimum (ft.)	10	25	50
Side corner yard setback, minimum (ft.)	10	50	50
Rear yard setback, minimum (ft.)	10	50	50
Open Space, minimum (% of total gross acreage of the PD)	35% [Sec. 33-5(c)]	None	None
Accessory Use Development Standards	Tot Lot, Mail Kiosk and Recreational Amenities	See Chapter 28 Article VII	See Chapter 28 Article VII
**If this PD Ordinance does not address a specific standard, the standards of the Multi Family Medium Density (R-2) zoning district shall apply.*			

In 1993, the existing General Use (GU) and Open Space and Recreational (OR) zoning were placed on the property during the 1993 citywide rezoning (Ordinance No. 5-1993). The subject property has remained undeveloped woodlands. There are single family residential subdivisions within the surrounding area which include Country Club Heights, Forest Hills Estates, and Sereno Pointe. Country Club Heights is located to the southeast and was platted in 1957. Forest Hills Estates to the north, was platted in 1958, and to the west Sereno Pointe, was platted in 2007. The South Street Small Area Plan was adopted in 2016 and recommended a Residential/Conservation development pattern for the area.

In the existing General Use (GU) zoning district, single-family dwellings may be permitted at a density of one (1) dwelling for each three (3) acres. In the Open Space and Recreation (OR) zoning district, single-family dwellings outside of wetlands may be permitted at a density of one (1) dwelling unit per five (5) acres The proposed development increases the potential buildout of the property from a maximum of 16 residential units to a maximum of 62 units.

Zoning District	Proposed SR405 and Singleton PD – South	General Use (GU)	Open Space and Recreational (OR)
Max Density	62 proposed units LDR 15.70+/- ac = **78 units** (5 du/ac)	27.98+/- ac **9 units**	38.2+/- ac **7 units**

A master plan is required with the submittal of a PD rezoning. The applicant is proposing the minimum 20-foot perimeter landscape yard (buffer), and building setbacks on each lot, 20-foot front setback, 10-foot side setbacks and a 10-foot rear setback measured from lot boundary. The plan proposes two driveway access points along S.R.405 (South

Street). The PD zoning requires a minimum of 35% open space. According to Section 30-163(f)(3) of the Code,

> "*Common open space includes both passive recreation (e.g. picnic areas or walking trails) and active recreation (e.g. playgrounds or basketball courts) areas. Private waterbodies and stormwater retention or detention areas that are designed to be used for passive recreation (i.e. improved with fountains, benches, and walkways) may be counted towards the common open space minimum requirement."*

The applicant's proposed open space illustrated on the master plan identifies stormwater treatment areas and recreational areas including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise equipment, and a mail kiosk. Permitted accessory uses will be limited to recreational amenities. A final recreational plan shall be submitted with the plat illustrating the proposed recreational amenities within the open space areas and conforms with the minimum required open space.

COMPREHENSIVE PLAN AMENDMENT REVIEW

Future Land Use Map Amendment Sprawl Criteria

The following list is the review criteria under which the Planning and Zoning Commission and the City Council review applications as they relate to urban sprawl [Section 34-23 of the LDR].

Summary of Staff's findings

1. The extent to which the proposed amendment is contiguous to an existing development area which has developed in a manner providing a compact, contiguous development pattern with the proposed amendment.

   Staff Comment: The subject property lies south of S.R.405 (South Street) adjacent to vacant woodlands. The following single family subdivisions are located within proximity to the subject property. Country Club Heights is located to the southeast and was platted in 1957. Forest Hills Estates to the north, was platted in 1958, and to the west Sereno Pointe, was platted in 2007. The homes were generally constructed in the late 1950's and early 1960's with the exception of Sereno Pointe which was constructed in the mid-2010's.

   The PD master plan proposes two driveway access points along S.R.405 (South Street). A single family residence and the Forest Hills Baptist Church are located between the proposed access points. The proposed development is contiguous with the surrounding low density developments in the area. Most of the existing development near this area along S.R.405 (South Street) is not contiguous, which can be attributed to the significant acreage of wetlands in the area.

2. The extent to which population growth and development trends warrant an amendment, including an analysis of vested and approved but unbuilt development.

   Staff Comment: The city has experienced a population growth rate of approximately 1% to 1.2% per year. The land use amendment could result

in a population increase of 138+/- residents. Fox Lake Hammock, a single family subdivision, was platted in 2021 and is an indicator of the trend toward residential development in the general area. A townhome development may be considered as a needed and more affordable alternative to detached single family housing.

3. The extent to which adequate infrastructure to accommodate the proposed amendment exists or is programmed and funded through an adopted capital improvement schedule or will be privately financed through a binding executed agreement or will otherwise be provided at the time of development impacts as required by law.

Staff Comment: The site is adjacent to sanitary sewer and water mains along S.R.405 (South Street) with adequate water and sewer service to serve a build out scenario of 62 multifamily units. The adjacent arterial road S.R.405 (South Street) can accommodate the additional volume according to the City's concurrency assessment. In addition, South Street is listed on the Space Coast Transportation Planning Organization's Long Range Transportation Plan for a capacity improvement.

A traffic study dated June 2025 was provided by the applicant which indicates that the buildout of the proposed development will operate within the adopted maximum service volumes. In addition, Space Coast Area Transit Route 2, Stop 8 is located at the intersection of South Singleton Avenue and Sereno Pointe Drive, which is located within one-quarter mile of the subject property.

The City's required recreation and open space will not be exceeded with the additional population. The Public Works Department stated that capacity is available to serve the new townhome subdivision with solid waste services. The School District evaluated the land use application for school concurrency and there is enough capacity at nearby schools to accommodate the new residential development.

4. The extent to which the amendment will result in an efficient use of public funds needed for the provision of new infrastructure and services related to it.

Staff Comment: Public infrastructure is available to serve the property, and no additional public funds will be necessary for the provision of new infrastructure.

5. The extent to which the amendment will not result in a sprawl development pattern as determined by Chapter 163, Florida Statutes, and will not discourage infilling of more appropriate areas available for development within existing Development Area Boundaries; and

Staff Comment: The proposed land use change appears consistent with existing residential land uses on this segment of S.R.405 (South Street). The site is located near the intersection of collector and arterial roadways and water and sanitary sewer utilities are available.

6. The extent to which the amendment will result in a sustainable development pattern through a balance of land uses that is internally interrelated, demonstrates an

efficient use of land, ensures compatible development adjacent to agriculture lands, protects environmental qualities and characteristics, provides interconnectivity of roadways, supports the use of non-automobile modes of transportation, and appropriately addresses the infrastructure needs of the community.

Staff Comment: In 2016, the South Street Small Area Plan was adopted, which recommended a development pattern for the area primarily west of the subject property; however, the southwest portion of the subject property is included within the study area. The study's recommended development pattern for the area is Residential/Conservation. The requested Open Space and Recreational and PD zoning which proposes less than 5 units per acre is appropriate within the Residential/Conservation area according to the Land Use/Zoning Matrix of the South Street plan (p.8). The proposed low density residential and conservation land uses will provide a sustainable development pattern within the surrounding area of low density residential and conservation. The proposed townhome development will also be located at the southeast corner of an arterial and collector roadway intersection. With regards to non-automobile modes of transportation, the Space Coast Area Transit Route 2, Stop 8 is located at the intersection of South Singleton Avenue and Sereno Pointe Drive, which is located within one-quarter mile of the subject property. All new construction requires that sidewalks be constructed along any lot or parcel of ground abutting any public or private street unless a waiver is granted pursuant to LDR Sec. 30-238(a).

The Florida Department of Transportation (FDOT) will conduct a corridor study to determine the need for, and potential impacts of, widening the road from two to four lanes for South Street (S.R. 405)/Columbia Boulevard from west of S.R. 50 to east of U.S. 1 (5.4+/- miles). This segment of South Street (State Road 405) was also identified within the City's 2019 Multimodal Master Plan as an area recommended for significant multimodal facility upgrades.

FDOT is also milling and resurfacing South Street (State Road 405) from south of Bobbi Lane to north of Swan Lake Drive (south of the subject property) to extend the life of the roadway. Pedestrian safety improvements include replacing the existing 6-foot-wide sidewalk with an 8-foot-wide path along the west side of South Street, which will extend the existing 8-foot-wide path from Fox Lake Road to North of Swan Lake Drive. A new 6-foot-wide sidewalk will also be constructed along the east side of South Street from Fox Lake Road to North of Joe Murell Drive. Other FDOT improvements include upgrades to intersection lighting, improved crosswalks with median refuge areas, upgraded transit stops, and minor widening at turn lanes to provide bicycle through lanes.

7. The extent to which the amendment results in positive market, economic and fiscal benefits of the area as demonstrated through a market demand analysis, economic impact analysis and fiscal impact analysis.

Staff Comment: Established residential developments within proximity to the subject property include Country Club Heights located to the southeast, Forest Hills Estates, to the north and Sereno Pointe to the west. South of the proposed development along South Street includes the Woodbridge Townhomes, Swan Lake Estates Manufactured Housing Park, Fox Hollow, Fox Lake Manor, and Fox Lake Hammock. Fox Lake Hammock, a single family subdivision, was platted in 2021 and is an indicator of the trend toward residential development in the general area. A townhome development may be considered as a needed and more affordable alternative to detached single family housing. A market demand analysis was not provided by the applicant.

Consistency with the Comprehensive Plan

The following is an analysis of the consistency of the request with the City's Comprehensive Plan. The request for a Comprehensive Plan Amendment and rezoning is consistent with the Comprehensive Plan and more specifically with the following objectives and policies of the Comprehensive Plan.

Future Land Use Element (FLUE) Policy 1.14.1: Sites for residential development shall be located throughout the City in a variety of residential zoning classifications, which provide for a variety of lot sizes, floor areas, setbacks, and residential densities.

Staff Comment: Within a one mile radius of the subject property, there are existing multifamily, single family, and manufactured housing communities, which provide a variety of lot sizes, floor areas, setbacks, residential densities and housing types.

FLUE Policy 1.14.4: Low density residential uses (maximum 5 units per acre) shall consider existing and proposed land uses to ensure compatibility.

Staff Comment: The existing low density residential and conservation land uses are consistent and compatible with the surrounding area which consists primarily of low density residential and conservation.

FLUE Policy 1.14.8: Negative impacts of residential land uses on environmentally sensitive areas shall be minimized. The Conservation Element objectives and policies shall be utilized in determining the appropriateness of residential land uses designation and the specific intensity of use authorized by land development regulations.

Staff Comment: Approximately 76% of the subject property is designated as wetlands (50+/- acres). The development does not propose any direct wetland impacts and has provided an average 25-foot wetland buffer as shown on the proposed master plan. ***Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers noted on the proposed master plan shall be preserved with the submittal of the plat.***

The applicant provided an environmental impact report prepared by Bio-Tech Consulting Inc. dated November 15, 2023. According to the report an assessment for "listed" floral and faunal species was conducted at the

subject property during October 2022, January, August, and September 2023.The environmental assessment indicates that there is the likely presence of listed species. Any impacts to these species will require permitting by Florida Fish and Wildlife Conservation Commission (FWC).

FLUE Policy 1.14.9: Residential development sites shall be accessible to and/or provide essential public services at levels of service adopted by the Comprehensive Plan including transportation, potable water, sewage treatment, solid waste, drainage, recreation and open space, law enforcement and fire protection.

Staff Comment: The site is adjacent to a sanitary sewer and a water main along S.R.405 (South Street) with adequate water and sewer service to serve a build out scenario of 62 townhome units. No concurrency related issues were identified through the review process. Sufficient public infrastructure appears to be available to serve the residential development. The Fire Department did not state any concerns with the land use amendment.

The proposed development increases the potential buildout of the property by 46 additional units over the existing zoning. The proposed development will not reduce the levels of service for potable water, sanitary sewer, recreation and open space, law enforcement, and fire protection. Solid waste needs will be assessed by the Public Works Department at the time of site plan submittal. The drainage level of service will be reviewed and required as part of the engineering review of the project.

FLUE Policy 1.17.1: The following items shall be addressed in the analysis of the land use changes: Surrounding uses; Surrounding zoning; Acreage; Description of site; Soils and topography; Flood zone; Recharge potential; Traffic counts on adjacent streets; and Impact on adopted levels of service; Water supply availability.

Staff Comment: The amendment will permit a residential buildout potential of 62 townhome units on 15.70+/- acres of developable land. The proposed master plan illustrates a maximum impervious surface coverage of 5.15+/- acres (33%). The subject property is not located within the Area of Critical Concern. All developable acreage is located within Flood Zone X (area of minimal flood hazard) except for the proposed wetland buffers in which no grading or development is proposed; the remainder of the subject property is located within Flood Zone AE (Special Flood Hazard Area). Approximately 76% of the subject property is designated as wetlands (50+/- acres). A soils map is included in the agenda item for this request.

The site is adjacent to a sanitary sewer and water main along South Street (S.R. 405) with adequate water and sewer service to serve a build out scenario of 62 multifamily units. The arterial road (South Street (S.R. 405)) can accommodate the additional volume according to the City's concurrency assessment.

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

Staff Comment: New residential developments must address potential impacts to wildlife habitats and protected species and obtain permits through the appropriate state agencies [CE Objective 1.1]. The City's Code describes the requirements for stormwater systems as part of new development, which will be evaluated at the time of site plan submittal [CE Objective 1.12].

The 15.70+/- acre development is located on upland property with ***no direct wetland impacts****. The proposed residential development has provided an average 25-foot wetland buffer (2.75+/- ac) as shown on the proposed master plan to mitigate against secondary impacts.* ***Direct impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan.*** *Wetland impacts will require permitting by the appropriate agencies.* ***Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers noted on the proposed master plan shall be preserved with the submittal of the plat.***

CE Strategy 1.6.1.2: The development of land under all land uses categories shall take into consideration natural constraints such as flood hazards, wetlands, soil suitability and aquifer recharge potential.

Staff Comment: All developable acreage is located within Flood Zone X (area of minimal flood hazard) except for the proposed wetland buffers in which no grading or development is proposed; the remainder of the subject property is located within Flood Zone AE (Special Flood Hazard Area). A soils map is included in the agenda item for this request.

CE Strategy 1.6.3.2: At a minimum, wetlands 5 acres or more in size shall be designated as a conservation land use and wetlands less than 5 acres will be subject to review to determine what protection, if any, they should receive from development. Said review shall be based on the functional value criteria specified in Strategy 1.6.4. If based on this determination, protection is warranted, development may be permitted, based upon criteria set forth in the environmental performance standards of the land development regulations.

Staff Comment: The subject property contains a 50+/- acres of wetlands. The developable area (15.70+/- acres) of the site is proposed as Low Density Residential land use and is located on upland property. The master plan layout has been designed around the existing wetlands and proposes no direct wetland impacts. Wetlands #1, Wetlands #2, and Wetlands #3 as shown on the master plan with be placed with the Conservation future land use and will be preserved by a conservation easement as part of a Planned Development (PD), and any other upland areas to be permitted for preservation for state and/or federal listed wildlife species [CE Policy 1.16.2]. ***Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers***

noted on the proposed master plan shall also be preserved with the submittal of the plat.

REZONING REVIEW

Zoning Review Criteria

Section 34-40 of the LDR lists the review criteria under which the Planning and Zoning Commission and the City Council review applications as they relate to **zoning**.

The following are staff's findings.

1. ***Comprehensive Plan Consistency Statement.*** The proposed rezoning to the PD zoning district is consistent with the proposed Low Density Residential and Conservation land use designations.

   1.1. Public facilities are available and concurrent with the land use change per the Comprehensive Plan and Concurrency provisions of the LDRs.

   Staff Comment: The property is within the City's urban service area. Public facilities are available to serve the site, and no concurrency related issues were identified. Potable water and sewer services are available to serve the property. Reclaimed water service is not available in the area.

   Transportation impact.

   Staff Comment: The subject property has a frontage along S.R.405 (South Street) and is located adjacent to the intersection of S.R.405 (South Street) and South Singleton Avenue. S.R.405 (South Street) is classified as an arterial roadway and South Singleton Avenue is classified as a collector roadway Sec. 9.3 of the Transportation Technical Manual. Using procedures published in the 11th Edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual, the proposed low density residential use will generate 422 daily trips. According to a traffic study dated June of 2025 provided by the applicant, "all segments in the study area are operating with buildout Daily and PM peak hour volumes within their adopted maximum service volumes". A final concurrency determination will be made at the time of site plan submittal.

   Solid Waste.

   Staff Comment: Solid waste services are available to the subject property and can serve a townhome development.

   Schools.

   Staff Comment: Brevard County Public Schools staff have completed a non-binding School Impact Analysis for the proposed development based upon on the Student Generation Multiplier (adopted April 11, 2022). "Apollo Elementary, Jackson Middle School and Titusville High School are projected to have enough capacity for the total of projected and potential students from the S.R. 405 and Singleton PD-South development." It should be noted that a Concurrency Determination is required to be performed by the School District prior to issuance of a final development order.

1.2. Public streets are adequate to access the property.

Staff Comment: The subject property has frontage along S.R.405 (South Street) an arterial roadway.

1.3. The land will support the proposed development.

Staff Comment: The property appears able to support the proposed development. Much of the developable acreage is located within Flood Zone X (area of minimal flood hazard); however, the remainder of the subject property is located within Flood Zone AE (Special Flood Hazard Area). The developable acreage of the site is calculated at 15.70+/- acres. Approximately 76% of the subject property is designated as wetlands (50+/- acres). A soils map is included in the agenda item for this request.

The developable area of the site is located on upland property. The master plan proposes ***no direct wetland impacts****. The proposed residential development has provided an average 25-foot wetland buffer (2.75+/- ac) as shown on the proposed master plan to mitigate against secondary impacts.* ***Direct Impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan*** *and will also require permitting by the appropriate agencies.*

1.4. Environmental impact.

Staff Comment: The subject property is currently undeveloped land with dense tree coverage. A large majority (76%) of the full parcel acreage is designed as wetlands (50+/- acres), and the developable area is calculated to be 15.70+/- acres. The developable acreage is primarily uplands with ***no direct wetland impacts*** *and provides an average 25-foot wetland buffer (2.75+/- ac) as shown on the proposed master plan. Wetland and/or other surface water impacts (both direct and secondary) will require permitting by the appropriate agencies. The environmental assessment also noted that the presence of threatened species has been identified, and that the required review and permitting by Florida Fish and Wildlife Conservation Commission (FWC) will be required.*

2. **The existing zoning,** if deemed consistent with the Comprehensive Plan, shall be presumed correct unless substantial change in the area has occurred since the original zoning.

Staff Comment: In 1993, the existing General Use (GU) and Open Space and Recreational (OR) zoning was placed on the property during the citywide rezoning (Ordinance No. 5-1993). The subject property has remained undeveloped woodlands. Since then, the city has experienced a substantial increase in demand for housing, including demand for additional housing types beyond detached single family residences. The South Street Small Area Plan has also recommended a Residential/Conservation development pattern for the area. The subject property has remained undeveloped woodlands. The city has experienced a substantial increase in demand for housing, including demand for additional housing types beyond detached single family residences.

3. The density or intensity of the proposed rezoning and use shall be consistent with:

3.1. The development in the area.

Staff Comment: The existing development is predominantly medium to low density single family residential. Most of the existing development near this area along S.R.405 (South Street) is not contiguous, which can be attributed to the significant acreage of wetlands in the area. A low density residential townhome development with approximately 76% (50+/- acres) of the property designated as preserved wetlands is consistent with the existing development in the area.

3.2. Not likely to cause a depreciation of property values in the area.

Staff Comment: The rezoning is unlikely to cause a depreciation of property values in the area. Although much of the property within this area along S.R.405 (South Street) is undeveloped (potentially due to the presence of wetlands) multifamily, single-family, and residential manufactured housing are established uses.

4. The application is consistent with zoning in the area.

Staff Comment: The zoning in the area is predominantly Open Space and Recreational (OR) as there is a significant acreage of wetlands within the surrounding area. Single Family Medium Density Residential (R-1B), Rural Residential (RR), Neighborhood Commercial (NC), and General Use (GU) are proximate to the proposed development area. The GU and NC zoning within this area has primarily remained undeveloped. In general, the proposed residential townhome development associated with the PD zoning is consistent with the Residential/Conservation development pattern within the area as described in the South Street Small Area Plan.

5. The application will protect the public health, safety, morals or welfare of the general public.

Staff Comment: The development of townhomes at this location is not expected to generate any detriment to the public safety and welfare of the general area. A minimum 20-foot landscape yard (buffer) between the development and adjacent single-family subdivisions is required in order to protect the adjacent residents from potential noise, glare or visual nuisances.

6. Whether the applicant has sufficiently protected adjacent land uses and zoning districts by adequate buffering and screening.

Staff Comment: The townhome building setbacks will be 20 feet (Front), 10 feet (Rear), 10 feet (Side). The proposed PD development standards have been provided as Exhibit A, contained within the attached draft ordinance. The townhome buildings illustrated on the proposed master plan that are nearest to S.R.405 (South Street) will be approximately 30 feet from the right of way. The roadway, sidewalks, and recreational amenities are proposed between the townhome buildings and the existing church and

single family home properties located internal to the site. The proposed development will be buffered from all other adjacent properties by vacant woodlands and wetland preservation areas. The PD proposes a maximum building height of 50 feet. Section 1.13 (d) of the proposed PD development standards note that "Buildings may be relocated or rearranged outside of required landscape buffers within the area identified as the developable acreage".

The perimeter of the development is required to provide a minimum 20-foot wide landscape yard (buffer) and a minimum landscape buffer along S.R.405 (South Street) of 30 feet wide. The proposed master plan illustrates the required minimum landscape yard (buffer) requirements for a multifamily development.

7. Substantial reasons why the property cannot be used in the existing zoning district.

Staff Comment: There are two zoning districts on the subject property General Use (GU) and Open Space Recreational (OR). The requested action is to change the areas zoned GU and OR to Planned Development (PD) to allow a 15.70+/- acre multifamily townhome development with the conservation of 50+/- acres of wetlands. The current zoning limits the allowable density to a maximum of 16 single family residential units. There are no other substantial reasons why the property cannot be used in the existing zoning districts of General Use (GU), and Open Space Recreational (OR). The subject property has been zoned General Use (GU) and Open Space Recreational (OR) since the 1993 citywide rezoning and has remained undeveloped.

COMMUNITY ENGAGEMENT MEETING

LDR Section 34-14

Staff Comment: A community engagement meeting was held by the applicant on November 2, 2023.

PLANNED DEVELOPMENT (PD) REVIEW CRITERIA

The purpose of a PD district is to provide flexibility in the planning and construction of development projects by allowing a combination of uses developed in accordance with an approved plan that protects adjacent properties; provide an environment within the layout of a site that contributes to a sense of community and coherent living style; encourage the preservation and enhancement of natural amenities and cultural resources, and to provide for a minimum amount of open space; provide for a more efficient arrangement of land uses, buildings, circulation systems, and infrastructure; and, encourage infill projects and the development of sites made difficult for conventionally designed development because of shape, size, abutting development, or natural features [Sec. 34-53]. Sections 33-4, 33-5, 33-6, and 33-8 of the Land Development Regulations list the review criteria under which the Planning and Zoning Commission and the City Council review applications as they relate to Planned Development (PD) applications.

The following are staff's findings.

1. **The minimum land area shall be five (5) acres.** (Sec. 33-4)

   Staff Comment: The planned development is greater than 5 acres at 66+/- acres.

2. **The applicant is responsible for demonstrating the project protects the health, safety and welfare of the general public to a greater extent than would have been possible pursuant to the standard zoning regulations.** [Sec. 33-5(a)(1)]

   Staff Comment: A 20-foot interior perimeter landscape yard (buffer) is proposed consistent with the City's Code. The land development regulations (LDR) also require a minimum landscape buffer along S.R.405 (South Street) of 30 feet, which has also been provided on the proposed master plan. The proposed master plan illustrates the required landscape yard (buffers) for a multifamily development.

   The PD proposes a maximum building height of 50 feet. The proposed development will be buffered from all other adjacent properties by vacant woodlands and wetland preservation areas. Section 1.13 (d) of the proposed PD development standards note that "Buildings may be relocated or rearranged outside of required landscape buffers within the area identified as the developable acreage". The plan proposes two driveway access connection points along S.R. 405 (South St.)

   The PD ordinance and master plan appear to go above and beyond the following standards. The plan proposes buffers around each of the wetlands on site where the City's Code does not require it. Approximately 76% of the subject property is designated as wetlands (50+/- acres). Efforts to minimize wetland impacts have been taken in the proposed design. The developable area of the site is located on upland property and the master plan proposes ***no direct wetland impacts****. The proposed residential development has provided an average 25-foot wetland buffer (2.75+/- ac) as shown on the proposed master plan to mitigate against secondary impacts.* ***Direct Impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan*** *and will also require permitting by the appropriate agencies.* ***Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers noted on the proposed master plan shall also be preserved with the submittal of the plat.***

   35% of the developable acreage will also be dedicated to common open space, and will include stormwater treatment areas, and recreational areas including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise equipment, and a mail kiosk.

3. **Provide access without creating traffic along local streets in residential areas or clusters outside the PD.** [Sec. 33-5(a)(2)]

   Staff Comment: The PD master plan illustrates two driveway access connection points along S.R. 405 (South St.). S.R. 405 (South St.) is an arterial roadway per Sec. 9.4.3 of the City's Transportation Infrastructure Technical Manual. The property has 3,500+/- linear feet of frontage along

S.R. 405 (South St.) and a maximum of two driveways are permitted on the roadway per Section 9.11 of the Transportation Technical Manual.

4. **Infrastructure connectivity and reducing the need for increased public cost or earlier public costs.** [Sec. 33-5(a)(3)]

   Staff Comment: According to the City's Water Resources Department, water and sewer lines are available to serve the property. A 16-inch water main is available for use along South Street and an 8-inch water main is available on Singleton Ave. There is also a 6-inch force main approximately 670 feet south of Singleton Ave on South Street available for sewer. Reclaimed water is not available to serve the site. ***There may be a significant demand on city resources if potable water is used for irrigation. Sustainable landscape or alternative irrigation methods could be utilized to reduce potential impacts on the City's potable supply.***

5. **The developer shall place all utility lines underground.** [Sec. 33-5(a)(4)]

   Staff Comment: This will be required with the submittal of a site plan.

6. **Access.** [Sec. 33-5(b)]

   Staff Comment: The subject property has a frontage along S.R.405 (South Street) and is located adjacent to the intersection of S.R.405 (South Street) and South Singleton Avenue. S.R.405 (South Street) is classified as an arterial roadway and South Singleton Avenue is classified as a collector roadway Sec. 9.3 of the Transportation Technical Manual. The property has 3,500+/- linear feet of frontage along S.R. 405 (South St.) and a maximum of two driveways are permitted on the roadway per Section 9.11 of the Transportation Technical Manual.

7. **Parks and Open Space.** [Sec. 33-5(c)]

   Staff Comment: The minimum percentage of parks and open space required for a PD is 35% of the total gross acreage of the PD. According to Section 30-163(f)(3) of the Code:

   > *"Common open space includes both passive recreation (e.g. picnic areas or walking trails) and active recreation (e.g. playgrounds or basketball courts) areas. Private waterbodies and stormwater retention or detention areas that are designed to be used for passive recreation (i.e. improved with fountains, benches, and walkways) may be counted towards the common open space minimum requirement."*

   The minimum percentage of parks and open space required for the PD is 5.50 acers (35%). The master plan is proposing 5.55 acers dedicated to common open space and will include stormwater treatment areas and recreational areas including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise equipment, and a mail kiosk. A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities including

interconnected stabilized sidewalks and walking trails within the open space areas and confirms the minimum required open space acreage.

8. Minimum lot size. [Sec. 33-6(a)(1)]

Staff Comment: The PD proposes individually platted townhomes on 20 feet by 100 foot (2,000 sq. ft.) and 30 feet by 100 foot (3,000 sq. ft.) lots. The total amount of maximum impervious surface for each lot must be noted individually on the final plat per Sec. 13.2.13 of the City's Development Review Procedures Technical Manual.

9. Frontage. [Sec. 33-6(a)(2)]

Staff Comment: The PD master plan proposes 4 and 6 unit townhome building groups with a maximum frontage of 120 linear feet and a minimum distance of 20 feet between structures.

10. Minimum living areas. [Sec. 33-6(a)(3)]

b. Town homes: Eight hundred (800) square feet.

Staff Comment: The minimum unit living area for a townhome within the PD zoning district is 800 square feet. The PD ordinance proposes a minimum living area of 800 square feet.

11. Maximum building height. [Sec. 33-6(a)(4)]

Staff Comment: The maximum building height within the PD zoning district is 50-feet. The PD ordinance proposes a maximum building height of 50-feet.

12. Time schedule and appropriate surety. [Sec. 33-6(a)(5)]

Staff Comment: The applicant did not propose a specific phasing schedule; however, the time frame shall be consistent with Section 33-9.

13. Maximum residential density. [Sec. 33-6(a)(6)]

Staff Comment: The maximum residential density is 78 units under the Low Density Residential Land Use category. The PD ordinance and master plan proposes 62 residential townhome units.

14. Consistency with the Comprehensive Plan and any other small area plan. [Sec. 33-8(a)(1)]

Staff Comment: The PD and master plan are consistent with the proposed Low Density Residential and Conservation land use designations as well as the South Street Small Area Plan's recommended development pattern of Residential/Conservation [LDR Sections 33-3 and 33-8].

15. Internal Compatibility and Design. [Sec. 33-8(a)(2)]

a. The streetscape pattern shall provide for pedestrian and bicycle pathways, as well as an interesting vista that includes street trees, sidewalk treatments, and lighting.

Staff Comment: The master plan proposes 62 townhome units with supporting infrastructure and site improvements, including vehicular access, sidewalks, residential amenities, landscaping, utilities, and onsite stormwater management facilities. The preservation of tree clusters could be utilized to create interesting vistas which include canopy trees, landscaping, and pedestrian lighting along sidewalks and trails as part of the overall open space and recreation areas. All new construction requires that sidewalks be constructed along any lot or parcel of ground abutting any public or private street unless a waiver is granted pursuant to LDR Sec. 30-238(a).

b. The overall development shall make use of existing natural features and interesting topography.

Staff Comment: The development proposes the preservation of existing large canopy trees and clusters of canopy trees where feasible. This includes areas of upland scrub pine and oaks which will be incorporated into common areas to provide shade within common areas and along multiuse paths. ***Staff recommends the condition that the developer shall work with the City to adjust the layout of the master plan to achieve the preservation of upland scrub, pine and oaks where feasible and heritage trees should to the extent possible be preserved with the submittal of the plat****. The development has been designed to preserve the existing wetland areas and proposes* ***no wetland impacts****. Most of the units are designed to have views of wetlands from their back or front yards, and the proposed recreational amenities have been designed to highlight the property's natural features and topography.*

c. In commercial and residential PDs, a variety of residential designs and commercial spaces shall be included, and the mix of land uses should be designed to be compatible and complimentary.

Staff Comment: The project is a single use low density residential townhome development with ancillary recreational amenities. The master plan proposes townhouse buildings with a maximum building height of 50 feet.

d. Building designs shall provide for architectural styles that are compatible with surrounding development or design standards that apply to the area.

Staff Comment: There are no specific design standards for this area per the City's Code. Building elevations/architectural plans were not submitted for review by the applicant.

e. Open space shall provide for quality recreational amenities including fountains and passive recreational amenities, such as benches and lighting.

Staff Comment: The open space illustrated on the master plan identifies stormwater treatment areas, and recreational areas including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise

equipment, and a mail kiosk. A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities including interconnected stabilized sidewalks and walking trails within the open space areas and confirms the minimum required open space acreage.

f. Projects in existing urban contexts shall provide urban amenities, such as structured automobile parking, amenities for bicycle users, and public meeting areas.

Staff Comment: Sidewalks and multi-use pathways are proposed throughout the development. There is an existing sidewalk network located along South Singleton Avenue and along the north side of S.R.405 (South Street); There are no sidewalks located along the south side of S.R. 405 (South St.) All new construction requires that sidewalks be constructed along any lot or parcel of ground abutting any public or private street unless a waiver is granted pursuant to LDR Sec. 30-238(a). Dedicated bicycle lanes are located along S.R. 405 (South St.).

16. External Compatibility. [Sec. 33-8(a)(3)]

a. The proposed development shall not negatively impact the quality of life for any adjacent residential uses. Negative impacts can include a decrease in property values and any substantial increase in noise or traffic. Any traffic impacts shall be demonstrated with a traffic analysis and the developer, in accordance with the Comprehensive Plan, shall mitigate the impacts.

Staff Comment: The PD master plan illustrates two points of access along S.R. 405 (South St.). S.R. 405 (South St.). is classified as an arterial roadway per Sec. 9.3 of the Transportation Technical Manual. Using procedures published in the 11th Edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual the proposed low density residential FLU will generate 422 average daily vehicle trips (ADT). According to a traffic study dated June of 2025 provided by the applicant, "all segments in the study area are operating with buildout Daily and PM peak hour volumes within their adopted maximum service volumes".

b. The proposed development shall not negatively impact any adjacent conservation lands.

Staff Comment: Approximately 76% of the subject property is designated as preserved wetlands (50+/- acres). The developable acreage is primarily uplands with no direct wetland impacts. The proposed master plan provides an average 25-foot wetland buffer (2.75+/- ac).

c. The proposed development shall provide bikeways and trails to be consistent and compatible with the Brevard

Metropolitan Planning Organization's overall Greenways and Trails program.

Staff Comment: Sidewalks and multi-use pathways are proposed throughout the development. Dedicated bicycle lanes are located along S.R. 405 (South Street). The proposed development is within cycling distance (2.5 miles) of the Florida East Central Regional Rail Trail. The subdivision will not be a gated community. The internal roadway will meet the City's Street standards and will be dedicated to the city.

d. Access and street patterns of the development shall compliment and be compatible with the existing street system of the surrounding development.

Staff Comment: The development is located adjacent to the intersection of S.R.405 (South Street) and South Singleton Avenue. S.R.405 (South Street) is classified as an arterial roadway and South Singleton Avenue is classified as a collector roadway Sec. 9.3 of the Transportation Technical Manual. The property has 3,500+/- linear feet of frontage along S.R. 405 (South St.) and a maximum of two driveways are permitted on the roadway per Section 9.11 of the Transportation Technical Manual. The PD master plan proposes two driveway access points along S.R.405 (South Street).

e. Commercial and industrial uses within the development shall be adequately buffered from any adjacent residential uses.

Staff Comment: No commercial or industrial uses are proposed in the development.

MASTER PLAN REVIEW CRITERIA

a. Master Plan required. A Master Plan is a land-use plan focused on one or more sites within an area that identifies site access and general improvements and is intended to guide growth and development over a number of years or in several phases. A Master Plan is required with a PD rezoning. [Sections 34-51 and 34-52(b)].

Staff Comment: The site plan will be in general conformance with the layout illustrated in the master plan. Substantial modifications require a recommendation from the Planning and Zoning Commission and approval from the City Council [Sec. 6.3.2].

b. Preliminary Plat. A master plan may take the place of a preliminary plat approval. Approval of the preliminary plat by the City Council authorizes the applicant to proceed with site plan submittal. [Sections 34-60 and 34-151]

Staff Comment: The project includes the subdivision of 62 individually platted townhome units. A preliminary plat will be required pursuant to Section 34-151.

c. Unified control. All land included in a Master Plan shall be under the legal control of the applicant, whether the applicant is an individual, partnership, corporation or group of individuals. [Sec 34-54]

Staff Comment: The property is under single ownership by Singleton Avenue 44 Acre Trust, LLC.

d. Concurrency. Concurrency for potable water, sewer, stormwater and solid waste are required by the State. Concurrency for transportation, parks and schools are required by the City's comprehensive plan. [Sec 34-55]

Staff Comment: A preliminary concurrency review indicated that the residential use will not exceed the level of service standards of the comprehensive plan for concurrency related facilities; specifically, water, sewer, parks and open space. The project is anticipated to generate a population of 138 new residents. A traffic study provided by the applicant dated June of 2025 indicates that "all segments in the study area are operating with buildout Daily and PM peak hour volumes within their adopted maximum service volumes". The City's required recreation and open space will not be exceeded with the additional population. The Public Works Department stated that capacity is available to serve the new townhome subdivision with solid waste services. The School District evaluated the land use application for school concurrency and there is enough capacity at nearby schools to accommodate the new residential development. ***The project will be reviewed for formal City concurrency, including stormwater management and transportation, with the submittal of a site plan.***

FINDINGS:

Comprehensive Plan Amendment

The comprehensive plan future land use small scale map amendment is consistent with the City's comprehensive plan and the South Street Small Area Plan.

Rezoning

The rezoning and conditions of approval are consistent with the proposed land use amendment, Comprehensive Plan, and the Land Development Regulations, including PD and rezoning criteria described in Section 33-8 and 34-40 of the Code.

Master Plan

The master plan is consistent with the City's Comprehensive Plan, Land Development Regulations and master plan requirements described in Chapter 34, Article II, Division 3 of the Code.

RECOMMENDATION:

Comprehensive Plan Amendment

Approve the amendment to the Comprehensive Plan Future Land Use Map by changing the future land use designation from Low Density Residential to Conservation on 11.25+/- acres of property and from Conservation to Low Density

Residential on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759; and 22-35-05-00-760.

Rezoning

Approve the rezoning from the General Use (GU) zoning district to the Planned Development (PD) zoning district on 27.99+/- acres of property; and the Open Space Recreational (OR) zoning district to the Planned Development (PD) zoning district on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760 with master plan and conditions of approval as described in the rezoning ordinance:

1. **A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities including interconnected stabilized sidewalks and walking trails within the open space areas and confirms the minimum required open space acreage [1.6(a)].**
2. **Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers shall be preserved with the submittal of the plat [1.11(a)].**
3. **The developer shall work with the City to adjust the layout of the master plan to achieve the preservation of upland scrub, pine and oaks where feasible. Heritage trees should to the extent possible be preserved with the submittal of the plat [1.11(c)].**
4. **Buildings may be relocated or rearranged outside of required landscape buffers within the area identified as the developable acreage as stated in condition 1.7 of the ordinance and as illustrated on the master plan in Exhibit B [1.13(d)].**
5. **Direct Impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan [1.13(e)].**

Titusville

Gateway to Nature & Space

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT

Please submit electronically a completed application including required submittals to the Planning Department for payment and meeting scheduling. Chapter 34 of the Titusville Land Development Regulations contains the instructions for filing and the required exhibits. INCOMPLETE APPLICATIONS SHALL NOT BE ACCEPTED.

1. Annexation	Does the request include an annexation?	☐ Yes ☑ No
2. Regular or Small Scale Amendment	Regular Amendment (CPA) Property **50 acres or greater** ☐	Small Scale Amendment (SSA) Property **less than 50 acres** ☑
3. Project Information	Project Name SR 405 and Singleton PD - South	Property Address/Location Description Near intersection of SR 405 and Single
4. Applicant / Owner	Name of Applicant/Contact The Singleton Ave 44 Acre Land Trust Dated April 4, 2022 C/O Esquire Trustee Service, LLC	Name of Owner Singleton Avenue 44 Acre Trust LL(
	Street Address 1919 Blanding Blvd	Street Address 1919 Blanding Blvd
	City State Zip Jacksonville FL 32210	City State Zip Jacksonville FL 32210
	Telephone # (407) 969-0434 Fax #	Telephone # (407) 969-0434 Fax #
	E-Mail Address lpoutre@dcrlaw.com	E-Mail Address lpoutre@dcrlaw.com
5. Applicant Status	☐ Owner ☐ Tenant ☐ Agent ☑ Other	
6. Parcel ID	22-35-08-00-1; 22-35-05-00-758; 22-35-05-00-759; 22-35-05-00-760; 22-35-05-00-752	**Tax Acct.** 2203599; 3028883; 3028884; 3028885; 2202226
7. Site Size (Attach Legal Description)	Acres: Total: 66.49 Developable: 15	Square Feet: Total: 2896337
8. Current Land Uses	Identify the land uses located on-site and adjacent to the subject site (identify "all" uses that touch property on each boundary), such as grocery store, citrus farm, office, single family residential, etc.:	
	SUBJECT SITE: 9909 - Vacant Residential Land	
	NORTH: SR 405 & 9909 - Vacant Residential Land	
	SOUTH: 9900 - Acreage - Vacant, 5 acres or more & 9909 - Vacant Residential Land	
	EAST: 9909 - Vacant Residential Land	
	WEST: 9909 - Vacant Residential Land & SR 405	

9. Current Designation	Future Land Use: Conservation & Low Density Residential		Zoning: GU and OR	
10. Proposed Designations	Future Land Use: Low Density Residential and Conservation. See proposed acreage breakdown on separate sheet and corresponding individual sketch and legal descriptions.		Zoning: Planned Development (PD)	
11. Subject Property	Current Use: Vacant		Proposed Use: Townhomes	
12. Note any previous amendments on the site	N/A			
13. Check other applications submitted	Conditional Use ☐	Vacation of Easement ☐	Master Plan Approval ☐	Rezoning ☑
	Vacation of Right of Way ☐	Site Plan ☐	Subdivision/ Plat ☐	Other:
14. Narrative	Please provide a brief description of the request and the proposed project: (Attach separate narrative page if necessary) The subject property is a collection of undeveloped parcels totaling +/- 66.49 AC, located near the intersection of SR405 (South Street) and Singleton Avenue, within the City of Titusville. The parcel is largely wetland, with +/- 15.7 acres of developable area, per the provided conceptual site plan. The proposed project at full buildout is an individually platted townhome community with residential amenities. The parcels are currently zoned Open Space & Recreation (OR) and General Use (GU) with future land uses of Low-Density Residential and Conservation. In discussions with staff, the project will propose a rezoning to Planned Development (PD) and small-scale amendment to change the future land use to Low Density Residential. Please note this is with the exception of some areas of wetlands which will propose a land use change of Conservation as they are larger than 5AC in size and part of a larger wetland that is already designated appropriately. Individual sketch and legal descriptions for the portions of the parcels with a proposed land use change have been included within this application package, as discussed with staff at the pre-application meeting; this total acreage for rezoning is 28.43 AC and acreage for a proposed land use change is 11.69 AC. The SR 405 and Singleton PD - South project proposes 62 townhome units with supporting infrastructure and site improvements, including vehicular access, sidewalks, residential amenities, landscaping, utilities, and onsite stormwater management facilities. The proposed density of the development is 1 dwelling units per acre, which is less than the allowable 5 dwelling units per acre in a Low-Density Residential land use. Additionally, the request for a change to Low Density Residential is compatible with the surrounding existing residential uses. Surrounding land uses are shown on the Existing Conditions plan provided within this submittal package.			

- **All applications shall require Community Development Staff review prior to submittal.**
- All applications shall be submitted to the Planning Department electronically and officially logged in by **end of business day**.
- Tentative hearing dates are scheduled approximately 4 months from the time a completed application is submitted.
- Incomplete applications will not be accepted and will not be considered to be officially submitted until the appropriate information and fees are submitted. Meeting dates for incomplete applications will not be set until all required information and fees are submitted.
- Petitions requiring review from other boards or commissions prior to being forwarded to the Planning and Zoning Commission and City Council are not guaranteed placement on the schedule noted above.
- All meeting agendas will be posted on the City's web site and staff reports for the request can be obtained by contacting the Planning Department at 321-567-3782.

ACKNOWLEDGEMENT

1. I am the owner and/or legal representative of the owner of the property described, which is the subject of this application.
2. All answers to the questions in said application and all surveys and/or site plans and data attached to and made a part of this application are honest and true to the best of my knowledge and belief. By my signature below, I acknowledge that I have complied with all submittal requirements and that this request package is complete. I further understand that an incomplete application submittal may cause my application to be deferred.
3. Should this application be granted, I understand that any condition(s) imposed upon the granting of this request shall be binding to the owner, his heirs, and successors in title to possession of the subject property.
4. I understand that I must attend all applicable meetings and have been informed of the meeting date(s) and time(s). I understand that if I fail to appear at an applicable meeting, the appropriate Board or Commission may either table or deny the request.
5. I understand that my request if approved does not encumber provision of utility, road or other City infrastructure capacity. The analysis provided by staff of existing levels of service for public facilities and services in the vicinity of the parcel identified in this application is a non-binding analysis, and does not guarantee capacity will be available in the future or encumber/reserve capacity for any period of time.
6. I understand that as the Applicant, I must hold a public meeting prior to the scheduling of any public hearings before the Planning and Zoning Commission or City Council for this item. Notices for this meeting must be sent to all property owners within 500 feet of the subject property.

This matter is subject to quasi-judicial rules of procedure. Interested parties should limit contact with the City Council, Board of Adjustment & Appeals, and Planning & Zoning Commission on this topic to properly noticed public hearings or to written communication to the City Clerk's Office, City of Titusville, P.O. Box 2806, Titusville, FL 32781

/s/ Lisa Poulke, manager 9/11/25
(Signature*) (Date)

* *By entering your name in the "Signature" box above, you are signing this Application electronically. You agree your electronic signature is the legal equivalent of your manual signature on this Application. By entering your name in the "Signature" box above, you consent to be legally bound by this Application's terms and conditions.*

Date Received:_____

Accepted by:_____

Gateway to Nature & Space

SUBMITTAL CHECKLIST

(Development Review Procedures Manual Section 4)

Please fill out the following and submit the documents to the Planning Department electronically. Payment of fees does not ensure a favorable decision. Additional information may include documents initially waived at the pre-application meeting but subsequently determined necessary by staff.

1.	Complete Application and Fees	☑
2.	Warranty Deed	☑
3.	Notarized Owner Authorization Form (If applicable)	☑
4.	Legal Description (from a certified survey in Microsoft Word format)	☑
5.	Certified Survey (sealed and containing permanent reference points as described by Chapter 177, Florida Statutes, with bearings, distances and closures) in electronic PDF format.	☑
6.	Names, addresses and address labels for all property owners within 500 feet of the subject property. *Note: This listing is available from either the Brevard County Property Appraiser's Office or the City of Titusville Planning Department. Current charge for this service is $35.00.*	☑
7.	Additional site-specific data as necessary to describe any impacts to conservation / wetland areas, and other environmentally sensitive resources, including any mitigation efforts to be proposed or required by these regulations.	☑
8.	Traffic counts and Level of Service (LOS) on streets providing access to subject property may be required by the City. A determination of the needed information will be provided by the City prior to submittal of the request.	☑
9.	Pre-Application Meeting Held – YES Date: 6/28/2023 Staff in Attendance: Eddy Galindo, KB Ofosu, Christie Anderson	☑
10.	Preliminary School Concurrency Determination Submitted. Contact Brevard County Public Schools, David Lindemann to receive this application for completion. Lindemann.David@BrevardSchools.org	☑
11.	Community Meeting per Ordinance 26-2019 – Tentative meeting date 11/2/2023 & 7/31/2025	☑

Conceptual Site Plan Checklist

(Development Review Procedures Manual Section 4)

In order to illustrate the proposed use of the property to be rezoned, the applicant is encouraged to submit a conceptual site plan in support of the proposal. If a conceptual site plan or developer's agreement is not provided with the application, the City shall review the application based on the most intensive land use and the maximum intensity and/or density within the zoning district requested within the application. If a conceptual site plan is submitted, the following information shall be provided:

1.	A vicinity map indicating the general location of the abutting streets and utilities.	☑
2.	General information regarding the existing site conditions and physical characteristics, adjacent community facilities and public utilities, and surrounding property conditions.	☑
3.	General description of the proposed development including the total acreage, the proposed number of buildings, or the number of units.	☑
4.	The location of existing buildings and structures including the dimensions.	☑
5.	The means of ingress and egress to the project.	☑
6.	General location and dimension of all existing and proposed parking and/or loading areas.	☑
7.	Information showing approximate location of all structures and major features, setbacks, distance between structures and property lines, floor areas, width of driveways, parking spaces, property or lot lines, percent of property or lot lines, percent of property coverage.	☑

Titusville

Gateway to Nature & Space

APPLICATION FOR REZONING (REZ) / PLANNED DEVELOPMENT (PD) / MASTER PLAN (MP)

Please submit electronically a completed application including to the Planning Department for payment and meeting scheduling. Chapter 34 of the Titusville Land Development Regulations contains the instructions for filing and the required exhibits. INCOMPLETE APPLICATIONS SHALL NOT BE ACCEPTED.

1. Project Information	Project Name: SR 405 and Singleton PD - South	Property Address/Location Description: Near intersection of SR 405 and Single
2. Type of Request	Rezoning (REZ) ☐	Planned Development (PD) ☑ Master Plan (MP) ☐
2. Applicant/ Owner	Name of Applicant/Contact: The Singleton Ave 44 Acre Land Trust Dated April 4, 2022 C/O Esquire Trustee Service, LLC	Name of Owner: Singleton Avenue 44 Acre Trust LLC
	Street Address: 1919 Blanding Blvd	Street Address: 1919 Blanding Blvd
	City: Jacksonville State: FL Zip: 32210	City: Jacksonville State: NY Zip: 32210
	Telephone #: (407) 969-0434 Fax #:	Telephone #: (407) 969-0434 Fax #:
	E-Mail Address: lpoutre@dcrlaw.com	E-Mail Address: lpoutre@dcrlaw.com
3. Applicant Status	☐ Owner ☐ Tenant ☐ Agent ☑ Other	
4. Parcel ID	22-35-08-00-1; 22-35-05-00-758; 22-35-05-00-759; 22-35-05-00-760; 22-35-05-00-752	**Tax Acct.** 2203599; 3028883; 3028884; 3028885; 2202226
5. Site Size	Acres: Total: 66.5 Developable: 15.7 Rezoned: 28.43; Comp Plan Amend: 11.69	Square Feet: Total: 2896337
6. Current Land Uses	Identify the land uses located on-site and adjacent to the subject site (identify "all" uses that touch property on each boundary), such as grocery store, citrus farm, office, single family residential, etc.:	
	SUBJECT SITE: 9909 - Vacant Residential Land	
	NORTH: SR 405 & 9909 - Vacant Residential Land	
	SOUTH: 9900 - Acreage - Vacant, 5 acres or more & 9909 - Vacant Residential Land	
	EAST: 9909 - Vacant Residential Land	
	WEST: 9909 - Vacant Residential Land & SR 405	

7. Current Future Land Use Designation	Future Land Use: Conservation & Low Density Residential			
8. Existing Zoning District	General Use (GU) & Open Space & Recreation (OR)			
9. Proposed Zoning District	Planned Development (PD)			
10. Building Status	Existing Building(s) on the site? 0	New Buildings Proposed? 62		
11. Note any previous rezonings on the site	N/A			
12. Check other applications submitted	Conditional Use ☐	Vacation of Easement ☐	Master Plan Approval ☐	Rezoning ☐
	Vacation of Right of Way ☐	Site Plan ☐	Subdivision/ Plat ☐	Other: Comprehensive Plan Amendment
13. Narrative	Please provide a brief description of your request and the proposed project: (Attach separate narrative page if necessary) The subject property is a collection of undeveloped parcels totaling +/- 66.49 AC, located near the intersection of SR405 (South Street) and Singleton Avenue, within the City of Titusville. The parcel is largely wetland, with +/- 15.7 acres of developable area, per the provided conceptual site plan. The proposed project at full buildout is an individually platted townhome community with residential amenities. The parcels are currently zoned Open Space & Recreation (OR) and General Use (GU) with future land uses of Low-Density Residential and Conservation. In discussions with staff, the project will propose a rezoning to Planned Development (PD) and small-scale amendment to change the future land use to Low Density Residential. Please note this is with the exception of some areas of wetlands which will propose a land use change of Conservation as they are larger than 5AC in size and part of a larger wetland that is already designated appropriately. Individual sketch and legal descriptions for the portions of the parcels with a proposed land use change have been included within this application package, as discussed with staff at the pre-application meeting; this total acreage for rezoning is 28.43AC and acreage for a proposed land use change is 11.69 AC. The SR 405 and Singleton PD - South project proposes 62 townhome units with supporting infrastructure and site improvements, including vehicular access, sidewalks, residential amenities, landscaping, utilities, and onsite stormwater management facilities. The proposed density of the development is 1 dwelling units per acre, which is less than the allowable 5 dwelling units per acre in a Low-Density Residential land use. Additionally, the request for a zoning change to PD for residential uses is compatible with the surrounding existing residential uses. Surrounding zoning districts are shown on the Existing Conditions plan provided within this submittal package.			

- **All applications shall require Community Development Staff review prior to submittal.**
- All applications shall be submitted to the Planning Department electronically and officially logged in by **end of business day.**
- Tentative hearing dates are scheduled approximately 4 months from the time a completed application is submitted.
- Incomplete applications will not be accepted and will not be considered to be officially submitted until the appropriate information and fees are submitted. Meeting dates for incomplete applications will not be set until all required information and fees are submitted.
- Petitions requiring review from other boards or commissions prior to being forwarded to the Planning and Zoning Commission and City Council are not guaranteed placement on the originally scheduled date(s).
- All meeting agendas will be posted on the City's web site and staff reports for the request can be obtained by contacting the Planning Department at 321-567-3782.

ACKNOWLEDGEMENT

1. I am the owner and/or legal representative of the owner of the property described, which is the subject of this application.
2. All answers to the questions in said application and all surveys and/or site plans and data attached to and made a part of this application are honest and true to the best of my knowledge and belief. By my signature below, I acknowledge that I have complied with all submittal requirements and that this request package is complete. I further understand that an incomplete application submittal may cause my application to be deferred.
3. Should this application be granted, I understand that any condition(s) imposed upon the granting of this request shall be binding to the owner, his heirs, and successors in title to possession of the subject property.
4. I understand that I must attend all applicable meetings and have been informed of the meeting date(s) and time(s). I understand that if I fail to appear at an applicable meeting, the appropriate Board or Commission may either table or deny the request.
5. I understand that my request if approved does not encumber provision of utility, road or other City infrastructure capacity. The analysis provided by staff of existing levels of service for public facilities and services in the vicinity of the parcel identified in this application is a non-binding analysis, and does not guarantee capacity will be available in the future or encumber/reserve capacity for any period of time.
6. I understand that as the Applicant, I must hold a public meeting prior to the scheduling of any public hearings before the Planning and Zoning Commission or City Council for this item. Notices for this meeting must be sent to all property owners within 500 feet of the subject property.

This matter is subject to quasi-judicial rules of procedure. Interested parties should limit contact with the City Council, Board of Adjustment & Appeals, and Planning & Zoning Commission on this topic to properly noticed public hearings or to written communication to the City Clerk's Office, City of Titusville, P.O. Box 2806, Titusville, FL 32781

/s/ Lina Poutre, manager 9/11/25
(Signature*) (Date)

* *By entering your name in the "Signature" box above, you are signing this Application electronically. You agree your electronic signature is the legal equivalent of your manual signature on this Application. By entering your name in the "Signature" box above, you consent to be legally bound by this Application's terms and conditions.*

Date received: _____

Accepted by: _____

Gateway to Nature & Space

SUBMITTAL CHECKLIST

(Development Review Procedures Manual Section 5 and 6)

Please fill out the following and submit the documents to the Planning Department electronically. Payment of fees does not ensure a favorable decision. Additional information may include documents initially waived at the pre-application meeting but subsequently determined necessary by staff.

1.	Complete Application and Fees	☑
2.	Warranty Deed	☑
3.	Notarized Owner Authorization Form (If applicable)	☑
4.	Legal Description (from a certified survey)	☑
5.	Certified Survey (sealed and containing permanent reference points as described by Chapter 177, Florida Statutes, with bearings, distances and closures) in electronic PDF format	☑
6.	Names, addresses and address labels for all property owners within 500 feet of the subject property. *Note: This listing is available from either the Brevard County Property Appraiser's Office or the City of Titusville Planning Department. Current charge for this service is $35.00.*	☑
7.	For **Planned Development and Master Plan** applications, a conceptual site plan (minimum 24" x 36") in electronic PDF format. See table below for requirements.	☑
8.	For **Master Plan** applications, a Unified Control Agreement pursuant to Sec. 34-54 of the Land Development Regulations. N/A	☐
9.	Pre-Application Meeting Date: 6/28/2023, Eddy Galindo, KB Ofosu, Christe Anderson Staff in Attendance:	☑
10.	Community Meeting per Ordinance 26-2019 – Tentative meeting date 11/2/2023	☑

Conceptual Site Plan Checklist

(Development Review Procedures Manual Section 5 and 6)

THE CONCEPTUAL SITE PLAN SHALL INCLUDE THE FOLLOWING:

1.	All information required for a sketch plat. (if applicable)	☑
2.	Development plan identifying the location and acreage of each component and district of the project, including the location and placement of proposed land uses by type and density, density, layout of lots, open space designation, location of landscape buffer areas required by these regulations, recreational facilities, commercial uses, other permitted uses, off-street parking and loading locations and refuse collection locations.	☑
3.	Development plans showing access and buffer areas (both external and internal) to the development and how pedestrian and other non-motoring travel will be safely integrated.	☑
4.	Tabulations of acreage devoted to each use and total gross acreage of the project. These tabulations shall include acreage totals for each use, open space designations, recreation facilities, streets, parks, schools and other uses. Within these tabulations, information relative to the total number and type of residential units, the residential density for each type of unit, and the overall residential density of the project shall be provided.	☑
5.	An environmental component, including maps and analyses, which determine the effect of the proposed development upon the conservation/preservation of native habitat, wildlife, floodplains, recreation advantages wetlands and other natural resources.	☑
6.	Documentation as to the impact of the proposed development on the levels of service for roads, potable water, sanitary sewer, solid waste drainage, parks and any other public facilities and services. (Preliminary Concurrency Analysis)	☑
7.	A stormwater management plan with sufficient detail included to demonstrate that the proposed development can comply with the requirements of the Land Development Regulations.	☑
8.	The location of existing buildings and structures including the dimensions.	☑

ORDINANCE NO. XX-2025

AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING THE CODE OF ORDINANCES BY AMENDING ORDINANCE NO. 60-1988, WHICH ADOPTED THE COMPREHENSIVE PLAN OF THE CITY OF TITUSVILLE, BY AMENDING THE FUTURE LAND USE DESIGNATION ON LAND LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF SOUTH SINGLETON AVENUE AND S.R. 405/SOUTH STREET FROM LOW DENSITY RESIDENTIAL TO CONSERVATION ON 11.25+/- ACRES OF PROPERTY; AND FROM CONSERVATION TO LOW DENSITY RESIDENTIAL ON 0.44+/- ACRES OF PROPERTY HAVING PARCEL ID NOS. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760; PROVIDING FOR SEVERABILITY; REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Titusville, pursuant to Chapter 163, Florida Statutes, desires to amend its Comprehensive Plan adopted by Ordinance No. 60-1988; and

WHEREAS, a first and second public hearing has been held on the Comprehensive Plan amendments before the Local Planning Agency and the local governing body; and

WHEREAS, the City of Titusville finds that said Comprehensive Plan Amendment has been processed in accordance with the applicable law and desires to amend the Comprehensive Plan.

NOW, THEREFORE, BE IT ENACTED by the City of Titusville, Florida as follows:

SECTION 1: **RECITALS**. The foregoing recitals are deemed true and correct and are hereby adopted and incorporated herein by this reference.

SECTION 2. The City of Titusville's Comprehensive Plan is hereby amended by adopting Small Scale Comprehensive Plan Amendment No. 2-2024 and amends its Future Land Use Map, by changing the land use designation of on land located at the southeast corner of the intersection of South Singleton Avenue and S.R. 405/South Street from Low Density Residential to Conservation on 11.25+/- acres of property; and Conservation to Low Density Residential on .44+/- acres of property having parcel ID nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760; as described in Exhibit A.

SECTION 3. SEVERABILITY. If any provisions of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. REPEAL OF CONFLICTING ORDINANCES. All ordinances or parts of ordinances, and all resolutions and parts of resolutions, in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 5. EFFECTIVE DATE. This ordinance shall take effect 31 days after adoption pursuant to Section 163.3187(5)(c) Florida Statutes.

PASSED AND ADOPTED, this _____ day of _____, 2025.

_____

Andrew Connors, Mayor

ATTEST:

_____

Wanda F. Wells, City Clerk

Exhibit A

LOW DENSITY RESIDENTIAL TO CONSERVATION

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 531.56 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 38.21 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 54°47'19" WEST, A DISTANCE OF 39.63 FEET; THENCE SOUTH 76°01'09" WEST, A DISTANCE OF 96.65 FEET; THENCE SOUTH 79°00'01" WEST, A DISTANCE OF 109.34 FEET; THENCE SOUTH 72°15'35" WEST, A DISTANCE OF 110.33 FEET; THENCE SOUTH 77°43'07" WEST, A DISTANCE OF 79.24 FEET; THENCE SOUTH 82°30'18" WEST, A DISTANCE OF 17.52 FEET; THENCE NORTH 68°04'35" EAST, A DISTANCE OF 159.68 FEET; THENCE NORTH 73°38'50" EAST, A DISTANCE OF 78.05 FEET; THENCE NORTH 58°25'51" WEST, A DISTANCE OF 48.51 FEET; THENCE NORTH 32°06'17" WEST, A DISTANCE OF 59.96 FEET; THENCE NORTH 28°14'18" WEST, A DISTANCE OF 70.27 FEET; THENCE NORTH 47°00'12" WEST, A DISTANCE OF 63.20 FEET; THENCE NORTH 67°35'35" WEST, A DISTANCE OF 62.03 FEET; THENCE NORTH 40°52'38" WEST, A DISTANCE OF 66.62 FEET; THENCE NORTH 76'00'08" WEST, A DISTANCE OF 49.47 FEET; THENCE NORTH 62°26'17" WEST, A DISTANCE OF 49.96 FEET; THENCE NORTH 36°20'31" WEST, A DISTANCE OF 141.79 FEET; THENCE NORTH 70°53'52" WEST, A DISTANCE OF 39.65 FEET; THENCE NORTH 00°22'21" WEST, A DISTANCE OF 34.62 FEET; THENCE NORTH 39°56'07" WEST, A DISTANCE OF 39.17 FEET; THENCE NORTH 29'17'47" WEST, A DISTANCE OF 57.86 FEET; THENCE NORTH 28°20'49" WEST, A DISTANCE OF 50.56 FEET; THENCE NORTH 23°40'17" WEST, A DISTANCE OF 63.65 FEET; THENCE NORTH 40°15'23" WEST, A DISTANCE OF 72.76 FEET; THENCE NORTH 14°23'39" WEST, A DISTANCE OF 28.25 FEET; THENCE NORTH 33°44'54" WEST, A DISTANCE OF 99.27 FEET; THENCE NORTH 67°10'37" WEST, A DISTANCE OF 52.53 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°29'31" EAST ALONG SAID SOUTHERLY RIGHT A WAY, A DISTANCE OF 155.51 FEET; THENCE SOUTH 01°32'33" EAST, A DISTANCE OF 49.39 FEET; THENCE SOUTH 30°29'30" EAST, A DISTANCE OF 24.11 FEET; THENCE SOUTH 30°02'47" EAST, A DISTANCE OF 44.82 FEET; THENCE SOUTH 28°16'46" EAST, A DISTANCE OF 31.30 FEET; THENCE SOUTH 25°16'49" EAST, A DISTANCE OF 139.25 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 645.41 FEET AND A CHORD WHICH BEARS SOUTH 34°53'24" EAST AND A DISTANCE OF 149.07 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 149.40 FEET; THENCE SOUTH 40°33'10" EAST, A DISTANCE OF 85.64 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 197.67 FEET AND A CHORD WHICH BEARS SOUTH 60°20'57" EAST, A DISTANCE 133.89 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 136.60 FEET; THENCE SOUTH 77°48'24" EAST, A DISTANCE OF 121.52 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 416.53 FEET AND A

CHORD WHICH BEARS SOUTH 70°56'43" EAST AND A DISTANCE OF 140.31 FEET; THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 140.99 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 943.10 FEET AND A CHORD WHICH BEARS SOUTH 70°09'47" EAST AND A DISTANCE OF 86.42 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 86.45 FEET; TO A POINT OF REVERSE CURVATURE OF A CURVE HAVING A RADIUS OF 106.21 FEET AND A CHORD WHICH BEARS SOUTH 55°53'26" EAST, AND A DISTANCE OF 61.75 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 62.65 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 337.29 FEET AND A CHORD WHICH BEARS SOUTH 25°56'58" EAST A DISTANCE OF 152.24 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 153.56 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 144.10 FEET AND A CHORD WHICH BEARS SOUTH 04°43'51" EAST A DISTANCE OF 40.99 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 41.13 FEET; THENCE SOUTH 07°31'10" EAST, A DISTANCE OF 24.07 FEET; THENCE SOUTH 04°13'12" WEST, A DISTANCE OF 33.09 FEET TO THE POINT OF BEGINNING.

CONTAINING 195,888.48 SQUARE FEET OR 4.50 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 2

COMMENCE AT REFERENCE POINT "A"; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 700.64 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 75°06'58" WEST, ALONG SAID LINE, A DISTANCE OF 1492.93 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT (B); THENCE NORTH 14°08'52" EAST, A DISTANCE OF 34.85 FEET; THENCE NORTH 23°09'04" WEST, A DISTANCE OF 142.28 FEET; THENCE NORTH 67°52'10" WEST, A DISTANCE OF 118.31 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID SOUTHERLY RIGHT OF WAY, A DISTANCE OF 599.31 FEET; THENCE SOUTH 04°46'39" EAST, A DISTANCE OF 36.37 FEET; THENCE SOUTH 21°26'05" WEST, A DISTANCE OF 85.92 FEET; THENCE SOUTH 20°42'59" EAST, A DISTANCE OF 45.79 FEET; THENCE SOUTH 07°10'23" EAST, A DISTANCE OF 97.01 FEET; THENCE SOUTH 78°24'30" EAST, A DISTANCE OF 55.67 FEET; THENCE SOUTH 69°19'37" EAST, A DISTANCE OF 55.60 FEET; THENCE SOUTH 72°03'56" EAST, A DISTANCE OF 112.07 FEET; THENCE NORTH 88°59'32" EAST, A DISTANCE OF 81.58 FEET; THENCE NORTH 83°39'01" EAST, A DISTANCE OF 159.32 FEET; THENCE SOUTH 85°20'29" EAST, A DISTANCE OF 59.48 FEET; THENCE NORTH 70°57'56" EAST, A DISTANCE OF 42.37 FEET; THENCE NORTH 75°18'21" EAST, A DISTANCE OF 131.68 FEET; THENCE NORTH 43°25'45" EAST, A DISTANCE OF 48.25 FEET; THENCE SOUTH 88°14'50" EAST, A DISTANCE OF 75.10 FEET; THENCE NORTH 79°30'10" EAST, A DISTANCE OF 64.28 FEET; THENCE SOUTH 78°18'15" EAST, A DISTANCE OF 58.26 FEET; THENCE NORTH 66°33'07" EAST, A DISTANCE OF 25.42 FEET; THENCE NORTH 63°01'51" EAST, A DISTANCE OF 68.03 FEET; THENCE SOUTH 77°32'14" EAST, A DISTANCE OF 51.75 FEET; THENCE NORTH 72°49'19" EAST, A DISTANCE OF 71.37 FEET; THENCE SOUTH 34°36'19" EAST, A DISTANCE OF 35.78 FEET; THENCE NORTH 77°48'50" EAST, A DISTANCE OF 12.95 FEET; THENCE SOUTH 18°29'37" EAST, A DISTANCE OF 21.04 FEET TO THE POINT OF BEGINNING.

CONTAINING 274,792.6508 SQUARE FEET OR 6.31 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 3

COMMENCE AT REFERENCE POINT "B"; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 186.92 FEET; TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 75°06'58" WEST, ALONG SAID LINE, A DISTANCE OF 396.33 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID SOUTHERLY RIGHT OF WAY, A DISTANCE OF 233.78 FEET; THENCE SOUTH 67°22'42" EAST, A DISTANCE OF 36.69 FEET; THENCE SOUTH 77°33'51" EAST, A DISTANCE OF 103.56 FEET; THENCE SOUTH 80°15'06" EAST, A DISTANCE OF 67.39 FEET; THENCE SOUTH 51°20'37" EAST, A DISTANCE OF 8.15 FEET TO THE POINT OF BEGINNING.

CONTAINING 20,295.52 SQUARE FEET OR 0.47 ACRES, MORE OR LESS.

CONSERVATION TO LOW DENSITY RESIDENTIAL

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 981.17 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 33.73 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 68°04'35" WEST, A DISTANCE OF 22.75 FEET; THENCE SOUTH 74°13'54" WEST, A DISTANCE OF 121.16 FEET; THENCE SOUTH 63°56'35" WEST, A DISTANCE OF 54.96 FEET; THENCE SOUTH 77°48'50" WEST, A DISTANCE OF 54.77 FEET; THENCE NORTH 18°27'34" WEST, A DISTANCE OF 29.12 FEET; THENCE NORTH 43°54'16" EAST, A DISTANCE OF 31.20 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 83°57'46" EAST, A DISTANCE OF 116.79 FEET; THENCE NORTH 82°30'22" EAST, A DISTANCE OF 113.02 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,964.53 SQUARE FEET OR 0.14 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 2

COMMENCE AT REFERENCE POINT "A"; THENCE NORTH 39°59'21" WEST, A DISTANCE OF 267.56 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH

09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.308 ACRES, MORE OR LESS.

ORDINANCE NO. XX-2025

AN ORDINANCE AMENDING ORDINANCE NO. 5-1993 OF THE CITY OF TITUSVILLE, FLORIDA, BY AMENDING THE ZONING MAP MADE A PART OF SAID ORDINANCE BY REFERENCE BY CHANGING THE ZONING CLASSIFICATION ON LAND LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF SOUTH SINGLETON AVENUE AND S.R. 405/SOUTH STREET FROM THE GENERAL USE (GU) ZONING DISTRICT TO THE PLANNED DEVELOPMENT (PD) ZONING DISTRICT ON 27.99+/- ACRES OF PROPERTY; AND FROM THE OPEN SPACE RECREATIONAL (OR) ZONING DISTRICT TO THE PLANNED DEVELOPMENT (PD) ZONING DISTRICT ON 0.44+/- ACRES OF PROPERTY HAVING PARCEL ID NOS. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760; PROVIDING FOR SEVERABILITY; REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Titusville received an application for a rezoning from certain property owners; and

WHEREAS, a first and second public hearing has been held on the rezoning before the Local Planning Agency and the local governing body and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the Comprehensive Plan and that sufficient, competent, and substantial evidence supports the zoning change set forth hereunder; and

WHEREAS, the City of Titusville finds that said rezoning has been processed in accordance with the applicable law and desires to amend its Zoning Map to change the zoning designation on said properties; and

WHEREAS, the City of Titusville finds that said rezoning has been processed in accordance with the applicable law and desires to amend its Zoning Map to change the zoning designation on said properties; and

WHEREAS, the City Council of the City of Titusville desires to amend its Zoning Map.

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF TITUSVILLE, FLORIDA as follows:

SECTION 1. RECITALS. The foregoing recitals are deemed true and correct and are hereby adopted and incorporated herein by this reference.

SECTION 2. Ordinance No. 5-1993 is hereby amended by amending the Zoning Map of the City of Titusville, made a part of said Ordinance by reference, by designating the following property described in Exhibit A with conditions and associated Master Plan in Exhibit B presently zoned General Use (GU) and Open Space and Recreational (OR) to Planned Development (PD).

SECTION 3. This ordinance shall take effect simultaneously with the effective date of Small-Scale Amendment (SSA) No. 2-2024 contained in Ordinance XX-2025.

SECTION 4. SEVERABILITY. If any provision of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 5. REPEAL OF CONFLICTING ORDINANCES. All ordinances or parts of ordinances, and all resolutions and parts of resolutions, in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 6. INCORPORATION INTO CODE. This ordinance shall be incorporated into the City of Titusville Code of Ordinances and any section or paragraph, number or letter, and any heading may be changed or modified as necessary to effectuate the foregoing. Grammatical, typographical, and like errors may be corrected and additions, alterations, and omissions, not affecting the construction or meaning of this ordinance and the Code may be made.

PASSED AND ADOPTED this _____day of _____, 2025.

_____

Andrew Connors, Mayor

ATTEST:

_____

Wanda F. Wells, City Clerk

Exhibit A – Planned Development Ordinance

SR405 and Singleton PD – South

1.1 DESCRIPTION:

The **SR405 and Singleton PD - South** Planned Development zoned area of approximately 66.49 +/- acres (full site) and 15.70 +/- acres of developable area is comprised of townhome units and common open space and recreation areas.

1.2 LEGAL DESCRIPTION

A PART OF GOVERNMENT LOTS 1, 2 & 3, LYING IN SECTIONS 5 & 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING IN BREVARD COUNTY, FLORIDA; THAT PORTION OF U.S. GOVERNMENT LOT NO. 1, SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY. TOGETHER WITH: THAT PORTION OF U.S GOVERNMENT LOT NO. 2 SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY. TOGETHER WITH: THAT PORTION OF U.S. GOVERNMENT LOT NO. 3, SECTION 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY, BEING IN BREVARD COUNTY, FLORIDA, LESS AND EXCEPT LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 923, PAGE 1018.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST FOR A POINT OF BEGINNING; THENCE SOUTH 75°06'58" WEST ALONG THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 3,308.38 FEET TO A POINT ON THE SOUTH RIGHT OF WAY FOR STATE ROAD #405; THENCE NORTH 48°33'44" EAST ALONG THE SAID RIGHT OF WAY, A DISTANCE OF 1,413.77 FEET TO THE NORTHEASTERLY BOUNDARY CORNER OF AFORESAID OFFICIAL RECORD BOOK 938, PAGE 1018; THENCE LEAVING SAID RIGHT OF WAY SOUTH 41°29'44" EAST ALONG SAID BOUNDARY, A DISTANCE OF 521.76 FEET; THENCE NORTH 48°24'08" EAST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 417.82 FEET; THENCE NORTH 41°32'24" WEST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 520.98 FEET TO THE SOUTH RIGHT OF WAY FOR SAID STATE ROAD #405; THENCE NORTH 48°29'31" EAST ALONG SAID SOUTH RIGHT OF WAY, A DISTANCE OF 2,015.54 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,796.93 FEET AND A CHORD WHICH BEARS NORTH 52°11'31" EAST AND A DISTANCE OF 346.73 FEET; THENCE ALONG SAID SOUTH RIGHT OF WAY AND SAID CURVE TO THE RIGHT A DISTANCE OF 346.95 FEET TO A POINT ON THE EAST BOUNDARY OF SAID SECTION 5; THENCE SOUTH 01°14'43" EAST ALONG SAID SECTION 5, A DISTANCE OF 1,911.13 FEET; TO THE POINT OF BEGINNING. CONTAINING 2,896,295.82 SQUARE FEET OR 66.49 ACRES, MORE OR LESS.

GENERAL USE TO PLANNED DEVELOPMENT

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 531.56 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 38.21 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 54°47'19" WEST, A DISTANCE OF 39.63 FEET; THENCE SOUTH 76°01'09" WEST, A DISTANCE OF 96.65 FEET; THENCE SOUTH 79°00'01" WEST, A DISTANCE OF 109.34 FEET; THENCE SOUTH 72°15'35" WEST, A DISTANCE OF 110.33 FEET; THENCE SOUTH 77°43'07" WEST, A DISTANCE OF 79.24 FEET; THENCE SOUTH 82°30'22" WEST, A DISTANCE OF 130.54 FEET; THENCE SOUTH 83°57'46" WEST, A DISTANCE OF 116.79 FEET; THENCE SOUTH 43°54'16" WEST, A DISTANCE OF 31.20 FEET; THENCE SOUTH 18°28'26" EAST, A DISTANCE OF 50.16 FEET TO THE SAID SOUTH LINE OF GOVERNMENT LOT 3; THENCE SOUTH 75°06'58" WEST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 897.40 FEET; THENCE NORTH 77°26'24" WEST, A DISTANCE OF 29.27 FEET; THENCE SOUTH 85°46'29" WEST, A DISTANCE OF 81.31 FEET; THENCE SOUTH 77°48'33" WEST, A DISTANCE OF 118.98 FEET; THENCE SOUTH 66°58'41" WEST, A DISTANCE OF 241.04 FEET TO THE SAID SOUTH LINE OF GOVERNMENT LOT 3; THENCE SOUTH 75°06'58" WEST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 715.43 FEET TO THE SOUTHERLY RIGHT OF WAY FOR STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID RIGHT OF WAY, A DISTANCE OF 1,413.77 FEET; THENCE SOUTH 41°29'44" EAST, A DISTANCE OF 521.76 FEET; THENCE NORTH 48°24'08" EAST, A DISTANCE OF 417.82 FEET TO A POINT KNOWN AS REFERENCE POINT "A"; THENCE NORTH 41°32'24" WEST, A DISTANCE OF 520.98 FEET TO THE SOUTHERLY RIGHT OFF WAY FOR STATE ROAD 405; THENCE NORTH 48°29'31" EAST ALONG SAID RIGHT OF WAY, A DISTANCE OF 639.84 FEET; THENCE SOUTH 01°32'33" EAST, A DISTANCE OF 49.39 FEET; THENCE SOUTH 30°29'30" EAST, A DISTANCE OF 24.11 FEET; THENCE SOUTH 30°02'47" EAST, A DISTANCE OF 44.82 FEET; THENCE SOUTH 28°16'46" EAST, A DISTANCE OF 31.30 FEET; THENCE SOUTH 25°16'49" EAST, A DISTANCE OF 139.25 FEET;TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 645.41 FEET AND A CHORD WHICH BEARS SOUTH 34°53'24" EAST AND A DISTANCE OF 149.07 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 149.40 FEET; THENCE SOUTH 40°33'10" EAST, A DISTANCE OF 85.64 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 197.67 FEET AND A CHORD WHICH BEARS SOUTH 60°20'57" EAST, A DISTANCE 133.89 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 136.60 FEET; THENCE SOUTH 77°48'24" EAST, A DISTANCE OF 121.52 FEET;TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 416.53 FEET AND A CHORD WHICH BEARS SOUTH 70°56'43" EAST AND A DISTANCE OF 140.31 FEET; THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 140.99 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 943.10 FEET AND A CHORD WHICH BEARS SOUTH 70°09'47" EAST AND A DISTANCE OF 86.42 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 86.45 FEET; TO A POINT OF REVERSE CURVATURE OF A CURVE HAVING A RADIUS OF 106.21 FEET AND A CHORD WHICH BEARS SOUTH 55°53'26" EAST, AND A DISTANCE OF 61.75 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 62.65 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 337.29 FEET AND A CHORD WHICH BEARS SOUTH 25°56'58" EAST A DISTANCE OF 152.24 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 153.56 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 144.10 FEET AND A CHORD WHICH BEARS SOUTH 04°43'51"

EAST A DISTANCE OF 40.99 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 41.13 FEET; THENCE SOUTH 07°31'10" EAST, A DISTANCE OF 24.07 FEET; THENCE SOUTH 04°13'12" WEST, A DISTANCE OF 33.09 FEET; TO THE POINT OF BEGINNING.

CONTAINING 1,262,539.37 SQUARE FEET OR 28.98 ACRES, MORE OR LESS.

LESS & EXCEPT:

COMMENCE AT REFERENCE POINT "A"; THENCE SOUTH 30°22'34" EAST, A DISTANCE OF 4.87 FEET; TO THE POINT OF BEGINNING; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH 09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.31 ACRES, MORE OR LESS.

OPEN SPACE AND RECREATIONAL TO PLANNED DEVELOPMENT

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 981.17 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 33.73 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 68°04'35" WEST, A DISTANCE OF 22.75 FEET; THENCE SOUTH 74°13'54" WEST, A DISTANCE OF 121.16 FEET; THENCE SOUTH 63°56'35" WEST, A DISTANCE OF 54.96 FEET; THENCE SOUTH 77°48'50" WEST, A DISTANCE OF 54.77 FEET; THENCE NORTH 18°27'34" WEST, A DISTANCE OF 29.12 FEET; THENCE NORTH 43°54'16" EAST, A DISTANCE OF 31.20 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 83°57'46" EAST, A DISTANCE OF 116.79 FEET; THENCE NORTH 82°30'22" EAST, A DISTANCE OF 113.02 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,964.53 SQUARE FEET OR 0.14 ACRES, MORE OR LESS. TOGETHER WITH

PARCEL 2

COMMENCE AT REFERENCE POINT "A"; THENCE NORTH 39°59'21" WEST, A DISTANCE OF 267.56 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH 09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.308 ACRES, MORE OR LESS.

1.3 REFERENCE TO GENERAL DEVELOPMENT PLAN

The **SR405 and Singleton PD - South** Planned Development shall be implemented in accordance with the approved Master Plan attached as Exhibit B.

1.4 PERMITTED USES

(a) Townhome units
(b) Common recreational areas

1.4.1 PERMITTED ACCESSORY USES

(a) Tot Lot, Mail Kiosk and recreational amenities including exercise stations, walking trails, benches, and informational placards.

1.5 DENSITY/INTENSITY MINIMUMS AND MAXIMUMS

Maximum of **sixty-two (62) residential dwelling units**.

1.6 CRITICAL DESIGN FEATURES

(a) The critical design features for this project include the preservation of wetlands, preservation of uplands, maintaining required landscape yards (buffers), providing stormwater treatment and proposed passive recreational open space. Recreational amenities include tot lot, mail kiosk, exercise stations, interconnected and stabilized walking trails, benches, and informational placards. A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities in the open space areas and confirms the minimum required open space acreage by code is met.

(b) Preservation of existing large canopy trees, upland scrub pine, and oaks in common areas where feasible.

1.7 LAND USE ALLOCATION TABLE

(a)	TOTAL PROJECT ACREAGE:	66.49 Acres
	TOTAL DEVELOPABLE ACREAGE:	15.70 Acres
	(also referenced as the Developable Site Area, see Exhibit B)	
	Minimum Required Open Space:	
	(Includes Stormwater Ponds)	5.50 Acres

1.8 AREA, HEIGHT, BULK & OPEN SPACE REQUIREMENTS

(a) The Development and all amenities will be in general conformance with the master plan.
(b) Minimum Unit Living Area: 800 square feet per Section 33-6(a)(3)b of the Code.

(c)	Maximum Building Height:	50 feet
(d)	Minimum Lot Width:	20 feet
(e)	Maximum Building Coverage (% of full site):	50%
(f)	Building Setbacks (per lot):	20 feet (Front)
		10 feet (Rear)
		10 feet (Side)
		10 feet (Side corner)

(g) If this PD Ordinance does not address a specific standard, the standards of the Multi-Family Medium Density (R-2) zoning district shall apply.

1.9 ROADWAY DESIGN/TRAFFIC CIRCULATION

(a) A maximum of two vehicular access driveways may be granted onto State Road 405.

(b) The internal sidewalk network shall be stabilized with a minimum of 5-feet in width and provide direct access to the adjacent public sidewalk network.

1.10 UTILITIES

(a) The potable water and sanitary sewer service will be provided by the City of Titusville. Electricity will be supplied by the local power company/companies. Gas will be provided by the local gas company/companies. All utilities will be placed underground consistent with Chapter 33 - Development Options, Article I. - Planned Development (PD), Section. 33-5(a)(4) of the City's Land Development Regulations.

(b) The lift station will be fenced and gated with locking mechanism and generally screened from view with landscape materials, such as bushes, hedges, and small trees, or opaque fence except where the operational requirements limit such screening. An emergency generator shall be installed with the lift station.

1.11 NATURAL RESOURCES

(a) Conservation Areas designated as Wetland #1, Wetland #2, Wetland #3, and the designated Wetland Buffers are to be owned and maintained by the Homeowner Association in accordance with the requirements of the St. Johns River Water Management District consistent with Chapter 30 - Development Standards, Article I - General Provisions, Division 3 - Operations and Maintenance of the City's Land Development Regulations. Additionally, wetlands protection shall adhere to the regulations set forth in Chapter 29 - Special Districts and Overlays, Article IV - Wetland and Conservation Area (WCA), of the City's Land Development Regulations. Wetland #1,

Wetland #2, Wetland #3, and Wetland Buffers shall be preserved with the submittal of the plat.

(b) Open Space Areas, including buffers and recreation areas, designated as Tree Canopy Preservation, Landscape/Yard Buffers, Open Green Space are to be owned and maintained by the Homeowner Association in accordance with the requirements of the City of Titusville consistent with Chapter 30 - Development Standards, Article I - General Provisions, Division 3 - Operations and Maintenance of the City's Land Development Regulations; and Chapter 33 Development Options, Article VIII Conservation Subdivision Design, Section 33-104(a)(6).

(c) The developer shall work with the City to adjust the layout of the master plan to achieve the preservation of upland scrub, pine and oaks where feasible. Heritage trees should to the extent possible be preserved with the submittal of the plat. The removal of protected trees shall be consistent with the criteria and requirements of Chapter 30, Article II, Division 2 Trees and Vegetation (Preservation and Mitigation) of the Land Development Regulations.

1.12 BUFFERING/SCREENING

(a) The required landscape yard (buffers) consistent with Chapter 30, Article III, Division 10, Subdivision 3 of the Code, will be provided. A minimum twenty (20) foot landscape yard (buffer) shall be installed along the perimeter of the property boundary and a minimum thirty (30) foot landscape yard (buffer) shall be installed along the perimeter of the property boundary adjacent to SR405 (South Street) to meet the buffer requirements for an arterial/collector roadway as shown in Section 9.3, Roadway Classification Map of the City of Titusville. The required landscape yard (buffers) will be comprised of existing vegetation and additional trees and shrubs. The existing vegetation within this area will be maintained to the greatest extent possible. Invasive trees shall be removed.

1.13 AMENDMENT PROCEDURES AND APPROVAL TIMEFRAME

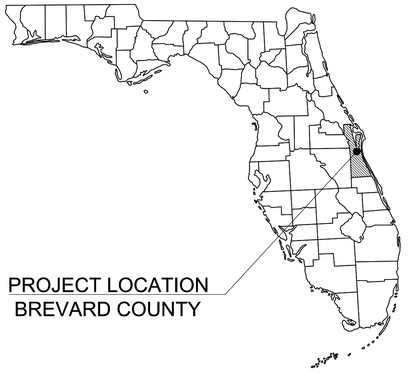
(a) Amendment procedures shall be in accordance with City of Titusville Land Development Regulations Chapter 33 - Development Options, Article I - Planned Development (PD).

(b) The timeframe for the approval of this Planned Development (PD) shall be consistent with the regulations established in Chapter 33 - Development Options, Article I - Planned Development, Sec. 33-9 - Procedure for securing approval of a Planned Development.

(c) Modifications to this Planned Development (PD) ordinance or master plan shall be reviewed consistent with Table 6.3.3 of the Development Review Procedures Manual.

(d) Buildings may be relocated or rearranged outside of required landscape buffers within the area identified as the developable acreage as stated in condition 1.7 of this ordinance and as illustrated on the master plan in Exhibit B.

(e) Direct impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan.



SR 405 AND SINGLETON PD - SOUTH

FOR

THE SINGLETON AVE 44 ACRE LAND TRUST, LLC

LOCATED IN

TITUSVILLE, FLORIDA

SECTION 5, TOWNSHIP 22, RANGE 35E

PROJECT TEAM

OWNER/DEVELOPER
SINGLETON AVENUE 44 ACRE TRUST, LLC
1919 BLANDING BLVD.
JACKSONVILLE, FL 32210
PHONE: (407) 969-0434

CIVIL ENGINEER
ALYSSA COLBY, P.E.
KIMLEY-HORN AND ASSOCIATES, INC.
7341 OFFICE PARK, SUITE 102
MELBOURNE, FLORIDA 32940
(321) 430-1138

SURVEYOR
GREGORY S LOCKLIN, P.S.M.
HAMILTON ENGINEERING & SURVEYING, INC.
775 WARNER LANE
ORLANDO, FL 32803
PHONE: (407) 362-5929

ENVIRONMENTAL CONSULTANT
BIO-TECH CONSULTING, INC.
3025 EAST SOUTH STREET
PHONE: (407) 894-5969
FAX: (407) 894-5970

TRAFFIC ENGINEER
JAMES M. TAYLOR, P.E.
KIMLEY-HORN AND ASSOCIATES, INC.
189 SOUTH ORANGE AVENUE, SUITE 1000
ORLANDO, FL 32801
PHONE: (407) 898-1511

GEOTECHNICAL CONSULTANT
UNIVERSAL ENGINEERING SCIENCES, LLC
820 BREVARD AVENUE
ROCKLEDGE, FL 32955
PHONE: (321) 638-0808

LANDSCAPE ARCHITECT
SUSAN HALL LANDSCAPE ARCHITECTURE
244 MCLEOD STREET
MERRITT ISLAND, FL 32953
PHONE: (321) 449-0790

LIST OF CONTACTS

STORMWATER
ST. JOHNS RIVER WATER
MANAGEMENT DISTRICT
525 COMMUNITY COLLEGE PKWY SE
PALM BAY, FL 32909
PHONE: (321) - 987-7940
CONTACT:

ENGINEERING
CITY OF TITUSVILLE
PUBIC WORKS DEPT.
2910 GARDEN STREET
TITUSVILLE, FL 32796
PHONE: (321) 567-3846

WATER
CITY OF TITUSVILLE
WATER RESOURCES DEPT.
2836 GARDEN STREET
TITUSVILLE, FL 32796
PHONE: (321) 383-5791

BUILDING DIVISION
CITY OF TITUSVILLE
BUILDING DEPT.
555 S WASHINGTON AVENUE
TITUSVILLE, FL 32796
PHONE: (321) 567-3760
CONTACT: STEVE ADAMS, CBO

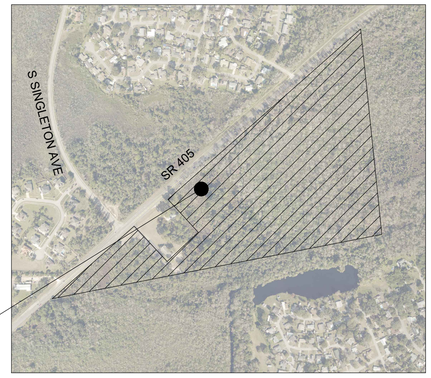
SANITARY SEWER
CITY OF TITUSVILLE
WATER RESOURCES DEPT.
2836 GARDEN STREET
TITUSVILLE, FL 32796
PHONE: (321) 383-5791

COMMUNITY DEVELOPMENT
DEVELOPMENT SERVICES DEPT.
555 S WASHINGTON AVENUE
TITUSVILLE, FL 32796
PHONE: (321) 567-3757
CONTACT:MANDY LAMOTHE

FIRE PREVENTION
CITY OF TITUSVILLE
FIRE DEPARTMENT
555 S WASHINGTON AVENUE
TITUSVILLE, FL 32796
PHONE: (321) 567-3800

FDOT
DISTRICT 5
719 S WOODLAND BLVD
DELAND, FL 32720
PHONE: (386) 943-5185

PLANNING AND ZONING
555 S WASHINGTON AVENUE
TITUSVILLE, FL 32796
PHONE: (321) 567-3757
CONTACT: EDDY GALINDO



PROJECT LOCATION

VICINITY
N.T.S.

PREPARED BY:
Kimley»Horn

LEGAL DESCRIPTION:

A PART OF GOVERNMENT LOTS 1, 2 & 3, LYING IN SECTIONS 5 & 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING IN BREVARD COUNTY, FLORIDA; THAT PORTION OF U.S. GOVERNMENT LOT NO. 1, SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY. TOGETHER WITH: THAT PORTION OF U.S GOVERNMENT LOT NO. 2 SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY. TOGETHER WITH: THAT PORTION OF U.S. GOVERNMENT LOT NO. 3, SECTION 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY, BEING IN BREVARD COUNTY, FLORIDA, LESS AND EXCEPT LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 923, PAGE 1018.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST FOR A POINT OF BEGINNING; THENCE SOUTH 75°06'58" WEST ALONG THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 3,308.38 FEET TO A POINT ON THE SOUTH RIGHT OF WAY FOR STATE ROAD #405; THENCE NORTH 48°33'44" EAST ALONG THE SAID RIGHT OF WAY, A DISTANCE OF 1,413.77 FEET TO THE NORTHEASTERLY BOUNDARY CORNER OF AFORESAID OFFICIAL RECORD BOOK 938, PAGE 1018; THENCE LEAVING SAID RIGHT OF WAY SOUTH 41°29'44" EAST ALONG SAID BOUNDARY, A DISTANCE OF 521.76 FEET; THENCE NORTH 48°24'08" EAST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 417.82 FEET; THENCE NORTH 41°32'24" WEST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 520.98 FEET TO THE SOUTH RIGHT OF WAY FOR SAID STATE ROAD #405; THENCE NORTH 48°29'31" EAST ALONG SAID SOUTH RIGHT OF WAY, A DISTANCE OF 2,015.54 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,796.93 FEET AND A CHORD WHICH BEARS NORTH 52°11'31" EAST AND A DISTANCE OF 346.73 FEET; THENCE ALONG SAID SOUTH RIGHT OF WAY AND SAID CURVE TO THE RIGHT A DISTANCE OF 346.95 FEET TO A POINT ON THE EAST BOUNDARY OF SAID SECTION 5; THENCE SOUTH 01°14'43" EAST ALONG SAID SECTION 5, A DISTANCE OF 1,911.13 FEET; TO THE POINT OF BEGINNING. CONTAINING 2,896,295.82 SQUARE FEET OR 66.49 ACRES, MORE OR LESS.

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE.

Sunshine811
Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked.
Check positive response codes before you dig!

No.	REVISIONS	DATE	BY

Kimley»Horn
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7341 OFFICE PARK PLACE, SUITE 102, MELBOURNE, FL 32940
PHONE: 321-430-1138
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

KHA PROJECT 147936000
DATE 11/16/2023
SCALE AS SHOWN
DESIGNED BY ----
DRAWN BY ----
CHECKED BY ----

COVER SHEET

SR 405 AND SINGLETON PD - SOUTH
PREPARED FOR
THE SINGLETON AVE 44 ACRE LAND TRUST, LLC
TITUSVILLE FL

SHEET NUMBER
E-000

Plotted By:Anderson, Zach Sheet Set:SR 405 AND SINGLETON PD - SOUTH Layout:COVER SHEET September 09, 2024 06:58:00pm K:\VRB_LDEV\147936000 - SR 405 and Singleton PD\CAD\Exhibits\Entitlements\South\E-000 COVER SHEET (S).dwg
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SHEET NUMBER
E-050

SR 405 AND SINGLETON PD - SOUTH

PREPARED FOR
THE SINGLETON AVE 44 ACRE LAND TRUST, LLC
TITUSVILLE FL

EXISTING CONDITIONS

KHA PROJECT 147936000
DATE 11/16/2023
SCALE AS SHOWN
DESIGNED BY ___
DRAWN BY ___
CHECKED BY ___

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PHONE: 321-430-1138
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

No.	REVISIONS	DATE	BY



GENERAL STATEMENT:

THE SUBJECT PROPERTY IS A 66.49 AC UNDEVELOPED PARCEL WITHIN THE CITY OF TITUSVILLE, LOCATED ON THE SOUTH SIDE OF SR 405/SOUTH STREET, JUST SOUTH OF THE INTERSECTION WITH SINGLETON AVENUE. THE PROPOSED PROJECT INCLUDES THE CONSTRUCTION OF 62 TOWNHOME UNITS (20' IN WIDTH), WHICH ARE TO BE INDIVIDUALLY PLATTED AND OWNED, AND ASSOCIATED ROADWAYS, INFRASTRUCTURE, SITE IMPROVEMENTS, LANDSCAPING, UTILITIES AND STORMWATER MANAGEMENT SYSTEMS TO SERVICE THE DEVELOPMENT. THE PARCEL CURRENTLY HAS MULTIPLE EXISTING ZONING DISTRICTS AND LAND USES WITHIN ITS LEGAL LIMITS; EXISTING ZONING DISTRICTS INCLUDE OPEN SPACE/RECREATION (OR) AND GENERAL USE (GU), AND THE EXISTING LAND USES ARE CONSERVATION, AND LOW DENSITY RESIDENTIAL. WITH THIS PROJECT, THE PROPOSED ZONING DISTRICT WILL BE PLANNED DEVELOPMENT (PD) AND THE PROPOSED LAND USES WILL BE LOW-DENSITY RESIDENTIAL AND CONSERVATION. PLEASE REFER TO THE REZONING AND LAND USE EXHIBITS FOR ADDITIONAL INFORMATION AND SPECIFICS.

THE MAXIMUM DENSITY ALLOWED FOR THIS PROJECT IS GOVERNED BY THE PROPOSED LOW DENSITY RESIDENTIAL LAND USE, WHICH IS 5 DU/AC, AND THE PROJECT CURRENTLY PROPOSES 1 DU/AC.

A LARGE MAJORITY OF THE FULL PARCEL ACREAGE IS DESIGNED AS WETLANDS, AND THE DEVELOPABLE ACREAGE IS CALCULATED TO BE 15.70 AC. THE PROJECT WAS DESIGNED IN EFFORTS TO MINIMIZE WETLAND IMPACTS; CURRENTLY THE PROPOSED DOES NOT PROPOSE ANY DIRECT WETLAND IMPACTS AND HAS PROVIDED AN AVERAGE 25' BUFFER (MINIMUM 15' BUFFER) AS SHOWN ON THIS CONCEPTUAL SITE PLAN WHICH MITIGATE AGAINST SECONDARY IMPACTS FOR DEVELOPING NEAR WETLANDS (PER THE ST. JOHNS WATER MANAGEMENT DISTRICT REQUIREMENTS).

STORMWATER AND UTILITIES STATEMENT:

THE PROPOSED PROJECT WILL BE SERVICED BY CITY OF TITUSVILLE WATER RESOURCES DEPARTMENT AND WILL CONNECT TO EXISTING WATER AND SEWER INFRASTRUCTURE LOCATED WITHIN THE ADJACENT RIGHT-OF-WAYS. THE ONSITE POTABLE WATER SYSTEM PROPOSES 2 CONNECTIONS TO THE EXISTING 16" DIP WATER MAIN ALONG THE NORTH SIDE OF SR405/SOUTH STREET TO ENSURE A LOOPED SYSTEM WITH ADEQUATE FLOWS.

ONSITE SANITARY SEWER WILL BE COLLECTED THROUGH A GRAVITY SEWER SYSTEM FEEDING TO A LIFT STATION, AND WILL EXIT THROUGH A FORCE MAIN, ULTIMATELY CONNECTING TO THE EXISTING 6" FM ALONG SR 405/ SOUTH STREET. A PROPOSED FM EXTENSION WITHIN SR 405 RIGHT-OF-WAY FROM THE CURRENT STUB WEST OF THIS PROJECT WILL BE REQUIRED TO PROVIDE SANITARY SERVICE TO THE DEVELOPMENT, AND WILL BE DESIGNED AND PERMITTED CONCURRENTLY. NO RECLAIM INFRASTRUCTURE IS AVAILABLE IN THE AREA,

STORMWATER TREATMENT AND ATTENUATION WILL BE PROVIDED THROUGH DRY RETENTION PONDS, AND ONCE TREATMENT IS ACHIEVED STORMWATER ULTIMATELY DISCHARGES TO AN ONSITE WETLAND. PROPOSED DRY POND LOCATIONS, DELINEATED WETLAND LOCATIONS AND APPROXIMATE ACREAGES ARE SHOWN ON THE MASTER CONCEPTUAL SITE PLAN. BASED ON EXISTING GRADES ON THE PROVIDED SURVEY, WATER CURRENTLY DISCHARGES TO THE ONSITE WETLANDS, WHICH ESTABLISHES A LEGAL POSITIVE OUTFALL FOR THE PROJECT.

SITE DATA:

PARCEL ID: 22-35-08-00-1; 22-35-05-00-758; 22-35-05-00-759; 22-35-05-00-760; 22-35-05-00-752
TAX ID: 2203599; 3028883; 3028884; 3028885; 2202226
SECTION 5, TOWNSHIP 22, RANGE 35E

TOTAL SITE AREA:	66.49 AC
DEVELOPABLE SITE AREA:	15.70 AC
DEVELOPMENT TYPE:	MULTI-FAMILY RESIDENTIAL (TOWNHOMES)
EXISTING ZONING(S):	OPEN SPACE/RECREATION (OR), AND GENERAL USE (GU)
EXISTING LAND USE(S):	CONSERVATION, LOW DENSITY RESIDENTIAL
PROPOSED ZONING(S):	PLANNED DEVELOPMENT (PD)
PROPOSED LAND USE(S):	LOW DENSITY RESIDENTIAL, CONSERVATION
ALLOWABLE DENSITY:	5 DU/AC
PROPOSED PROJECT DENSITY:	1 DU/AC*
PROPOSED FLU DENSITY (LOW DENSITY RES):	5 DU/AC**
MAX. ALLOWABLE BUILDING HEIGHT:	50'
EXISTING IMPERVIOUS AREA:	0.00 AC (0%)
PROPOSED IMPERVIOUS AREA:	5.15 AC (33%)
PROPOSED LOTS:	62 UNITS
MINIMUM LOT SIZE:	N/A WITHIN PD
PROPOSED LOT SIZE:	20'X100', 30'X100'
PROPOSED WETLAND IMPACTS:	0.00 AC

*PROJECT DENSITY BASED ON TOTAL GROSS PROJECT ACREAGE (+/- 66.49 AC) PER CITY OF TITUSVILLE CODE.
**FLU DENSITY BASED ON TOTAL ACREAGE PROPOSED AS LOW DENSITY RESIDENTIAL WITHIN PD (+/- 15.70 AC)

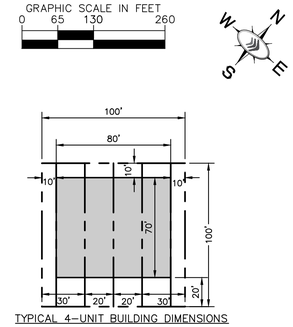
PARCEL BREAKDOWN

TOTAL PARCEL	66.49 AC
WETLAND	50.69 AC
TOTAL DEVELOPABLE AREA:	15.70 AC
TOTAL IMPERVIOUS AREA:	5.15 AC
TOTAL PERVIOUS AREA:	10.55 AC
RIGHT-OF-WAY	2.32 AC
LOTS	3.47 AC
WETLAND BUFFER	2.75 AC

USEABLE OPENSPACE

REQUIRED (35% OF DEVELOPABLE SITE AREA)	5.50 AC
PROVIDED	5.55 AC

GRAPHIC SCALE IN FEET
0 65 130 260



No.	REVISIONS	DATE	BY

Kimley»Horn
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7341 OFFICE PARK PLACE, SUITE 102, MELBOURNE, FL 32940
PHONE: 321-430-1138
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

KHA PROJECT 147936000
DATE 11/16/2023
SCALE AS SHOWN
DESIGNED BY ----
DRAWN BY ----
CHECKED BY ----

SITE PLAN EXHIBIT

SR 405 AND SINGLETON PD - SOUTH
PREPARED FOR
THE SINGLETON AVE 44 ACRE LAND TRUST, LLC
TITUSVILLE FL

SHEET NUMBER
E-100

Plotted By:Anderson, Zach Sheet Set:SR 405 AND SINGLETON PD - SOUTH Layout:E-100 SITE PLAN September 09, 2024 08:39:30am K:\VRB_LDEV\147936000 — SR 405 and Singleton PD\CAD\Exhibits\Entitlements\South\E-100 SITE PLAN EXHIBIT (S).dwg
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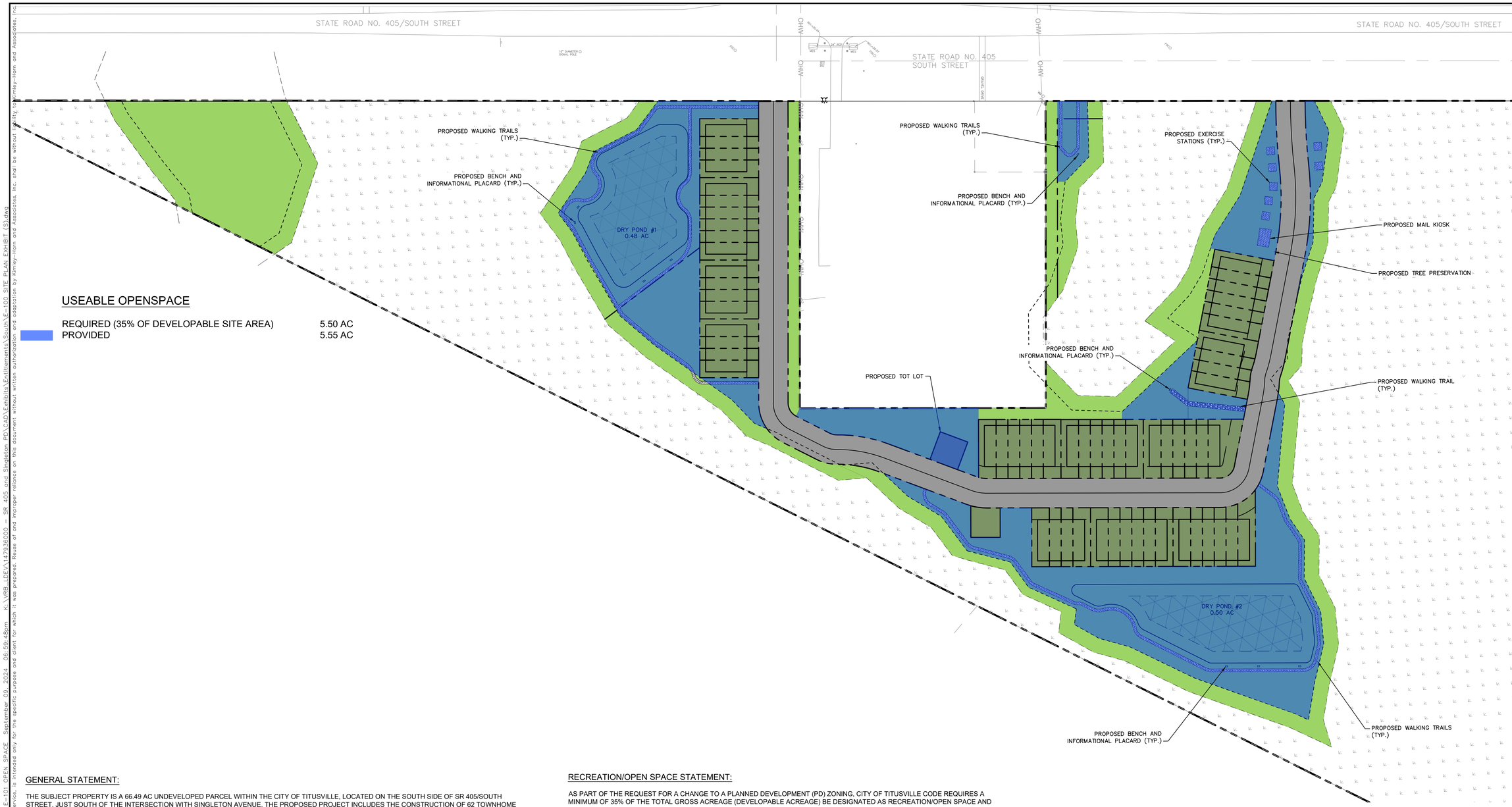

USEABLE OPENSPACE

REQUIRED (35% OF DEVELOPABLE SITE AREA)	5.50 AC
PROVIDED	5.55 AC

GENERAL STATEMENT:

THE SUBJECT PROPERTY IS A 66.49 AC UNDEVELOPED PARCEL WITHIN THE CITY OF TITUSVILLE, LOCATED ON THE SOUTH SIDE OF SR 405/SOUTH STREET, JUST SOUTH OF THE INTERSECTION WITH SINGLETON AVENUE. THE PROPOSED PROJECT INCLUDES THE CONSTRUCTION OF 62 TOWNHOME UNITS (20' IN WIDTH), WHICH ARE TO BE INDIVIDUALLY PLATTED AND OWNED, AND ASSOCIATED ROADWAYS, INFRASTRUCTURE, SITE IMPROVEMENTS, LANDSCAPING, UTILITIES AND STORMWATER MANAGEMENT SYSTEMS TO SERVICE THE DEVELOPMENT. THE PARCEL CURRENTLY HAS MULTIPLE EXISTING ZONING DISTRICTS AND LAND USES WITHIN ITS LEGAL LIMITS; EXISTING ZONING DISTRICTS INCLUDE OPEN SPACE/RECREATION (OR) AND GENERAL USE (GU), AND THE EXISTING LAND USES ARE CONSERVATION, AND LOW DENSITY RESIDENTIAL. WITH THIS PROJECT, THE PROPOSED ZONING DISTRICT WILL BE PLANNED DEVELOPMENT (PD) AND THE PROPOSED LAND USES WILL BE LOW-DENSITY RESIDENTIAL AND CONSERVATION. PLEASE REFER TO THE REZONING AND LAND USE EXHIBITS FOR ADDITIONAL INFORMATION AND SPECIFICS.

THE MAXIMUM DENSITY ALLOWED FOR THIS PROJECT IS GOVERNED BY THE PROPOSED LOW DENSITY RESIDENTIAL LAND USE, WHICH IS 5 DU/AC, AND THE PROJECT CURRENTLY PROPOSES 1 DU/AC.

A LARGE MAJORITY OF THE FULL PARCEL ACREAGE IS DESIGNED AS WETLANDS, AND THE DEVELOPABLE ACREAGE IS CALCULATED TO BE 15.70 AC. THE PROJECT WAS DESIGNED IN EFFORTS TO MINIMIZE WETLAND IMPACTS; CURRENTLY THE PROPOSED DOES NOT PROPOSE ANY DIRECT WETLAND IMPACTS AND HAS PROVIDED AN AVERAGE 25' BUFFER (MINIMUM 15' BUFFER) AS SHOWN ON THIS CONCEPTUAL SITE PLAN WHICH MITIGATE AGAINST SECONDARY IMPACTS FOR DEVELOPING NEAR WETLANDS (PER THE ST. JOHNS WATER MANAGEMENT DISTRICT REQUIREMENTS).

STORMWATER AND UTILITIES STATEMENT:

THE PROPOSED PROJECT WILL BE SERVICED BY CITY OF TITUSVILLE WATER RESOURCES DEPARTMENT AND WILL CONNECT TO EXISTING WATER AND SEWER INFRASTRUCTURE LOCATED WITHIN THE ADJACENT RIGHT-OF-WAYS. THE ONSITE POTABLE WATER SYSTEM PROPOSES 2 CONNECTIONS TO THE EXISTING 16" DIP WATER MAIN ALONG THE NORTH SIDE OF SR405/SOUTH STREET TO ENSURE A LOOPED SYSTEM WITH ADEQUATE FLOWS.

ONSITE SANITARY SEWER WILL BE COLLECTED THROUGH A GRAVITY SEWER SYSTEM FEEDING TO A LIFT STATION, AND WILL EXIT THROUGH A FORCE MAIN, ULTIMATELY CONNECTING TO THE EXISTING 6" FM ALONG SR 405/ SOUTH STREET. A PROPOSED FM EXTENSION WITHIN SR 405 RIGHT-OF-WAY FROM THE CURRENT STUB WEST OF THIS PROJECT WILL BE REQUIRED TO PROVIDE SANITARY SERVICE TO THE DEVELOPMENT, AND WILL BE DESIGNED AND PERMITTED CONCURRENTLY. NO RECLAIM INFRASTRUCTURE IS AVAILABLE IN THE AREA,

STORMWATER TREATMENT AND ATTENUATION WILL BE PROVIDED THROUGH DRY RETENTION PONDS, AND ONCE TREATMENT IS ACHIEVED STORMWATER ULTIMATELY DISCHARGES TO AN ONSITE WETLAND. PROPOSED DRY POND LOCATIONS, DELINEATED WETLAND LOCATIONS AND APPROXIMATE ACREAGES ARE SHOWN ON THE MASTER CONCEPTUAL SITE PLAN. BASED ON EXISTING GRADES ON THE PROVIDED SURVEY, WATER CURRENTLY DISCHARGES TO THE ONSITE WETLANDS, WHICH ESTABLISHES A LEGAL POSITIVE OUTFALL FOR THE PROJECT.

RECREATION/OPEN SPACE STATEMENT:

AS PART OF THE REQUEST FOR A CHANGE TO A PLANNED DEVELOPMENT (PD) ZONING, CITY OF TITUSVILLE CODE REQUIRES A MINIMUM OF 35% OF THE TOTAL GROSS ACREAGE (DEVELOPABLE ACREAGE) BE DESIGNATED AS RECREATION/OPEN SPACE AND MEET OPEN SPACE REQUIREMENTS OF CHAPTER 30 - DEVELOPMENT STANDARDS. COMMON OPEN SPACE IN A PD CAN BE BOTH ACTIVE AND PASSIVE RECREATION, AND PRIVATE WATERBODIES AND/OR STORMWATER RETENTION/DETENTION AREAS CAN BE DESIGNED FOR PASSIVE RECREATION USE IF IMPROVED WITH AMENTIIES SUCH AS, BUT NOT LIMITED TO, FOUNTAINS, BENCHES AND WALKWAYS.

THE PROPOSED PROJECT INCLUDES THE FOLLOWING AMENITIES: WALKING TRAILS SURROUNDING PROPOSED STORMWATER DRY RETENTION PONDS WITH BENCHES AND INFORMATIONAL PLACARDS ON NATIVE VEGETATION AND WILDLIFE, TOT LOT, EXERCISE PADS FOR OUTDOOR EXERCISE EQUIPMENT AND A PAD FOR UNCOVERED MAIL KIOSK. THE PROJECT IS SURROUNDED BY WETLAND AREAS, AND NO WETLAND IMPACTS ARE PROPOSED. MAJORITY OF THE UNITS WILL HAVE VIEWS OF WETLANDS FROM THEIR BACK OR FRONT YARDS, AND THE PROPOSED RECREATIONAL AMENITIES WERE CHOSEN INTENTIONALLY TO HIGHLIGHT THE NATURAL VEGETATION AND LANDSCAPE SURROUNDING THE PROJECT. THERE WILL BE SIDEWALKS ALONG THE PROPOSED 50' LOCAL ROAD/RIGHT-OF-WAY INTERNAL TO THE SITE, ALONG WITH INTENTIONAL WALKING TRAILS/SIDEWALKS PROPOSED ADJACENT TO WETLANDS AND STORMWATER DRY RETENTION PONDS. BENCHES ARE PROPOSED ALONG THESE TRAILS ALONG WITH INFORMATIONAL PLACARDS REGARDING THE NATIVE VEGETATION AND WILDLIFE OFTEN FOUND WITHIN FLORIDAS WETLAND ECOSYSTEM. A TOT LOT AND EXERCISE STATIONS HAVE ALSO BEEN PROPOSED TO ADD AN ACTIVE RECREATION FEATURE TO THE PROJECT, WITH THE TOT LOT TUCKED INTERNAL TO THE SITE AWAY FROM SR405 AND EXERCISE STATIONS ALONG THE ENTRANCE NEAR AREAS OF LANDSCAPING AND EXISTING TREES. THE AMENITIES PROPOSED ON THIS PROJECT WILL SERVICE A 62 UNIT TOWNHOME COMMUNITY AND PROVIDE DIFFERENT OPPORTUNITIES FOR RECREATION BASED ON VARYING INTERESTS AND ACTIVITY LEVELS.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
7341 OFFICE PARK PLACE, SUITE 102, MELBOURNE, FL 32940
PHONE: 321-430-1138
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

KHA PROJECT 147936000
DATE 11/16/2023
SCALE AS SHOWN
DESIGNED BY ----
DRAWN BY ----
CHECKED BY ----

OPEN SPACE EXHIBIT

SR 405 AND SINGLETON PD - SOUTH
PREPARED FOR
THE SINGLETON AVE 44 ACRE LAND TRUST, LLC
TITUSVILLE FL

SHEET NUMBER
E-101

Plotted By:Anderson, Zach Sheet Set:SR 405 AND SINGLETON PD - SOUTH Layout:E-101 OPEN SPACE September 09, 2024 06:59:48pm K:\VRB_LDEV\147936000 - SR 405 and Singleton PD\CAD\Exhibits\Entitlements\South\E-100 SITE PLAN EXHIBIT (S).dwg
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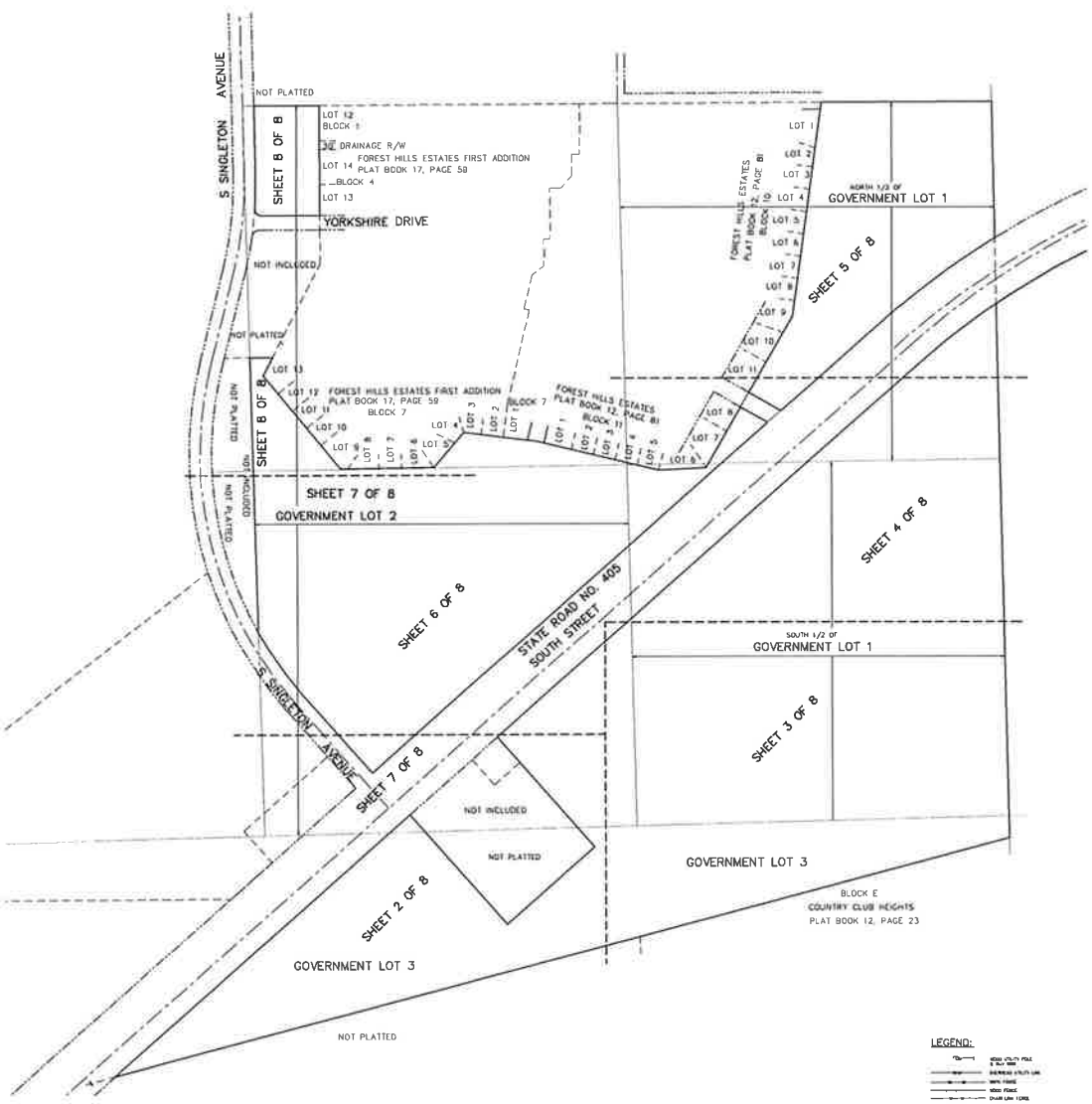



LEGAL DESCRIPTION (ONCORE TITLE INSURANCE COMPANY, COMMITMENT NUMBER 1805558, DATED 1/18/2022 AT 5:00 PM)

SOUTH 1/2 OF GOVERNMENT LOT 1 SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, EXCEPT ANY PART LYING IN ROAD RIGHT OF WAY

LEGAL DESCRIPTION (ONCORE TITLE INSURANCE COMPANY, COMMITMENT NUMBER 1805558, DATED 1/18/2022 AT 5:00 PM)

N 1/2 OF U.S. GOVERNMENT LOT NO 1, SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LESS AND EXCEPT FOREST HILLS ESTATES RECORDED IN PLAT BOOK 12, PAGE 81; LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 928, PAGE 918, AND ANY PORTION LYING WITHIN THE RIGHT OF WAY OF STATE ROAD NO 405 RIGHT OF WAY, ALL OF BREVARD COUNTY, FLORIDA

PARCEL 2

U.S. GOVERNMENT LOT NO. 2, SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST EXCEPT FOREST HILLS ESTATES RECORDED IN PLAT BOOK 12, PAGE 81 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, FOREST HILLS ESTATES FIRST ADDITION, RECORDED IN PLAT BOOK 17, PAGE 58 LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 923, PAGE 1018, OF SAID PUBLIC RECORDS AND STATE ROAD NO. 405 RIGHT OF WAY.

PARCEL 3

THAT PORTION OF U.S. GOVERNMENT LOT NO. 3, SECTION 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LESS AND EXCEPT LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 928, PAGE 918, AND ANY PORTION LYING WITHIN THE RIGHT OF WAY OF STATE ROAD NO. 405 RIGHT OF WAY, ALL OF BREVARD COUNTY, FLORIDA.

SURVEYOR'S NOTES :

1) HORIZONTAL POSITIONS FOR ALL FEATURES SHOWN ON THE MAP ARE RELATIVE TO NORTH AMERICAN DATUM OF 1983 (NAD83) 2011 ADJUSTMENT, STATE PLANE COORDINATE SYSTEM, FLORIDA EAST ZONE, AND BEARINGS SHOWN HEREON ARE BASED ON THE NORTH RIGHT WAY OF LINE OF STATE ROAD 405/SOUTH STREET, HAVING A BEARING OF S48°26'45"W, AS MEASURED

2) LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS-OF-WAY, EASEMENTS, OWNERSHIP OR OTHER INSTRUMENTS OF RECORD BY THIS FIRM.

3) TITLE OPINION OR ABSTRACT OF MATTERS AFFECTING TITLE OR BOUNDARY TO ADJOINING LAND OWNERS HAVE BEEN PROVIDED. IT IS POSSIBLE THERE ARE DEEDS OF RECORD, UNRECORDED DEEDS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE BOUNDARIES OR USE OF THE SUBJECT PROPERTY

4) THE BOUNDARY CORNERS AND BOUNDARY LINES DEPICTED BY THIS SURVEY WERE ESTABLISHED PER THE DESCRIPTION (SEE ABOVE) AS FURNISHED BY THE CLIENT

5) MONUMENT OFFSET DIRECTIONS AND DISTANCES ARE COMPUTED IN CARDINAL DIRECTIONS FROM BOUNDARY CORNERS RELATIVE TO THE BEARING BASIS ((C), N 0°15' = NORTH 0°15')

6) UNLESS OTHERWISE SHOWN HEREON, NO JURISDICTIONAL WETLAND AREAS OR OTHER PHYSICAL TOPOGRAPHIC FEATURES HAVE BEEN LOCATED

7) UNDERGROUND ENCROACHMENTS, SUCH AS UTILITIES, STRUCTURES, INSTALLATIONS, IMPROVEMENTS AND FOUNDATIONS THAT MAY EXIST, HAVE NOT BEEN FIELD LOCATED EXCEPT AS SHOWN

8) THIS MAP DOES NOT DETERMINE OR REFLECT OWNERSHIP OF PROPERTY. BOUNDARY LINES AFFECTED BY ADVERSE USE, LINES OF CONFLICTING DEEDS, OR OTHER LINES THAT MAY OTHERWISE BE DETERMINED BY A COURT OF LAW.

9) UNDERGROUND UTILITY LOCATIONS AND IDENTIFICATIONS SHOWN HEREON ARE BASED UPON VISIBLE ABOVE GROUND APPURTENANCES AND DO NOT NECESSARILY SHOW ALL UTILITY LOCATIONS. NO SUBTERRANEAN EXCAVATION HAS BEEN MADE TO DETERMINE UNDERGROUND UTILITY LOCATIONS.

10) TIES FROM BUILDING CORNERS, FENCE CORNERS, SHED CORNERS, ETC., ARE NOT TO BE USED TO RE-ESTABLISH PROPERTY BOUNDARYS

12) ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS MADE BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES

13) THIS SURVEY HAS BEEN PREPARED EXPRESSLY FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. NO OTHER PERSON OR ENTITY IS ENTITLED TO RELY UPON AND/OR REUSE THIS SURVEY FOR ANY OTHER PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN CONSENT OF HAMILTON ENGINEERING & SURVEYING AND THE CERTIFYING PROFESSIONAL SURVEYOR AND MAPPER

14) NOTHING HEREIN SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE CERTIFIED TO ON THIS SURVEY (SEE CERTIFICATION BELOW)

15) FENCE OWNERSHIP NOT DETERMINED.

16) PRINTED DIMENSIONS SHOWN ON THE MAP OF SURVEY SUPERSEDE SCALED DIMENSIONS. THERE MAY BE ITEMS DRAWN OUT OF SCALE TO GRAPHICALLY SHOW THEIR LOCATION.

17) REPRODUCTION OF THIS SURVEY IS EXPRESSLY FORBIDDEN WITHOUT THE WRITTEN PERMISSION FROM THE SIGNING SURVEYOR.

18) THE WORDS "CERTIFY", "CERTIFIED" OR "CERTIFICATION", AS SHOWN AND USED HEREON, MEAN AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THE SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.

19) THIS SURVEY IS A REPRESENTATION OF EXISTING FIELD CONDITIONS AT THE TIME OF THE FIELD SURVEY DATE

20) THIS SURVEY DOES NOT SHOW OR ADDRESS HANDICAP RAMPS AND SLOPES, SIDEWALK CROSS-SLOPES, EXACT DIMENSIONS OF STRIPING OF HANDICAP PARKING SPACES OR ANY OTHER ITEMS RELATING TO FEDERAL, STATE OR LOCAL HANDICAP COMPLIANCE MATTERS

21) THE DATE OF SIGNATURE DOES NOT UPDATE OR SUPERSEDE THE DATE OF SURVEY.

22) VERTICAL INFORMATION IS BASED ON BREVARD COUNTY BENCHMARK
DESIGNATION: CSA17
ELEVATION: 23.170 NORTH AMERICAN VERTICAL DATUM 1988
DESCRIPTION: STATION IS LOCATED 18 FT SOUTHEAST OF THE EDGE OF PAVEMENT OF SR 405, 120 FT NORTHEAST OF THE EXTENDED CL OF SINGLETON AVE & NORTH OF DRIVE # 2825

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LEGEND:



PRELIMINARY

Certified to

Standard Investments & Holdings, LLC

I hereby certify that this survey, subject to the surveyor's notes contained hereon, meets the applicable "Standards of Practice" set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.05, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.
Date of field work: February 2, 2022

3/01/22
Signature Date

GREGORY S. LOCKLIN, PSM
FLORIDA REGISTRATION NO. 5619
CERTIFICATE OF AUTHORIZATION NO. LB 7013
Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper

Digitally signed by Gregory S Locklin
DN: cn=Gregory S Locklin, o, ou, email=greglocklin@gmail.com, c=US
Date: 2022.03.01 12:04:30 -05'00'

HAMILTON
ENGINEERING & SURVEYING, INC.
275 WAVARLY LANE, ORLANDO, FLORIDA 32803 PH: 407-382-5939
CERTIFICATE OF AUTHORIZATION NO. LB 7013

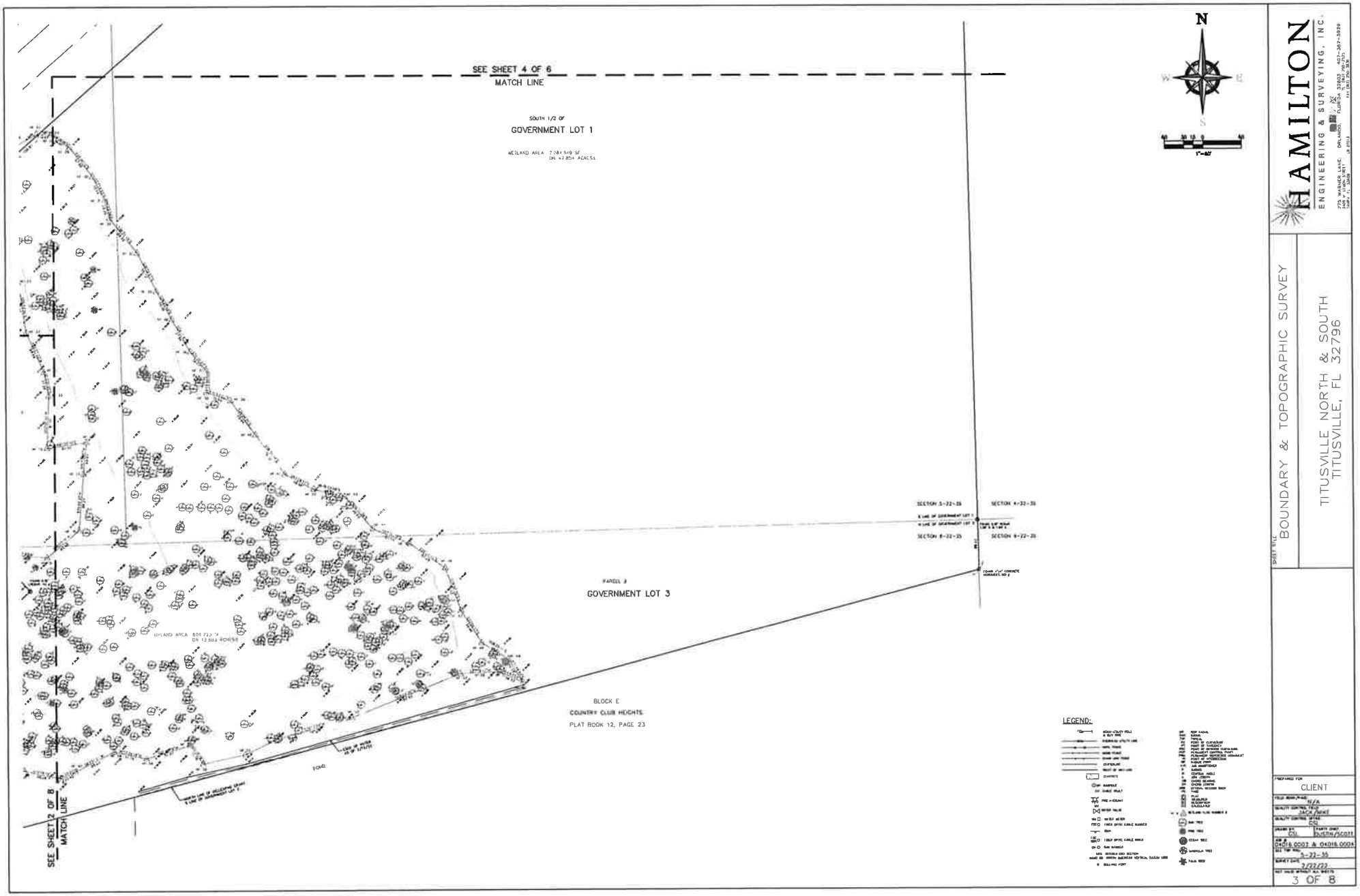
SHEET TITLE: BOUNDARY & TOPOGRAPHIC SURVEY

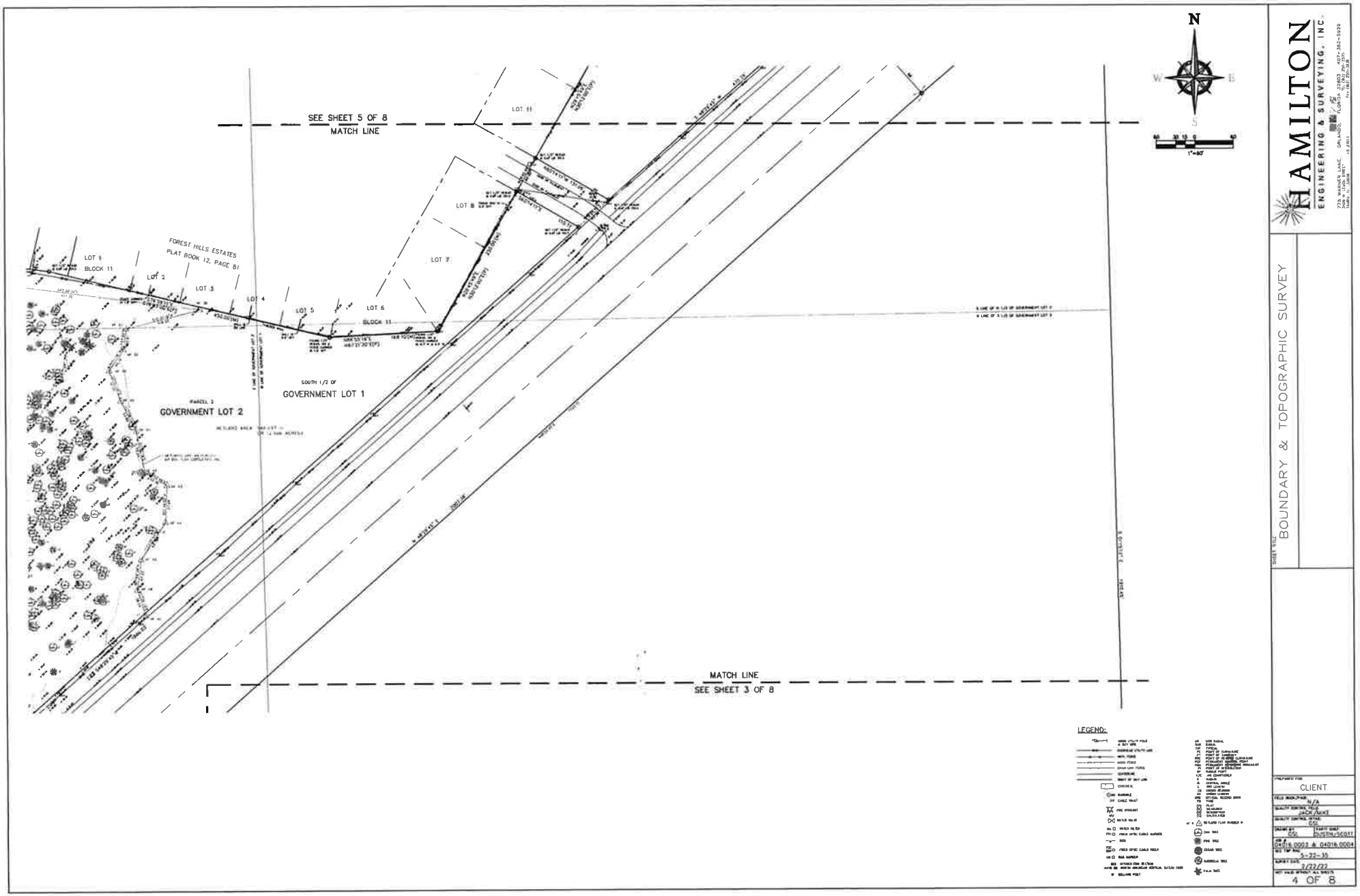
TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796

PREPARED FOR: CLIENT

FIELD BOOK/PAGE	N/A
QUALITY CONTROL BY	JACK/MIKE
QUALITY CONTROL DATE	05
DRAWN BY: DS	PARTY CHIEF: DUSTIN/SCOTT
JOB #: 04016.0003 & 04016.0004	
SEC TWP RNG	
SURVEY DATE	2-2-22
DRAWING DATE	2/23/22
NOT VALID WITHOUT ALL SHEETS	1 OF 8

HAMILTON
ENGINEERING & SURVEYING, INC.
BOUNDARY & TOPOGRAPHIC SURVEY
TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796
CLIENT
2 OF 8
MATCH LINE
SEE SHEET 3 OF 8
LEGEND
STATE ROAD NO. 405
SOUTH STREET
PARCEL 3
GOVERNMENT LOT 3
NOT PLATTED
ASPHALT PAVEMENT
N


SEE SHEET 4 OF 6
MATCH LINE
SOUTH 1/2 OF
GOVERNMENT LOT 1
WETLAND AREA 2,084,519 SF
OR 47.854 ACRES±
SECTION 5-22-35
SECTION 4-22-35
SECTION 8-22-35
SECTION 9-22-35
PARCEL 3
GOVERNMENT LOT 3
UPLAND AREA 804,723 SF
OR 13.603 ACRES±
BLOCK E
COUNTRY CLUB HEIGHTS
PLAT BOOK 12, PAGE 23
POND
SEE SHEET 2 OF 8
MATCH LINE
N
W
E
S
1"=60'
LEGEND:
HAMILTON
ENGINEERING & SURVEYING, INC.
BOUNDARY & TOPOGRAPHIC SURVEY
TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796
CLIENT
N/A
JACK/MIKE
CSL
04016.0002 & 04016.0004
5-22-35
2/22/22
3 OF 8



HAMILTON
ENGINEERING & SURVEYING, INC.

SHEET TITLE
BOUNDARY & TOPOGRAPHIC SURVEY

PREPARED FOR
CLIENT

FIELD BOOK/PAGE
N/A

QUALITY CONTROL FIELD
JACK/MIKE

QUALITY CONTROL OFFICE
GSI

DRAWN BY
GSI

CHARTY CHIEF
DUSTIN/SCOTT

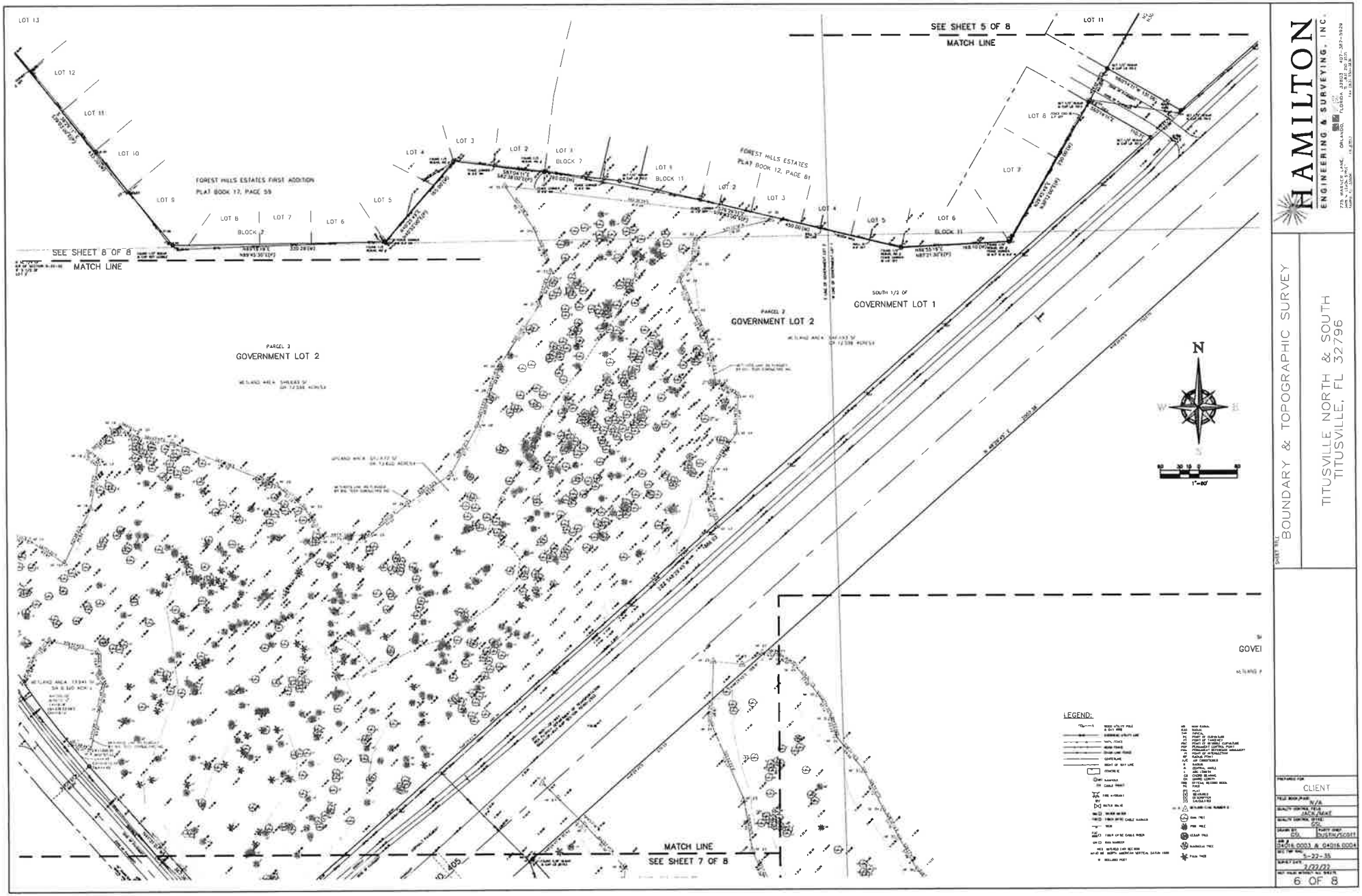
JOB #
04016.0003 & 04016.0004

MO TOP SIZE
5-22-35

SURVEY DATE
2/22/22

NOT VALID WITHOUT ALL SHEETS
4 OF 8

HAMILTON
ENGINEERING & SURVEYING, INC.
BOUNDARY & TOPOGRAPHIC SURVEY
TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796
CLIENT
5 OF 8
LEGEND:
GOVERNMENT LOT 1
MATCH LINE
SEE SHEET 4 OF B
FOREST HILLS ESTATES
PLAT BOOK 12, PAGE 81
BLOCK 10
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
LOT 8



HAMILTON
ENGINEERING & SURVEYING, INC.
775 WARNER LANE, ORLANDO, FLORIDA 32803 407-387-5929

SHEET TITLE
BOUNDARY & TOPOGRAPHIC SURVEY

TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796

PREPARED FOR
CLIENT

FIELD BOOK/PAGE N/A
QUALITY CONTROL FIELD JACK/MAT
QUALITY CONTROL OFFICE GSL
DRAWN BY GSL
PARTY CHIEF DUSTIN/SCOTT
JOB # 04016.0003 & 04016.0004
SECTION NO. 5-22-35
SURVEY DATE 2/22/22
NOT FOR WEIGHT NO. SHEETS
6 OF 8

HAMILTON
ENGINEERING & SURVEYING, INC.
BOUNDARY & TOPOGRAPHIC SURVEY
TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796
CLIENT
7 OF 8
GOVERNMENT LOT 1
GOVERNMENT LOT 2
PARCEL 2
GOVERNMENT LOT 2
FOREST HILLS ESTATES FIRST ADDITION
PLAT BOOK 17, PAGE 59
FOREST HILLS ESTATES
PLAT BOOK 12, PAGE 81
BLOCK 11
BLOCK 7
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
SEE SHEET 8 OF 8
MATCH LINE
MATCH LINE
SEE SHEET 6 OF 8
STATE ROAD NO. 405
SOUTH STREET
S SINGLETON AVENUE
NOT PLATTED
LEGEND:

HAMILTON
ENGINEERING & SURVEYING, INC.
BOUNDARY & TOPOGRAPHIC SURVEY
TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796
CLIENT
8 OF 8
N
S SINGLETON AVENUE
YORKSHIRE DRIVE
FOREST HILLS ESTATES FIRST ADDITION
PLAT BOOK 17, PAGE 59
30' DRAINAGE R/W
LOT 12
BLOCK 1
LOT 14
BLOCK 4
LOT 13
NOT PLATTED
LOT 1
BLOCK 7
LOT 2
LOT 3
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
BLOCK 3
MATCH LINE
SEE SHEET 7 OF 8
LEGEND:

Legend (AS APPLICABLE)

□	SET 4"x4" CONCRETE MONUMENT LB#6455	FT	FEET
○	SET CAPPED IRON ROD LB#6455	GA	GAS ANCHOR
●	SET PARKER-KALON NAIL & DISK LB#6455	HWF	HOG WIRE FENCE
■	FOUND 4"x4" CONCRETE MONUMENT	IRV	IRRIGATION CONTROL VALVE
●	FOUND AS NOTED	ID	IDENTIFICATION
⊕	FOUND PARKER-KALON NAIL & DISK	FLWT	FLUME
FOC	FIBER OPTIC CABLE MARKER	LB	LICENSED BUSINESS
FOC	FIBER OPTIC CABLE RISER	EL	MEAN ELEVATION
		MTL	METAL
		W/F	METAL FENCE
		NAVD	NORTH AMERICAN VERTICAL DATUM
		NGVD	NO CORNER FOUND
		OHU	NATIONAL GEODETIC VERTICAL DATUM
		O/H	OVERHEAD
		OHU	OVERHEAD UTILITY LINE
		O & B	OFFICIAL RECORDS BOOK
		PM	PLAT MAP
		PC	POINT OF CURVE
		PRM	PERMANENT REFERENCE MONUMENT
		PSM	PROFESSIONAL SURVEYOR AND MAPPER
		RCMS	REINFORCED CONCRETE MONUMENT
		RCPS	REINFORCED CONCRETE PIPE
		RLS	REGISTERED LAND SURVEYOR
		RNG	RANGE
		R/W	RIGHT OF WAY
		SCIB	SET CAPPED IRON ROD LB#6455
		SCM	SET CONCRETE MONUMENT LB#6455
		SEC	SECTION
		S.NAD	SET NAIL & DISK LB #6455
		S/V	SEWER VALVE
		T/W	TOP OF WALL
		SQ	SQUARE
		TBM	TEMPORARY BENCH MARK
		TELE	TELEPHONE PEDESTAL
		TYP	TYPICAL
		W	WATER
		W/M	WATER METER
		WP	UTILITY POLE
		WPOC	WOOD FENCE
			WETLAND FLAG
		10.0	SPOT ELEVATION
			CONTOUR LINE WITH ELEVATION
			CHANGE IN FENCE

(CC) CALCULATED
(MD) MEASURED
(FF) PER FIELD
(P) PER PLAT

Notes Regarding Optional MTA Table A:

1. MONUMENTS ARE SHOWN
2. PER THE BREVARD COUNTY PROPERTY APPRAISER WEB SITE, THERE IS NO ASSIGNED ADDRESS FOR THIS SITE
3. THE FLOOD ZONE IS ZONES "AE" & "X"
4. THE AREA OF THE PROPERTY, CONTAINING 2,165,295.82± SQUARE FEET OR 86.49± ACRES, MORE OR LESS
8. SUBSTANTIAL FEATURES ARE SHOWN
13. THE ADJACENT OWNERS ARE SHOWN ACCORDING TO THE BREVARD COUNTY PROPERTY APPRAISER'S WEB SITE
16. THERE IS NO OBSERVABLE EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS
17. THERE IS NO OBSERVABLE EVIDENCE OF CHANGE TO STREET RIGHTS-OF-WAY OR STREET AND SIDEWALK CONSTRUCTION
18. NO PLOTTABLE OFFSITE EASEMENTS PROVIDED
19. HAMILTON ENGINEERING AND SURVEYING, INC. CARRIES $1,000,000.00 OR MORE OF PROFESSIONAL LIABILITY INSURANCE

Legal Description:

A PART OF GOVERNMENT LOTS 1, 2 & 3, LYING IN SECTIONS 5 & 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING IN BREVARD COUNTY, FLORIDA.

THAT PORTION OF U.S. GOVERNMENT LOT NO. 1, SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY

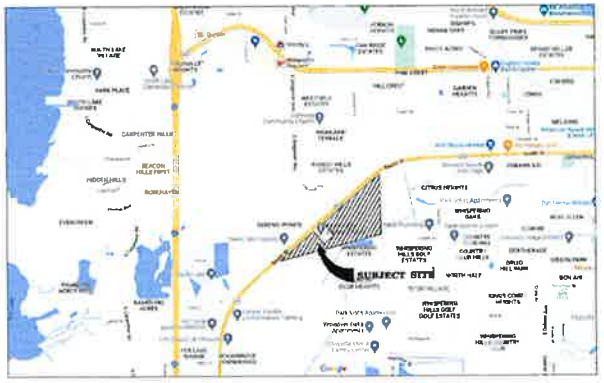
TOGETHER WITH
THAT PORTION OF U.S. GOVERNMENT LOT NO. 2 SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY

TOGETHER WITH
THAT PORTION OF U.S. GOVERNMENT LOT NO. 3, SECTION 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY, BEING IN BREVARD COUNTY, FLORIDA.
LESS AND EXCEPT LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 923, PAGE 1018

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST FOR A POINT OF BEGINNING; THENCE SOUTH 75°09'58" WEST ALONG THE SOUTH LINE OF GOVERNMENT LOT 3 A DISTANCE OF 2,204.18 FEET TO A POINT ON THE SOUTH RIGHT OF WAY FOR STATE ROAD #405; THENCE NORTH 48°33'44" EAST ALONG THE SAID RIGHT OF WAY A DISTANCE OF 1,413.77 FEET TO THE NORTHEASTERLY NON-ARC CORNER OF AFORESAID OFFICIAL RECORD BOOK RUN; THENCE RUN, LEAVING SAID RIGHT OF WAY SOUTH 41°26'44" EAST ALONG SAID BOUNDARY, A DISTANCE OF 521.76 FEET; THENCE NORTH 48°24'08" EAST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 417.82 FEET; THENCE NORTH 41°32'24" WEST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 521.46 FEET TO THE SOUTH RIGHT OF WAY FOR SAID STATE ROAD #405; THENCE NORTH 48°24'31" EAST ALONG SAID SOUTH RIGHT OF WAY, A DISTANCE OF 2,015.54 FEET TO A POINT OF CURVATURE OF A NON TANGENT CURVE; CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,824.93 FEET AND A CHORD WHICH BEARS NORTH 52°13'31" EAST AND A DISTANCE OF 346.73 FEET; THENCE ALONG SAID SOUTH RIGHT OF WAY AND SAID CURVE TO THE RIGHT A DISTANCE OF 346.95 FEET TO A POINT ON THE EAST BOUNDARY OF SAID SECTION 5; THENCE SOUTH 01°14'43" EAST ALONG SAID SECTION 5, A DISTANCE OF 1,911.13 FEET, TO THE POINT OF BEGINNING

CONTAINING 2,804,195.82 SQUARE FEET OR 64.39 ACRES, MORE OR LESS



VICINITY MAP - NOT TO SCALE

Notes Regarding Schedule BII Exceptions:

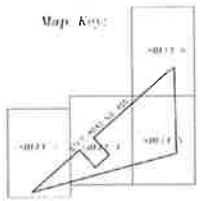
(AS PER TITLE COMMITMENT AGENT FILE NUMBER 21-1473, ISSUED BY CHICAGO TITLE INSURANCE COMPANY BEARING AN EFFECTIVE DATE OF 01/19/2022 AT 05:00 P.M.)

1. DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT. (NOT A SURVEY MATTER)
2. TAXES AND ASSESSMENTS FOR THE YEAR 2022 AND SUBSEQUENT YEARS WHICH ARE NOT YET DUE AND PAYABLE. (NOT A SURVEY MATTER)
3. STANDARD EXCEPTIONS
   a. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. (NOTED ON SURVEY)
   b. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. (NOT A SURVEY MATTER)
   c. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIALS HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS. (NOT A SURVEY MATTER)
4. TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS IN THE PUBLIC RECORDS
5. ANY CLAIM THAT ANY PORTION OF THE INSURED LAND IS SOVEREIGN LANDS OF THE STATE OF FLORIDA, INCLUDING SUBMERGED, FILLED OR ARTIFICIALLY EXPOSED LANDS ACCRETED TO SUCH LAND. (NOT A SURVEY MATTER)
6. ANY LIEN PROVIDED BY COUNTY ORDINANCE OR BY CHAPTER 159, FLORIDA STATUTES, IN FAVOR OF ANY CITY, TOWN, VILLAGE OR PORT AUTHORITY FOR UNPAID SERVICE CHARGES FOR SERVICE BY ANY WATER, SEWER OR GAS SYSTEM SUPPLYING THE INSURED LAND. (NOT A SURVEY MATTER)
7. RIGHT OF WAY DEED RECORDED IN OFFICIAL RECORDS BOOK 1995, PAGE 421, RE-RECORDED IN OFFICIAL RECORDS BOOK 5101, PAGE 46. (PLOTTED)
8. THE NATURE, EXTENT OR EXISTENCE OF RIPARIAN RIGHTS OR LITTORAL RIGHTS IS NOT INSURED. (NOT A SURVEY MATTER)
9. RIGHTS OF OTHERS TO USE THE WATERS OF ANY WATER BODY EXTENDING FROM THE INSURED LAND ONTO OTHER LANDS. (NOT A SURVEY MATTER)

Sheet Key:

SHEET 1 = COVER/INFORMATION SHEET
SHEET 2 = OVERALL BOUNDARY SHEET
SHEETS 3-6 = BOUNDARY, TREE, TREE AND WETLAND MAPS

Map Key:



Basis of Bearings Note:

SHOWN SURVEY FIELD BEARINGS (STATE PLANE-GRID NORTH) (FROST) RIGHT OF WAY MAPS (TRUE NORTH)

RIGHT OF WAY INFORMATION:

STATE ROAD #405 DERIVED FROM "FLORIDA DEPARTMENT OF TRANSPORTATION MAP 70160-2503, DATED 06/11/1963"

SINGLETON AVENUE DERIVED FROM "OFFICIAL RECORD BOOK 5101, PAGE 46"

WETLANDS INFORMATION:

WETLANDS LINE AS FLAGGED BY BIO-TECH CONSULTING INC

BOUNDARY, TOPOGRAPHIC, TREE LOCATION & WETLANDS INFORMATION:

ALL FIELD INFORMATION DERIVED FROM PREVIOUS SURVEY BY HAMILTON ENGINEERING & SURVEYING, PROJECT #04006.0001, DATED 06/22/2022 SIGNED BY GREGORY S. LOCKLIN, PSM (BOUNDARY WAS UPDATED ON 12/14/2022)

Surveyor's Notes: (AS APPLICABLE)

ACCORDING TO CURRENT FLOOD INSURANCE MAPS ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, THE PROPERTY SHOWN APPEARS TO LIE WITHIN ZONES "AE" & "X" PANEL NO 12009C0205H DATED 01/29/2021. THERE IS ALSO IN LETTER OF MAP REVISION (LOMR) 16/04/5333P DATED 12/15/2016. THE APPROXIMATE FLOOD ZONE TRANSITION, IF APPLICABLE, HAS BEEN OBTAINED AND PLOTTED FROM LARGE SCALE MAPS AND IS DEPICTED AS ACCURATELY AS POSSIBLE. THIS SURVEY IS NO MEANS REPRESENTS A DETERMINATION ON WHETHER PROPERTIES WILL OR WILL NOT FLOOD. LAND WITHIN THE BOUNDARIES OF THIS SURVEY MAY OR MAY NOT BE SUBJECT TO FLOODING. THE FINDING OF A LEVEL OF ANY OTHER GOVERNMENTAL AGENCY FOR FLOOD DETERMINATION WITHIN THIS MUNICIPALITY MAY HAVE ADDITIONAL INFORMATION REGARDING FLOODING AND RESTRICTIONS ON DEVELOPMENT

1) BEARINGS SHOWN HEREON ARE BASED ON EAST BOUNDARY OF GOVERNMENT LOT 1, IN SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST, HAVING A GRID BEARING OF SOUTH 01°14'43" EAST (2011 ADJ.) (GRID)
2) ELEVATIONS SHOWN HEREON ARE BASED ON BREVARD COUNTY BENCH-MARK: DSAT-2004 HAVING A PUBLISHED ELEVATION OF 24.17 FEET NAVD88 (SHOWN ON SURVEY)
3) THERE MAY BE ADDITIONAL EASEMENTS AND/OR RESTRICTIONS AFFECTING THIS PROPERTY THAT MAY NOT BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY
4) NO INFORMATION ON ADJACENT PROPERTY OWNERS OR ADJOINING PROPERTY RECORDING INFORMATION WAS PROVIDED TO THIS SURVEYOR
5) THE SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAN AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE
6) THE BOUNDARY CORNERS AND LINES DEPICTED BY THIS SURVEY WERE ESTABLISHED PER INFORMATION AS FURNISHED
7) UNLESS OTHERWISE SHOWN HEREON, NO JURISDICTIONAL WETLAND AREAS OR OTHER PHYSICAL TOPOGRAPHIC FEATURES HAVE BEEN LOCATED
8) UNDERGROUND ENCROACHMENTS, SUCH AS UTILITIES, STRUCTURES, INSTALLATIONS, IMPROVEMENTS AND FOUNDATIONS THAT MAY EXIST, HAVE NOT BEEN FIELD LOCATED EXCEPT AS SHOWN
9) THIS MAP DOES NOT DETERMINE OR REFLECT OWNERSHIP OF PROPERTY. BOUNDARY LINES AFFECTED BY ADVERSE USE, LINES OF CONFLICTING DEEDS, OR OTHER LINES THAT MAY OTHERWISE BE DETERMINED BY A COURT OF LAW
10) UNDERGROUND UTILITY LOCATIONS AND IDENTIFICATIONS SHOWN HEREON ARE BASED UPON VISIBLE ABOVE GROUND APPURTENANCES AND DO NOT NECESSARILY SHOW ALL UTILITY LOCATIONS. NO SUBTERRANEAN EXCAVATION HAS BEEN MADE TO DETERMINE UNDERGROUND UTILITY LOCATIONS.
11) THE MEASURED MATHEMATICAL CLOSURE OF THE SURVEYED BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN CLASS SURVEY AS DEFINED BY THE AMERICAN LAND TITLE ASSOCIATION AND AND THE NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS
12) TIES FROM BUILDING CORNERS, FENCE CORNERS, SHED CORNERS, ETC., ARE NOT TO BE USED TO RESTABLISH PROPERTY BOUNDARIES
13) ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS MADE BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES
14) THIS SURVEY HAS BEEN PREPARED EXPRESSLY FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. NO OTHER PERSON OR ENTITY IS ENTITLED TO RELY UPON AND/OR REUSE THIS SURVEY FOR ANY OTHER PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN CONSENT OF HAMILTON ENGINEERING & SURVEYING AND THE CERTIFYING PROFESSIONAL SURVEYOR AND MAPPER
15) NOTHING HEREIN SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE CERTIFIED TO ON THIS SURVEY
16) FENCE OWNERSHIP NOT DETERMINED
17) FIGURED DIMENSIONS SHOWN ON THE MAP OF SURVEY SUPERSEDE SCALED DIMENSIONS. ANY MAP ENLARGEMENTS, WHEN BLOWN OUT OR SCALED TO GRAPHICALLY SHOW THE LOCATION
18) REPRODUCTION OF THIS SURVEY IS EXPRESSLY PROHIBITED WITHOUT THE WRITTEN PERMISSION FROM THE SIGNING SURVEYOR
19) THE WORD "CERTIFIED" IS UNDERSTOOD TO BE AN EXPRESSION OF THE PROFESSIONAL SURVEYOR'S OPINION BASED ON HIS BEST KNOWLEDGE, INFORMATION AND BELIEF, AND THAT IT SHALL CONSTITUTE NEITHER A GUARANTEE NOR A WARRANTY, EITHER EXPRESSED OR IMPLIED
20) THIS SURVEY IS A REPRESENTATION OF EXISTING FIELD CONDITIONS AT THE TIME OF THE FIELD WORK DATE AND IS BASED ON FOUND AND EVIDENT MONUMENTATION IN THE FIELD
21) THE TREES SHOWN HEREON WERE LOCATED UTILIZING METHODS ADEQUATE FOR THEIR ACCURATE LOCATION AND IDENTIFICATION HOWEVER, THIS COMPANY AND THE SIGNING SURVEYOR RESERVES THE RIGHT TO REVISE THE LOCATIONS OF ALL TREES SHOWN, DUE TO THE DESIGN OF ROADWAYS, PARKING AND OTHER PERMANENT FEATURES, IT IS THE RESPONSIBILITY OF THE DESIGN PROFESSIONAL TO INFORM THIS COMPANY AND/OR SIGNING SURVEYOR OF ANY TREES CRITICAL TO THEIR DESIGN SO THAT THOSE TREES CAN BE VERIFIED PRIOR TO THE COMPLETION OF THE DESIGN
22) ALL GROUND ELEVATIONS ARE TO BE INTERPRETED TO THE NEAREST ONE TENTH OF A FOOT
23) THE DATE OF SIGNATURE DOES NOT UPDATE OR SUPERSEDE THE DATE OF SURVEY

COPYRIGHT 2023 - HAMILTON ENGINEERING & SURVEYING, INC.

PURPOSE OF SURVEY:

THE PURPOSE OF THIS SURVEY IS TO SHOW THE NORTH & SOUTH PARCELS
NO FIELD WORK WAS PERFORMED AT TIME OF DRAWING

CERTIFIED TO:

THE SINGLETON AVE 44 ACRE LAND TRUST DATED APRIL 4, 2022
CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 8, 10, 13, 16, 17, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 02/22/2022 AND THE BOUNDARY UPDATED 12/14/2022

DATE OF PLAT OR MAP: 10/06/2023

Harry B Rogers III
11:10:39 2024.01.04
'00'05-

Harry B. Rogers III, PSM — Signature Date
Florida License No. PSM6419
Certificate of Authorization No. LB#6455

Not valid without the signature and the original raised seal of the above signature and the digital seal of a Florida Licensed Surveyor and Mapper.

(HARRY@HAMILTONENGINEERING.US)

HAMILTON
ENGINEERING & SURVEYING, LLC

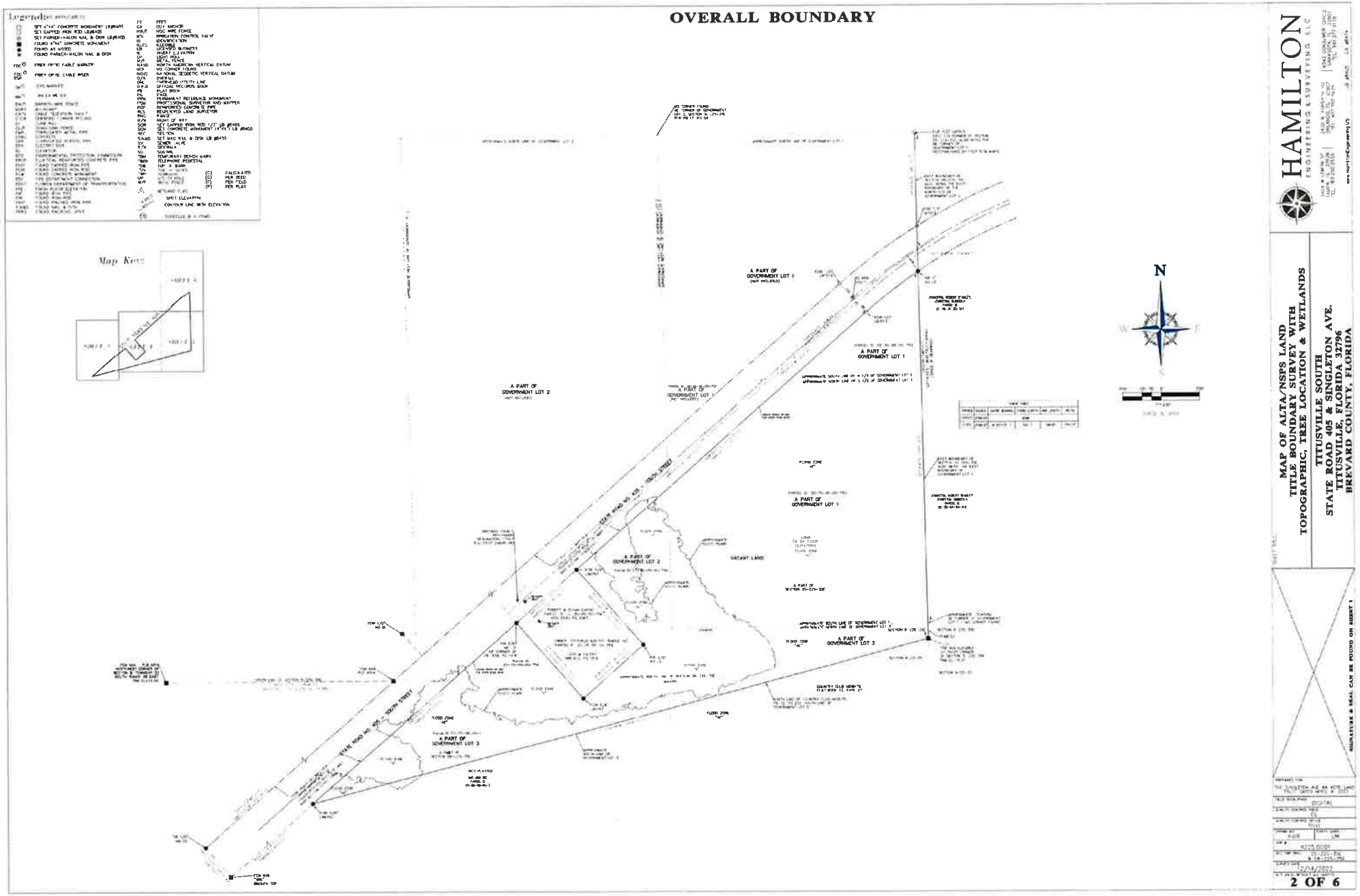
MAP OF ALTA/NSPS LAND TITLE BOUNDARY SURVEY WITH TOPOGRAPHIC, TREE LOCATION & WETLANDS

TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA

REVISIONS	DATE

DRAWN BY: [illegible]
CHECKED BY: [illegible]
DATE: 12/14/2022
SCALE: 1" = 100'
JOB #: 4206.0001
SHEET: 1 OF 6

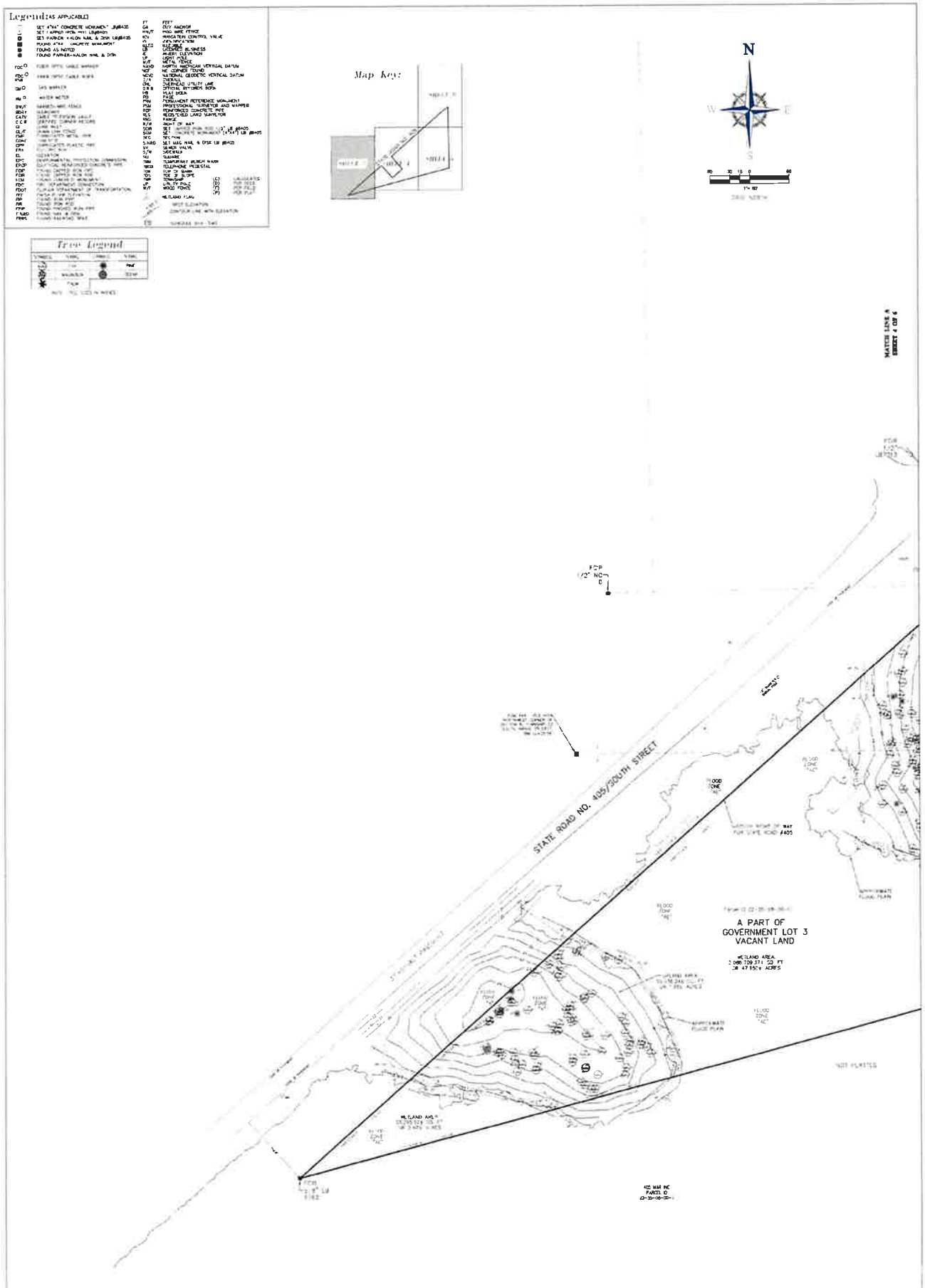
OVERALL BOUNDARY



HAMILTON
ENGINEERING & SURVEYING LLC

MAP OF ALTA/NSPS LAND
TITLE BOUNDARY SURVEY WITH
TOPOGRAPHIC, TREE LOCATION & WETLANDS
TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA

2 OF 6



ELEVATIONS SHOWN HEREON ARE NAVD 1988

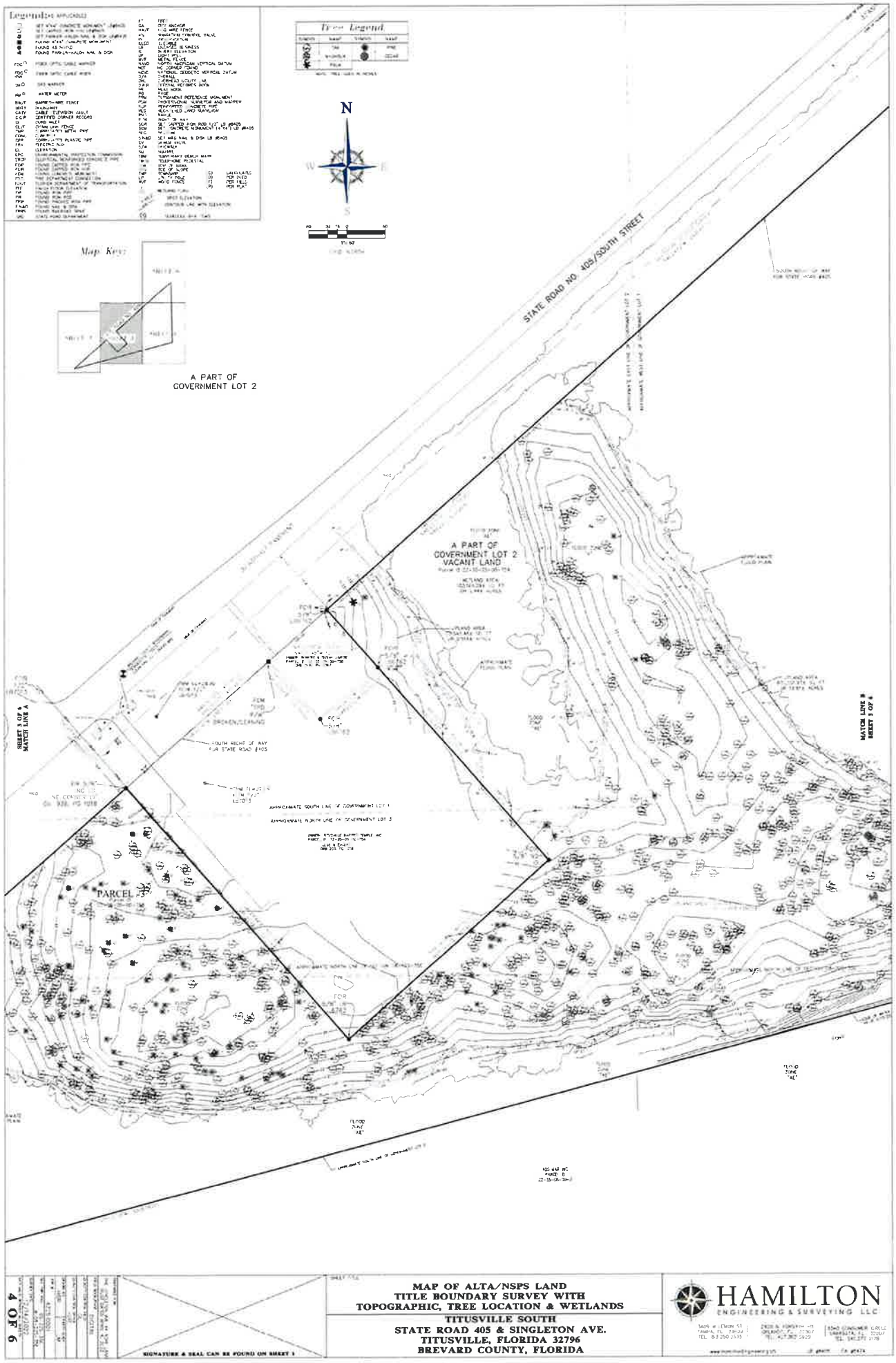
3 OF 6

SIGNATURE & SEAL CAN BE FOUND ON SHEET 1

MAP OF ALTA/NSPS LAND TITLE BOUNDARY SURVEY WITH TOPOGRAPHIC, TREE LOCATION & WETLANDS

TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA

HAMILTON
ENGINEERING & SURVEYING LLC



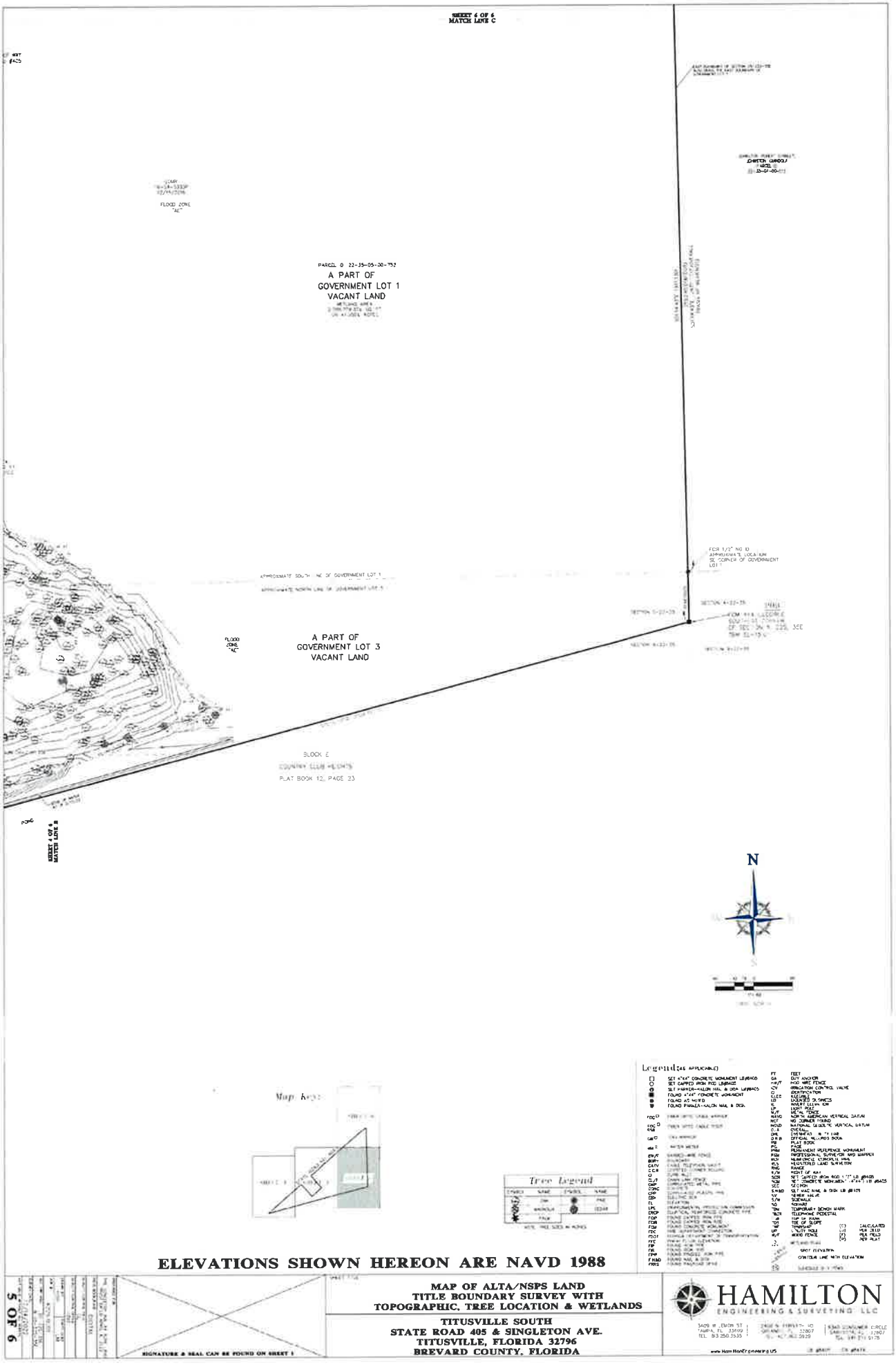
4 OF 6

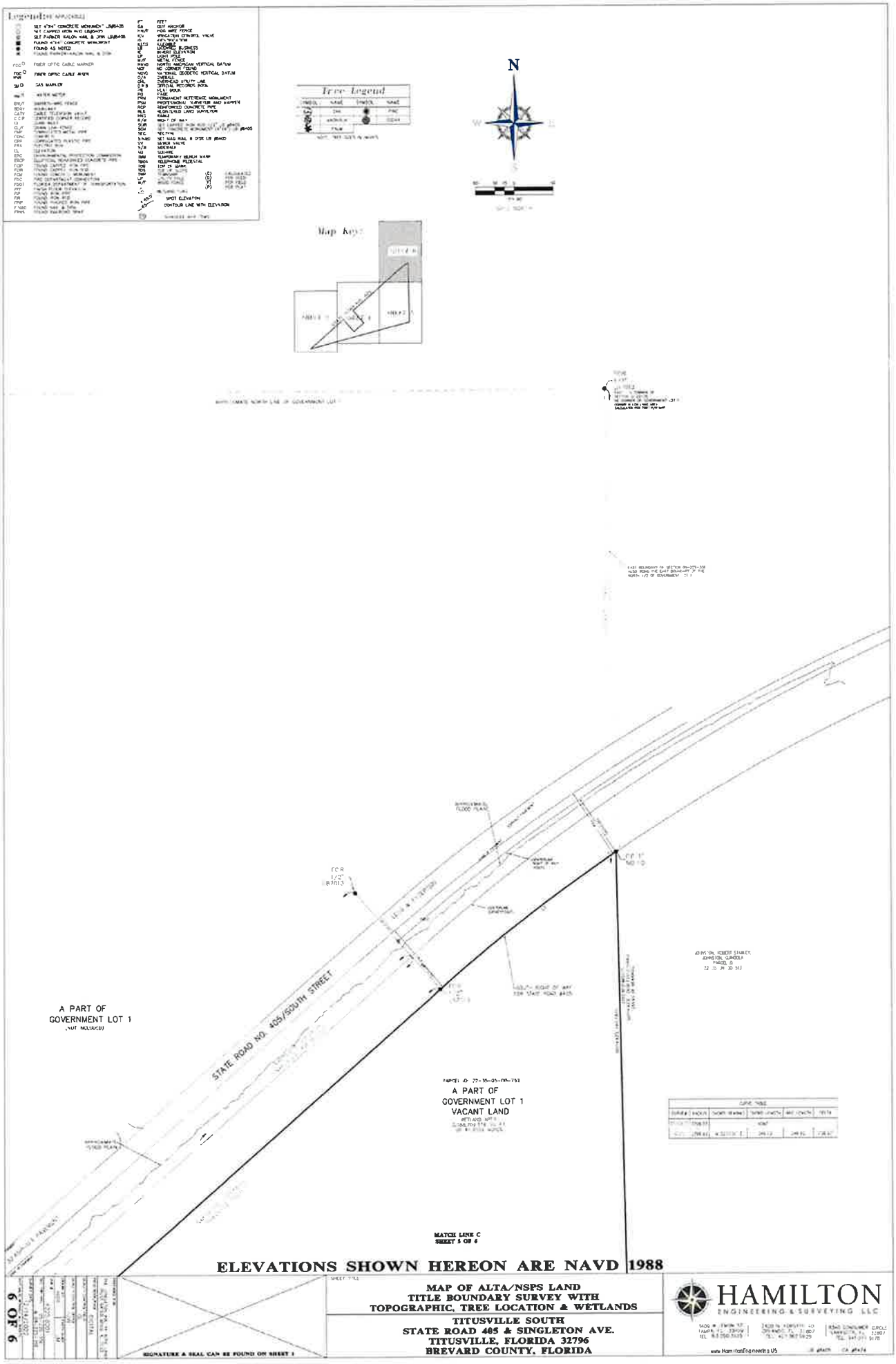
SIGNATURE & SEAL CAN BE FOUND ON SHEET 1

MAP OF ALTA/NSPS LAND
TITLE BOUNDARY SURVEY WITH
TOPOGRAPHIC, TREE LOCATION & WETLANDS

TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA

HAMILTON
ENGINEERING & SURVEYING LLC


SHEET 6 OF 6
MATCH LINE C
PARCEL ID 22-35-05-00-752
A PART OF
GOVERNMENT LOT 1
VACANT LAND
FLOOD ZONE "AE"
A PART OF
GOVERNMENT LOT 3
VACANT LAND
FLOOD ZONE "AE"
BLOCK E
COUNTRY CLUB HEIGHTS
PLAT BOOK 12, PAGE 23
SHEET 4 OF 6
MATCH LINE B
N
Map Key:
Tree Legend
Legend(as APPLICABLE)
ELEVATIONS SHOWN HEREON ARE NAVD 1988
5 OF 6
SIGNATURE & SEAL CAN BE FOUND ON SHEET 1
MAP OF ALTA/NSPS LAND
TITLE BOUNDARY SURVEY WITH
TOPOGRAPHIC, TREE LOCATION & WETLANDS
TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA
HAMILTON
ENGINEERING & SURVEYING LLC


Legend
Tree Legend
N
Map Key:
A PART OF
GOVERNMENT LOT 1
STATE ROAD NO. 405/SOUTH STREET
A PART OF
GOVERNMENT LOT 1
VACANT LAND
MATCH LINE C
SHEET 5 OF 6
ELEVATIONS SHOWN HEREON ARE NAVD 1988
MAP OF ALTA/NSPS LAND
TITLE BOUNDARY SURVEY WITH
TOPOGRAPHIC, TREE LOCATION & WETLANDS
TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA
HAMILTON
ENGINEERING & SURVEYING LLC
SIGNATURE & SEAL CAN BE FOUND ON SHEET 1

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 531.56 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 38.21 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 54°47'19" WEST, A DISTANCE OF 39.63 FEET; THENCE SOUTH 76°01'09" WEST, A DISTANCE OF 96.65 FEET; THENCE SOUTH 79°00'01" WEST, A DISTANCE OF 109.34 FEET; THENCE SOUTH 72°15'35" WEST, A DISTANCE OF 110.33 FEET; THENCE SOUTH 77°43'07" WEST, A DISTANCE OF 79.24 FEET; THENCE SOUTH 82°30'18" WEST, A DISTANCE OF 17.52 FEET; THENCE NORTH 68°04'35" EAST, A DISTANCE OF 159.68 FEET; THENCE NORTH 73°38'50" EAST, A DISTANCE OF 78.05 FEET; THENCE NORTH 58°25'51" WEST, A DISTANCE OF 48.51 FEET; THENCE NORTH 32°06'17" WEST, A DISTANCE OF 59.96 FEET; THENCE NORTH 28°14'18" WEST, A DISTANCE OF 70.27 FEET; THENCE NORTH 47°00'12" WEST, A DISTANCE OF 63.20 FEET; THENCE NORTH 67°35'35" WEST, A DISTANCE OF 62.03 FEET; THENCE NORTH 40°52'38" WEST, A DISTANCE OF 66.62 FEET; THENCE NORTH 76°00'08" WEST, A DISTANCE OF 49.47 FEET; THENCE NORTH 62°26'17" WEST, A DISTANCE OF 49.96 FEET; THENCE NORTH 36°20'31" WEST, A DISTANCE OF 141.79 FEET; THENCE NORTH 70°53'52" WEST, A DISTANCE OF 39.65 FEET; THENCE NORTH 00°22'21" WEST, A DISTANCE OF 34.62 FEET; THENCE NORTH 39°56'07" WEST, A DISTANCE OF 39.17 FEET; THENCE NORTH 29°17'47" WEST, A DISTANCE OF 57.86 FEET; THENCE NORTH 28°20'49" WEST, A DISTANCE OF 50.56 FEET; THENCE NORTH 23°40'17" WEST, A DISTANCE OF 63.65 FEET; THENCE NORTH 40°15'23" WEST, A DISTANCE OF 72.76 FEET; THENCE NORTH 14°23'39" WEST, A DISTANCE OF 28.25 FEET; THENCE NORTH 33°44'54" WEST, A DISTANCE OF 99.27 FEET; THENCE NORTH 67°10'37" WEST, A DISTANCE OF 52.53 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°29'31" EAST ALONG SAID SOUTHERLY RIGHT A WAY, A DISTANCE OF 155.51 FEET; THENCE SOUTH 01°32'33" EAST, A DISTANCE OF 49.39 FEET; THENCE SOUTH 30°29'30" EAST, A DISTANCE OF 24.11 FEET; THENCE SOUTH 30°02'47" EAST, A DISTANCE OF 44.82 FEET; THENCE SOUTH 28°16'46" EAST, A DISTANCE OF 31.30 FEET; THENCE SOUTH 25°16'49" EAST, A DISTANCE OF 139.25 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHEASTERLY,

CONTINUED ON SHEET 2

Legend:

CDD	COMMUNITY DEVELOPMENT DISTRICT
INC.	INCORPORATED
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
NAD	NORTH AMERICAN DATUM
No.	NUMBER
ORB	OFFICIAL RECORD BOOK
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT OF WAY

Harry B Rogers III
14:08:18 2024.07.29
'00'04-

HARRY B. ROGERS LICENSE NUMBER 6418 STATE OF FLORIDA Professional Surveyor and Mapper

Harry B. Rogers III, PSM — Date
Florida Professional Surveyor & Mapper No. 6418
for Hamilton Engineering and Surveying, LLC.
Certificate of Authorization No. LB8405

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID BASED ON THE FLORIDA EAST TRANSVERSE MERCATOR STATE PLANE COORDINATE SYSTEM NAD83 DATUM (2011 ADJUSTMENT). THE PROXIMATE SOUTH LINE OF GORMENT LOT 3, HAVING A GRID BEARING OF S 75°06'58" W.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

Not valid without the signature and the original raised seal or the unique signature and the digital seal of a Florida Licensed Surveyor and Mapper.

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US LB #8405 CA #8474
3409 W LEMON ST TAMPA, FL 33609 813.250.3535 | 2400 N. FORSYTH 106 ORLANDO, FL 32807 407.382.5929 | 8340 CONSUMER CIRCLE SARASOTA, FL 32807 941.377.9178

FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	1/11

L:\14k\04225 Singleton Ave 44 Acres\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch) harryr Jul 26, 2024 - 1:23pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

CONTINUED FROM SHEET 1

HAVING A RADIUS OF 645.41 FEET AND A CHORD WHICH BEARS SOUTH 34°53'24" EAST AND A DISTANCE OF 149.07 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 149.40 FEET; THENCE SOUTH 40°33'10" EAST, A DISTANCE OF 85.64 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 197.67 FEET AND A CHORD WHICH BEARS SOUTH 60°20'57" EAST, A DISTANCE 133.89 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 136.60 FEET; THENCE SOUTH 77°48'24" EAST, A DISTANCE OF 121.52 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 416.53 FEET AND A CHORD WHICH BEARS SOUTH 70°56'43" EAST AND A DISTANCE OF 140.31 FEET; THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 140.99 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 943.10 FEET AND A CHORD WHICH BEARS SOUTH 70°09'47" EAST AND A DISTANCE OF 86.42 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 86.45 FEET; TO A POINT OF REVERSE CURVATURE OF A CURVE HAVING A RADIUS OF 106.21 FEET AND A CHORD WHICH BEARS SOUTH 55°53'26" EAST, AND A DISTANCE OF 61.75 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 62.65 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 337.29 FEET AND A CHORD WHICH BEARS SOUTH 25°56'58" EAST A DISTANCE OF 152.24 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 153.56 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 144.10 FEET AND A CHORD WHICH BEARS SOUTH 04°43'51" EAST A DISTANCE OF 40.99 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 41.13 FEET; THENCE SOUTH 07°31'10" EAST, A DISTANCE OF 24.07 FEET; THENCE SOUTH 04°13'12" WEST, A DISTANCE OF 33.09 FEET TO THE POINT OF BEGINNING.

CONTAINING 195,888.48 SQUARE FEET OR 4.50 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 2

COMMENCE AT REFERENCE POINT "A"; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 700.64 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 75°06'58" WEST, ALONG SAID LINE, A DISTANCE OF 1492.93 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT (B); THENCE NORTH 14°08'52" EAST, A DISTANCE OF 34.85 FEET; THENCE NORTH 23°09'04" WEST, A DISTANCE OF 142.28 FEET; THENCE NORTH 67°52'10" WEST, A DISTANCE OF 118.31 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID SOUTHERLY RIGHT OF WAY, A DISTANCE OF 599.31 FEET; THENCE SOUTH 04°46'39" EAST, A DISTANCE OF 36.37 FEET; THENCE SOUTH 21°26'05" WEST, A DISTANCE OF 85.92 FEET; THENCE SOUTH 20°42'59" EAST, A DISTANCE OF 45.79 FEET; THENCE SOUTH 07°10'23" EAST, A DISTANCE OF 97.01 FEET; THENCE SOUTH 78°24'30" EAST, A DISTANCE OF 55.67 FEET; THENCE SOUTH 69°19'37" EAST, A DISTANCE OF 55.60 FEET; THENCE SOUTH 72°03'56" EAST, A DISTANCE OF 112.07 FEET; THENCE NORTH 88°59'32" EAST, A DISTANCE OF 81.58 FEET; THENCE NORTH 83°39'01" EAST, A DISTANCE OF 159.32 FEET; THENCE SOUTH 85°20'29" EAST, A DISTANCE OF 59.48 FEET; THENCE NORTH 70°57'56" EAST, A DISTANCE OF 42.37 FEET; THENCE NORTH 75°18'21" EAST, A DISTANCE OF 131.68 FEET; THENCE NORTH 43°25'45" EAST, A DISTANCE OF 48.25 FEET; THENCE SOUTH 88°14'50" EAST, A DISTANCE OF 75.10 FEET; THENCE NORTH 79°30'10" EAST, A DISTANCE OF 64.28 FEET; THENCE SOUTH 78°18'15" EAST, A DISTANCE OF 58.26 FEET; THENCE NORTH 66°33'07" EAST, A DISTANCE OF 25.42 FEET; THENCE NORTH 63°01'51" EAST, A DISTANCE OF 68.03 FEET; THENCE SOUTH 77°32'14" EAST, A DISTANCE OF 51.75 FEET; THENCE NORTH 72°49'19" EAST, A DISTANCE OF 71.37 FEET; THENCE SOUTH 34°36'19" EAST, A DISTANCE OF 35.78 FEET; THENCE NORTH 77°48'50" EAST, A DISTANCE OF 12.95 FEET; THENCE SOUTH 18°29'37" EAST, A DISTANCE OF 21.04 FEET TO THE POINT OF BEGINNING.

CONTAINING 274,792.6508 SQUARE FEET OR 6.31 ACRES, MORE OR LESS.

CONTINUED ON SHEET 3

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

HAMILTON
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3409 W LEMON ST TAMPA, FL 33609 813.250.3535 | 2400 N. FORSYTH 106 ORLANDO, FL 32807 407.362.5929 | 8340 CONSUMER CIRCLE SARASOTA, FL 32807 941.377.9178

FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	2/11

L:\HH\04225 Singleton Ave 44 Acres\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (2)) henryr Jul 26, 2024 - 1:25pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

CONTINUED FROM SHEET 2

TOGETHER WITH

PARCEL 3

COMMENCE AT REFERENCE POINT "B"; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 186.92 FEET; TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 75°06'58" WEST, ALONG SAID LINE, A DISTANCE OF 396.33 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID SOUTHERLY RIGHT OF WAY, A DISTANCE OF 233.78 FEET; THENCE SOUTH 67°22'42" EAST, A DISTANCE OF 36.69 FEET; THENCE SOUTH 77°33'51" EAST, A DISTANCE OF 103.56 FEET; THENCE SOUTH 80°15'06" EAST, A DISTANCE OF 67.39 FEET; THENCE SOUTH 51°20'37" EAST, A DISTANCE OF 8.15 FEET TO THE POINT OF BEGINNING.

CONTAINING 20,295.52 SQUARE FEET OR 0.47 ACRES, MORE OR LESS.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

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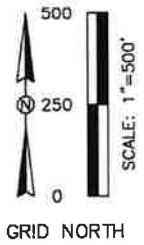
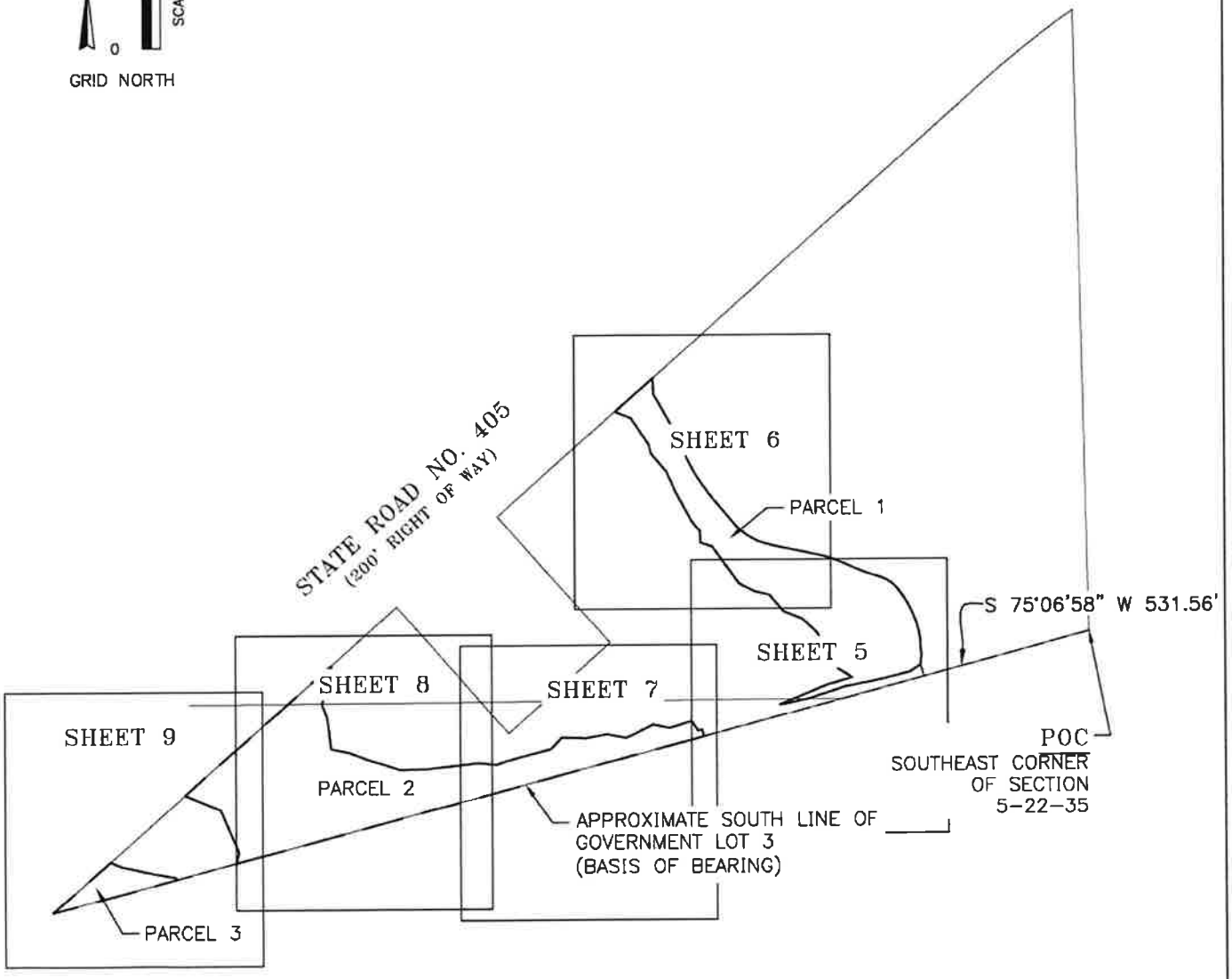
SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	3/11

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



GRID NORTH



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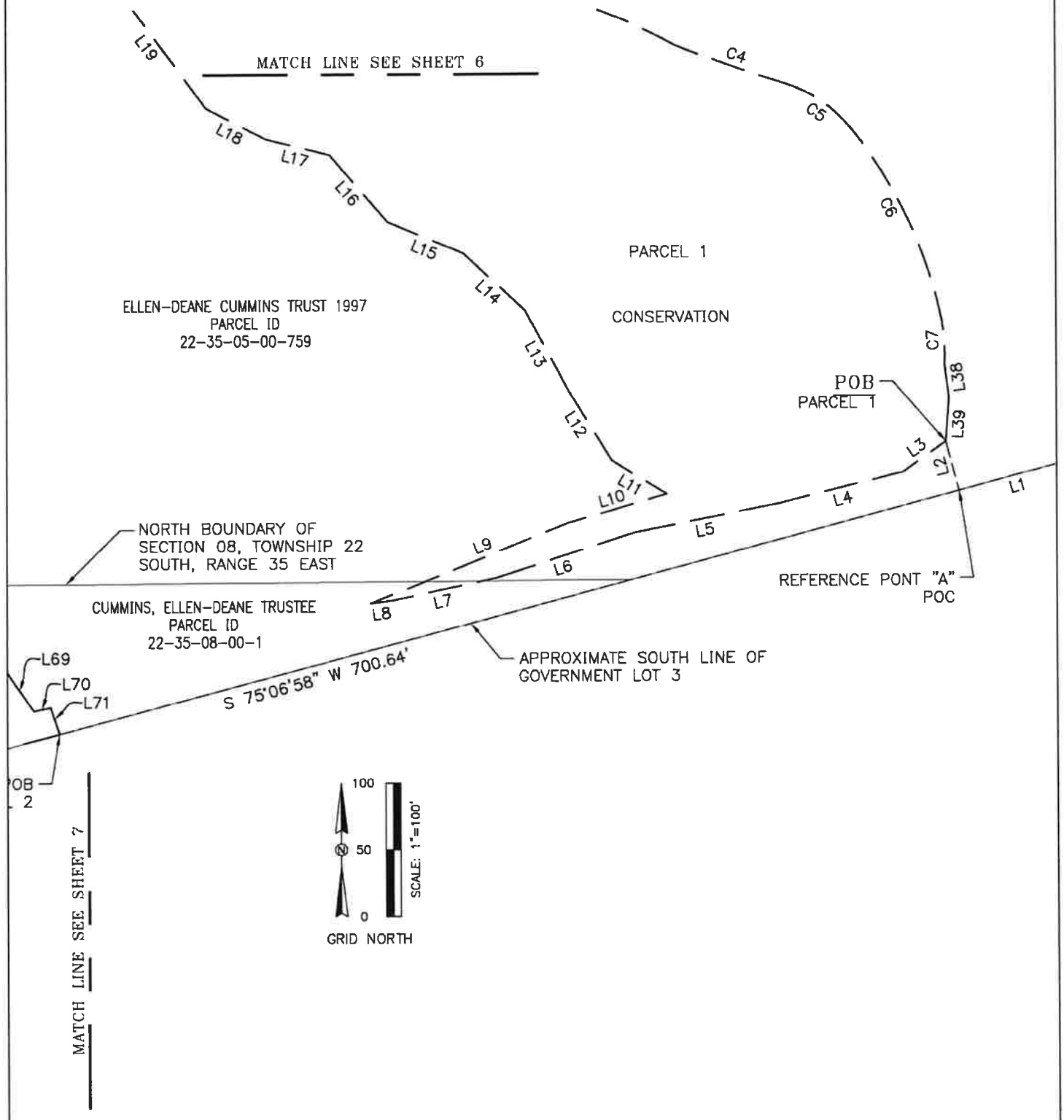
SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	4/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use\Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (4)) harryr Jul 26, 2024 - 1:26pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
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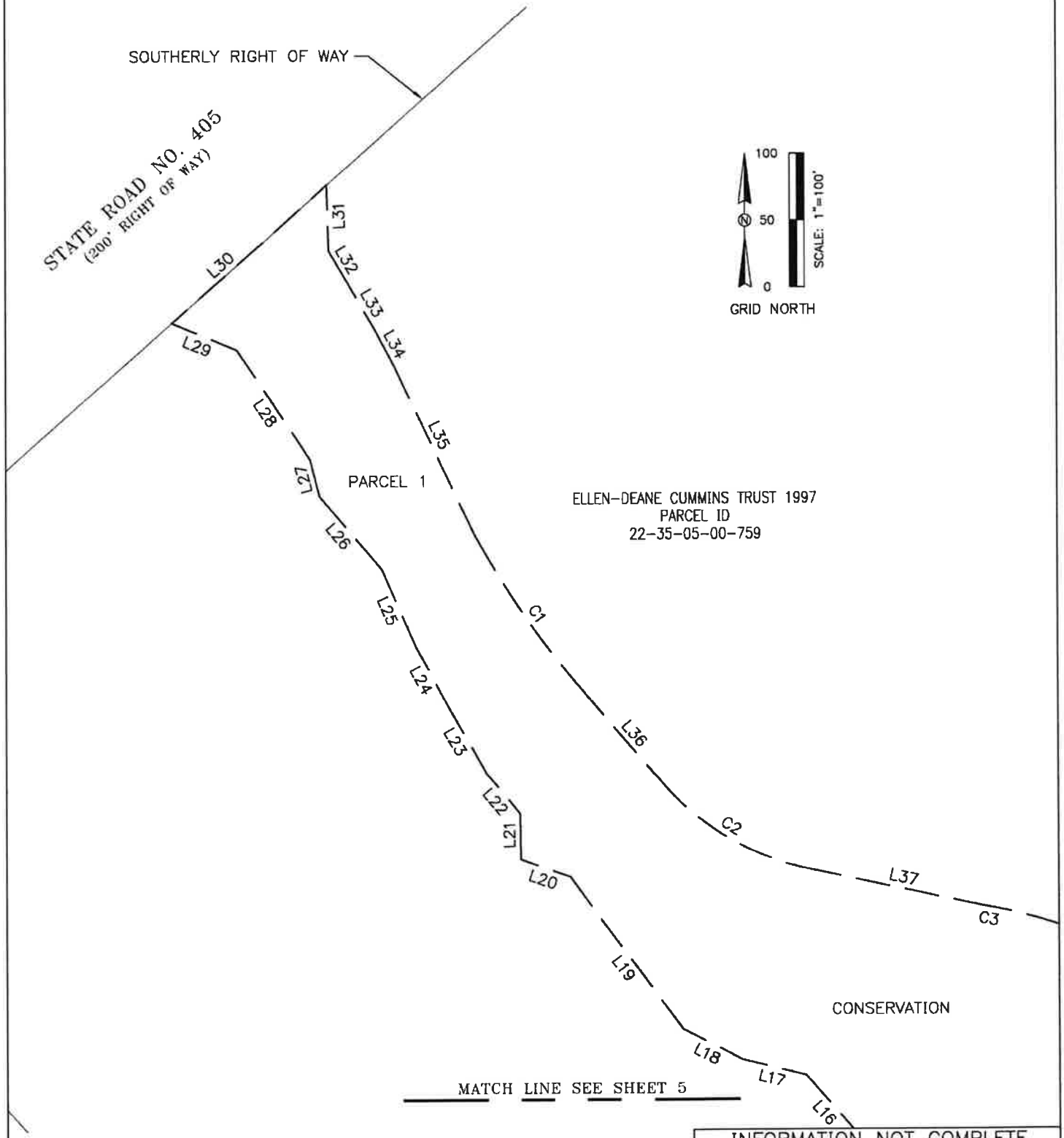
SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	5/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (5)) henryr Jul 26, 2024 - 1:26pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

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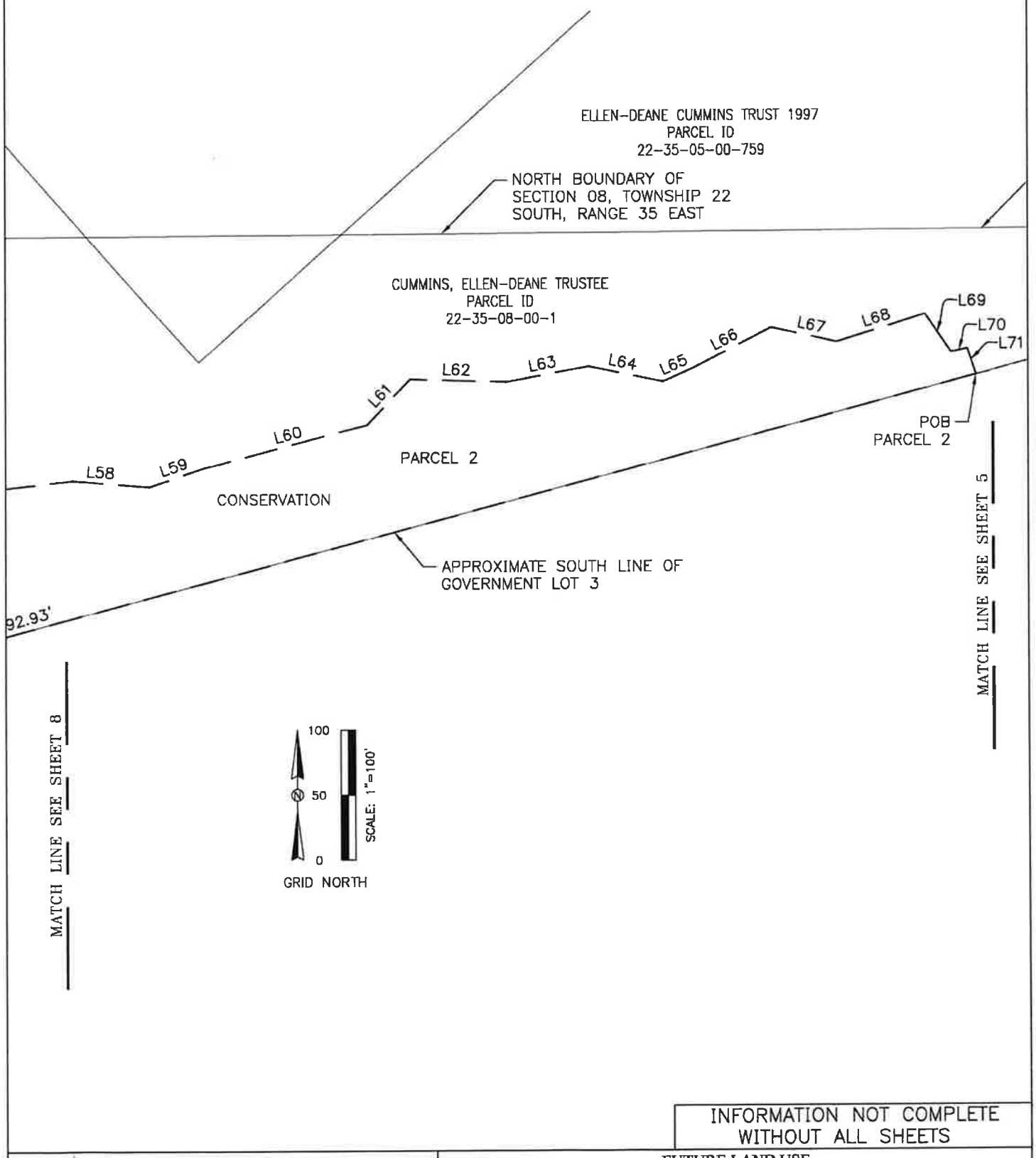
SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	6/11

L:\41\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (6)) harry- Jul 26, 2024 - 1:27pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



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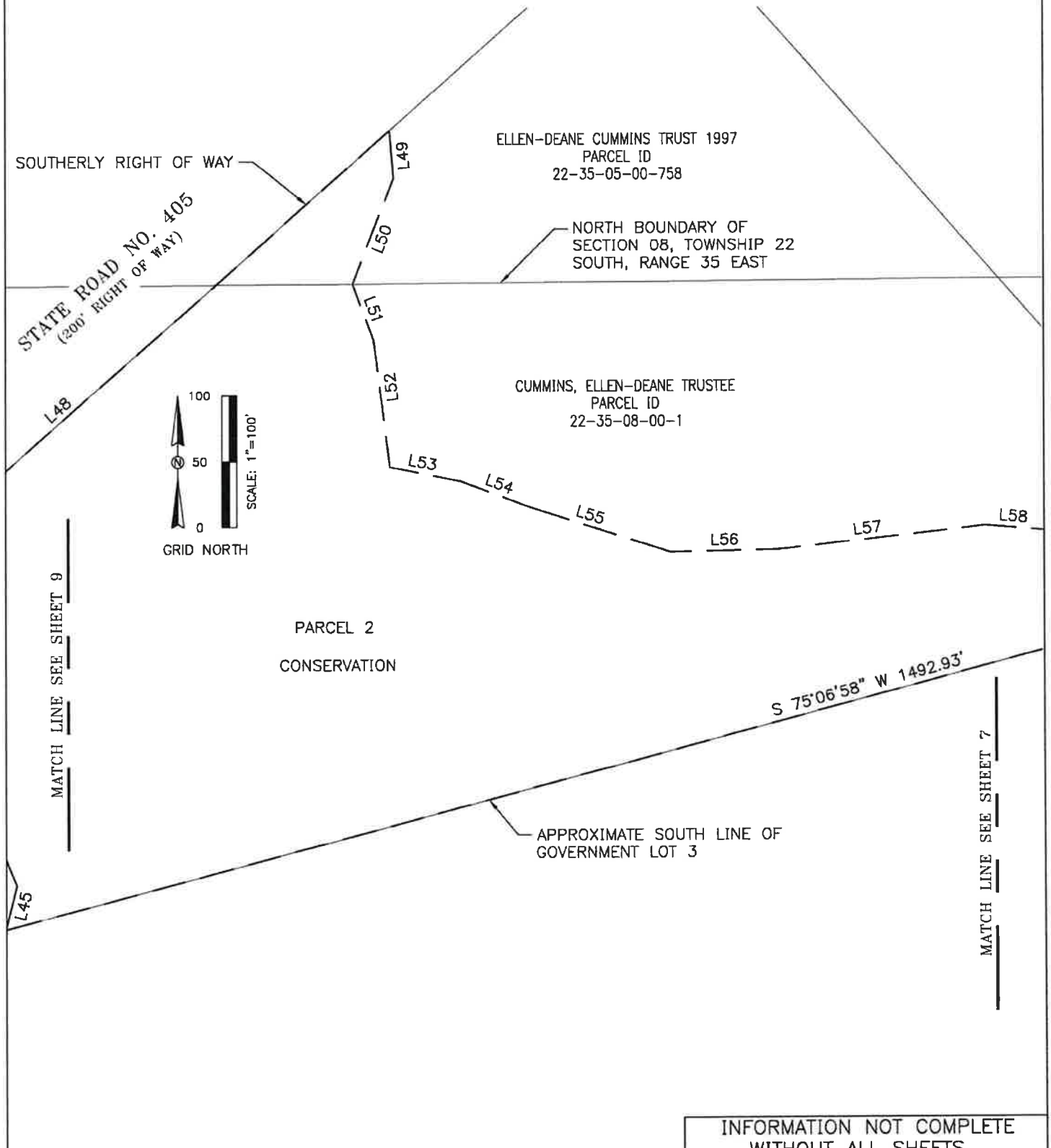
SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	7/11

L:\4\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (7)) harryr Jul 26, 2024 - 1:27pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



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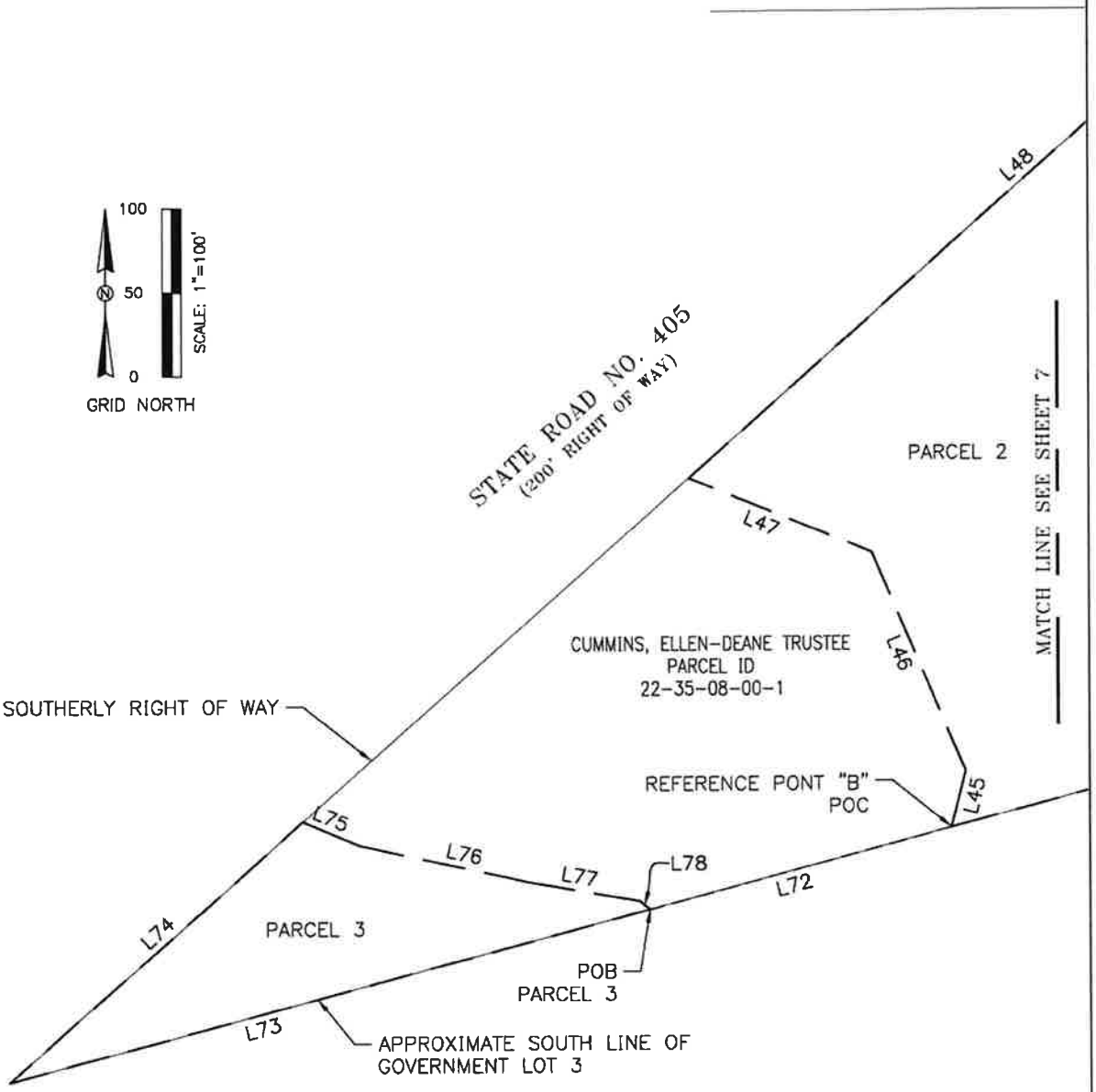
SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	8/11

L:\4\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (8)) henryr Jul 26, 2024 - 1:27pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



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SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	9/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (9)) harryr Jul 26, 2024 - 1:26pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LINE TABLE		
LINE#	DIRECTION	LENGTH
L1	S 75°06'58" W	531.56'
L2	N 14°53'02" W	38.21'
L3	S 54°47'19" W	39.63'
L4	S 76°01'09" W	96.65'
L5	S 79°00'01" W	109.34'
L6	S 72°15'35" W	110.33'
L7	S 77°43'07" W	79.24'
L8	S 82°30'18" W	17.52'
L9	N 68°04'35" E	159.68'
L10	N 73°38'50" E	78.05'
L11	N 58°25'51" W	48.51'
L12	N 32°06'17" W	59.96'
L13	N 28°14'18" W	70.27'
L14	N 47°00'12" W	63.20'
L15	N 67°35'35" W	62.03'
L16	N 40°52'38" W	66.62'
L17	N 76°00'08" W	49.47'
L18	N 62°26'17" W	49.96'
L19	N 36°20'31" W	141.79'
L20	N 70°53'52" W	39.65'
L21	N 00°22'21" W	34.62'
L22	N 39°56'07" W	39.17'
L23	N 29°17'47" W	57.86'
L24	N 28°20'49" W	50.56'
L25	N 23°40'17" W	63.65'
L26	N 40°15'23" W	72.76'

LINE TABLE		
LINE#	DIRECTION	LENGTH
L27	N 14°23'39" W	28.25'
L28	N 33°44'54" W	99.27'
L29	N 67°10'37" W	52.53'
L30	N 48°29'31" E	155.51'
L31	S 01°32'33" E	49.39'
L32	S 30°29'30" E	24.11'
L33	S 30°02'47" E	44.82'
L34	S 28°16'46" E	31.30'
L35	S 25°16'49" E	139.25'
L36	S 40°33'10" E	85.64'
L37	S 77°48'24" E	121.52'
L38	S 07°31'10" E	24.07'
L39	S 04°13'12" W	33.09'
L45	N 14°08'52" E	34.85'
L46	N 23°09'04" W	142.28'
L47	N 67°52'10" W	118.31'
L48	N 48°33'44" E	599.31'
L49	S 04°46'39" E	36.37'
L50	S 21°26'05" W	85.92'
L51	S 20°42'59" E	45.79'
L52	S 07°10'23" E	97.01'
L53	S 78°24'30" E	55.67'
L54	S 69°19'37" E	55.60'
L55	S 72°03'56" E	112.07'
L56	N 88°59'32" E	81.58'
L57	N 83°39'01" E	159.32'

LINE TABLE		
LINE#	DIRECTION	LENGTH
L58	S 85°20'29" E	59.48'
L59	N 70°57'56" E	42.37'
L60	N 75°18'21" E	131.68'
L61	N 43°25'45" E	48.25'
L62	S 88°14'50" E	75.10'
L63	N 79°30'10" E	64.28'
L64	S 78°18'15" E	58.26'
L65	N 66°33'07" E	25.42'
L66	N 63°01'51" E	68.03'
L67	S 77°32'14" E	51.75'
L68	N 72°49'19" E	71.37'
L69	S 34°36'19" E	35.78'
L70	N 77°48'50" E	12.95'
L71	S 18°29'37" E	21.04'
L72	S 75°06'58" W	186.92'
L73	S 75°06'58" W	396.33'
L74	N 48°33'44" E	233.78'
L75	S 67°22'42" E	36.69'
L76	S 77°33'51" E	103.56'
L77	S 80°15'06" E	67.39'
L78	S 51°20'37" E	8.15'

L40 THRU L44 NOT USED

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FUTURE LAND USE
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SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	10/11

L:\4\04225 Singleton Ave 44 Acres\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (10)) harryr Jul 26, 2024 - 1:30pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

CURVE TABLE					
CURVE#	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH	DELTA
C1	645.41'	S 34°53'24" E	149.07'	149.40'	13°15'46"
C2	197.67'	S 60°20'57" E	133.89'	136.60'	39°35'35"
C3	416.53'	S 70°56'43" E	140.31'	140.99'	19°23'36"
C4	943.10'	S 70°09'47" E	86.42'	86.45'	5°15'08"
C5	106.21'	S 55°53'26" E	61.75'	62.65'	33°47'50"
C6	337.29'	S 25°56'58" E	152.24'	153.56'	26°05'07"
C7	144.10'	S 04°43'51" E	40.99'	41.13'	16°21'08"

INFORMATION NOT COMPLETE
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SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	11/11

L:\41k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (11)) harryr Jul 26, 2024 - 1:29pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1
COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 981.17 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 33.73 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 68°04'35" WEST, A DISTANCE OF 22.75 FEET; THENCE SOUTH 74°13'54" WEST, A DISTANCE OF 121.16 FEET; THENCE SOUTH 63°56'35" WEST, A DISTANCE OF 54.96 FEET; THENCE SOUTH 77°48'50" WEST, A DISTANCE OF 54.77 FEET; THENCE NORTH 18°27'34" WEST, A DISTANCE OF 29.12 FEET; THENCE NORTH 43°54'16" EAST, A DISTANCE OF 31.20 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 83°57'46" EAST, A DISTANCE OF 116.79 FEET; THENCE NORTH 82°30'22" EAST, A DISTANCE OF 113.02 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,964.53 SQUARE FEET OR 0.14 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 2
COMMENCE AT REFERENCE POINT "A"; THENCE NORTH 39°59'21" WEST, A DISTANCE OF 267.56 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH 09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.308 ACRES, MORE OR LESS.

Legend:

INC.	INCORPORATED
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
NAD	NORTH AMERICAN DATUM
No.	NUMBER
ORB	OFFICIAL RECORD BOOK
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT OF WAY

Harry B Rogers III
'00'04- 14:07:46 2024.07.29

HARRY B. ROGERS III LICENSE NUMBER 6418 STATE OF FLORIDA Professional Surveyor and Mapper

Harry B. Rogers III, PSM Date
Florida Professional Surveyor & Mapper No. 6418
for Hamilton Engineering and Surveying, LLC.
Certificate of Authorization No. LB8405

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID BASED ON THE FLORIDA EAST TRANSVERSE MERCATOR STATE PLANE COORDINATE SYSTEM NAD83 DATUM (2011 ADJUSTMENT). THE PROXIMATE SOUTH LINE OF GORMENT LOT 3, HAVING A GRID BEARING OF S 75°06'58" W.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

Not valid without the signature and the original raised seal or the unique signature and the digital seal of a Florida Licensed Surveyor and Mapper.

HAMILTON
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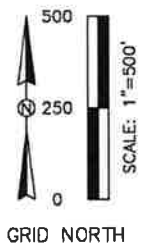
SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	1/4

L:\14\04225 Singleton Ave 44 Acres\0002 Zoning & Future Land Use\1-Future Land Use\Sketches\South\South- Conservation to Low Density revised dwg (Sketch) harryr Jul 29, 2024 - 7:46am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
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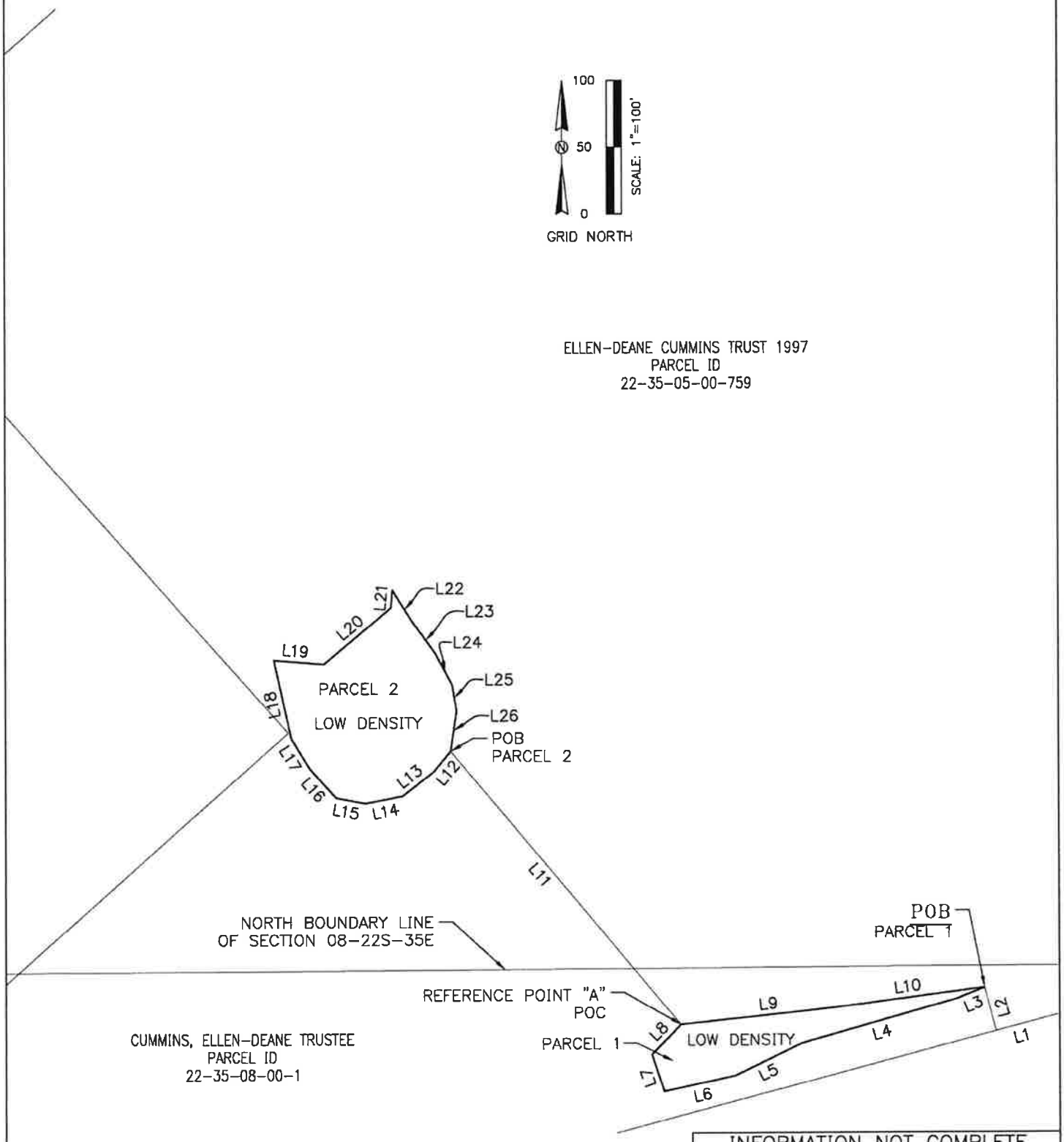
SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	2/4

L:\14\04225 Singleton Ave 44 Acres\0002 Zoning & Future Land Use\1-Future Land Use Sketches\South\South- Conservation to Low Density revised.dwg (Sketch (2)) henryr Jul 29, 2024 - 7:47am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



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SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	3/4

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SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S 75°06'58" W	981.17
L2	N 14°53'02" W	33.73
L3	S 68°04'35" W	22.75
L4	S 74°13'54" W	121.16
L5	S 63°56'35" W	54.96
L6	S 77°48'50" W	54.77
L7	N 18°27'34" W	29.12
L8	N 43°54'16" E	31.20
L9	N 83°57'46" E	116.79
L10	N 82°30'22" E	113.02
L11	N 39°59'21" W	267.56
L12	S 40°20'41" W	19.87
L13	S 52°09'19" W	30.02
L14	S 79°17'01" W	28.62
L15	N 78°57'47" W	22.10
L16	N 41°55'22" W	29.16
L17	N 31°39'43" W	26.61
L18	N 12°30'33" W	60.11

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L19	S 85°37'27" E	37.59
L20	N 50°02'16" E	65.68
L21	N 05°05'01" E	12.96
L22	S 32°20'04" E	27.74
L23	S 36°02'32" E	29.36
L24	S 28°27'11" E	27.00
L25	S 09°37'21" E	19.79
L26	S 08°19'21" W	30.48

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SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 531.56 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 38.21 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 54°47'19" WEST, A DISTANCE OF 39.63 FEET; THENCE SOUTH 76°01'09" WEST, A DISTANCE OF 96.65 FEET; THENCE SOUTH 79°00'01" WEST, A DISTANCE OF 109.34 FEET; THENCE SOUTH 72°15'35" WEST, A DISTANCE OF 110.33 FEET; THENCE SOUTH 77°43'07" WEST, A DISTANCE OF 79.24 FEET; THENCE SOUTH 82°30'22" WEST, A DISTANCE OF 130.54 FEET; THENCE SOUTH 83°57'46" WEST, A DISTANCE OF 116.79 FEET; THENCE SOUTH 43°54'16" WEST, A DISTANCE OF 31.20 FEET; THENCE SOUTH 18°28'26" EAST, A DISTANCE OF 50.16 FEET TO THE SAID SOUTH LINE OF GOVERNMENT LOT 3; THENCE SOUTH 75°06'58" WEST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 897.40 FEET; THENCE NORTH 77°26'24" WEST, A DISTANCE OF 29.27 FEET; THENCE SOUTH 85°46'29" WEST, A DISTANCE OF 81.31 FEET; THENCE SOUTH 77°48'33" WEST, A DISTANCE OF 118.98 FEET; THENCE SOUTH 66°58'41" WEST, A DISTANCE OF 241.04 FEET TO THE SAID SOUTH LINE OF GOVERNMENT LOT 3; THENCE SOUTH 75°06'58" WEST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 715.43 FEET TO THE SOUTHERLY RIGHT OF WAY FOR STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID RIGHT OF WAY, A DISTANCE OF 1,413.77 FEET; THENCE SOUTH 41°29'44" EAST, A DISTANCE OF 521.76 FEET; THENCE NORTH 48°24'08" EAST, A DISTANCE OF 417.82 FEET TO A POINT KNOWN AS REFERENCE POINT "A"; THENCE NORTH 41°32'24" WEST, A DISTANCE OF 520.98 FEET TO THE SOUTHERLY RIGHT OFF WAY FOR STATE ROAD 405; THENCE NORTH 48°29'31" EAST ALONG SAID RIGHT OF WAY, A DISTANCE OF 639.84 FEET; THENCE SOUTH 01°32'33" EAST, A DISTANCE OF 49.39 FEET; THENCE SOUTH 30°29'30" EAST, A DISTANCE OF 24.11 FEET; THENCE SOUTH 30°02'47" EAST, A DISTANCE OF 44.82 FEET; THENCE SOUTH 28°16'46" EAST, A DISTANCE OF 31.30 FEET; THENCE SOUTH 25°16'49" EAST, A DISTANCE OF 139.25 FEET;TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 645.41 FEET AND A CHORD WHICH BEARS SOUTH 34°53'24" EAST AND A DISTANCE OF 149.07 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 149.40 FEET; THENCE SOUTH 40°33'10" EAST, A DISTANCE OF 85.64 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 197.67 FEET AND A CHORD WHICH BEARS SOUTH 60°20'57" EAST, A DISTANCE 133.89 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 136.60 FEET; THENCE SOUTH 77°48'24" EAST, A DISTANCE OF 121.52 FEET;TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 416.53 FEET AND A CHORD WHICH BEARS SOUTH 70°56'43" EAST AND A DISTANCE OF 140.31 FEET; THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 140.99 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 943.10 FEET AND A CHORD WHICH BEARS SOUTH 70°09'47" EAST AND A DISTANCE OF 86.42 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 86.45 FEET; TO A POINT OF REVERSE CURVATURE OF A CURVE HAVING A

CONTINUED ON SHEET 2

Legend:

CDD	COMMUNITY DEVELOPMENT DISTRICT
INC.	INCORPORATED
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
NAD	NORTH AMERICAN DATUM
No.	NUMBER
ORB	OFFICIAL RECORD BOOK
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT OF WAY

Harry B Rogers III
11:03:00 2024.08.08
'00'04-

HARRY B. ROGERS III LICENSE NUMBER 6418 STATE OF FLORIDA Professional Surveyor and Mapper

Harry B. Rogers III, PSM — Date
Florida Professional Surveyor & Mapper No. 6418
for Hamilton Engineering and Surveying, LLC.
Certificate of Authorization No. LB8405

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID BASED ON THE FLORIDA EAST TRANSVERSE MERCATOR STATE PLANE COORDINATE SYSTEM NAD83 DATUM (2011 ADJUSTMENT). THE PROXIMATE SOUTH LINE OF GORMENT LOT 3, HAVING A GRID BEARING OF S 75°06'58" W.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

Not valid without the signature and the original raised seal or the unique signature and the digital seal of a Florida Licensed Surveyor and Mapper.

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ZONING CHANGE
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SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	1/9

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SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

CONTINUED FROM SHEET 1

RADIUS OF 106.21 FEET AND A CHORD WHICH BEARS SOUTH 55°53'26" EAST, AND A DISTANCE OF 61.75 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 62.65 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 337.29 FEET AND A CHORD WHICH BEARS SOUTH 25°56'58" EAST A DISTANCE OF 152.24 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 153.56 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 144.10 FEET AND A CHORD WHICH BEARS SOUTH 04°43'51" EAST A DISTANCE OF 40.99 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 41.13 FEET; THENCE SOUTH 07°31'10" EAST, A DISTANCE OF 24.07 FEET; THENCE SOUTH 04°13'12" WEST, A DISTANCE OF 33.09 FEET; TO THE POINT OF BEGINNING.

CONTAINING 1,262,539.37 SQUARE FEET OR 28.98 ACRES, MORE OR LESS.

LESS & EXCEPT:

COMMENCE AT REFERENCE POINT "A"; THENCE SOUTH 30°22'34" EAST, A DISTANCE OF 4.87 FEET; TO THE POINT OF BEGINNING; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH 09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.31 ACRES, MORE OR LESS.

INFORMATION NOT COMPLETE
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SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	2/9

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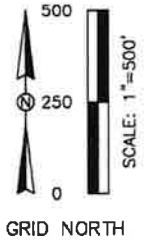
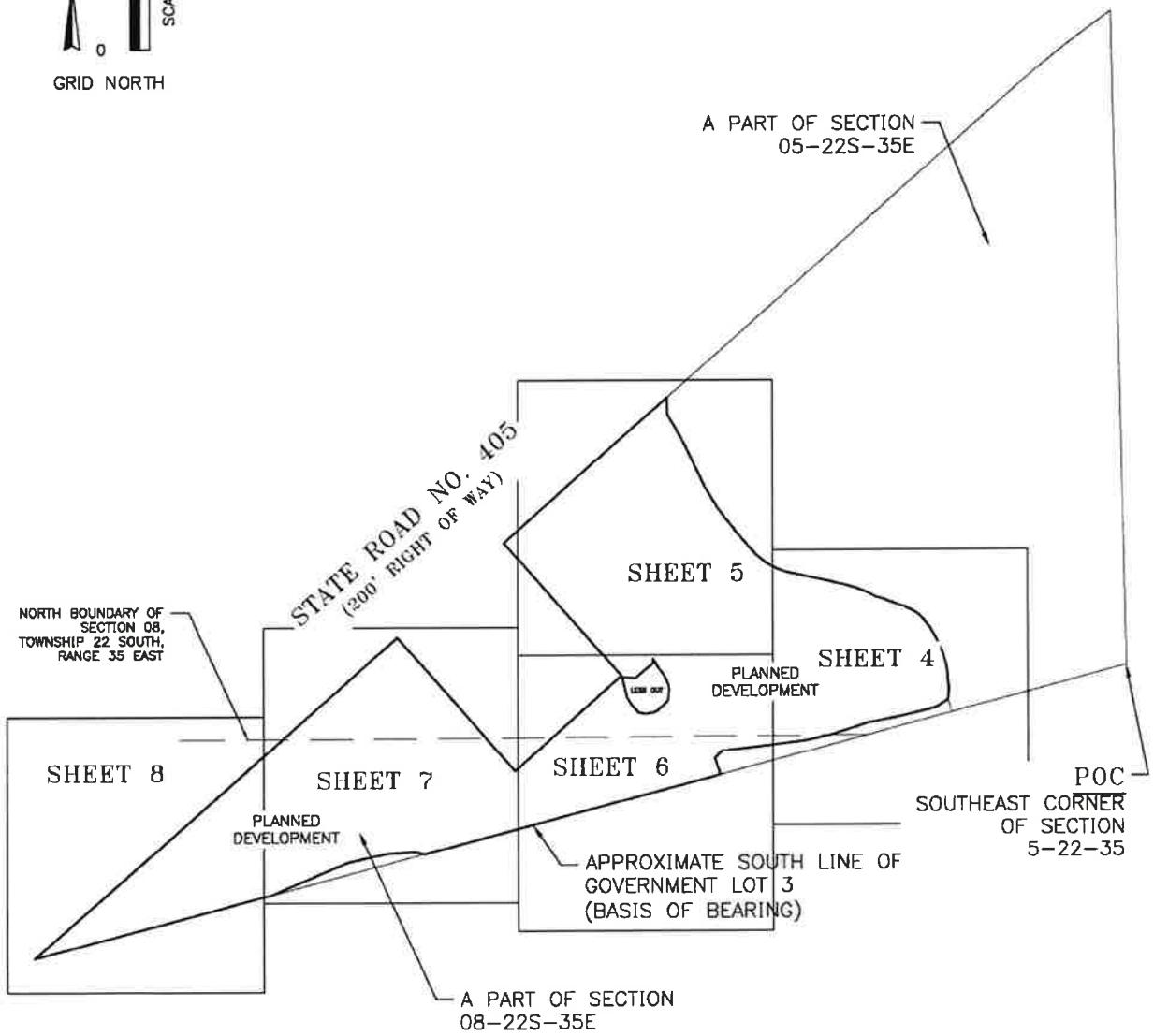
SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"





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SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	3/9

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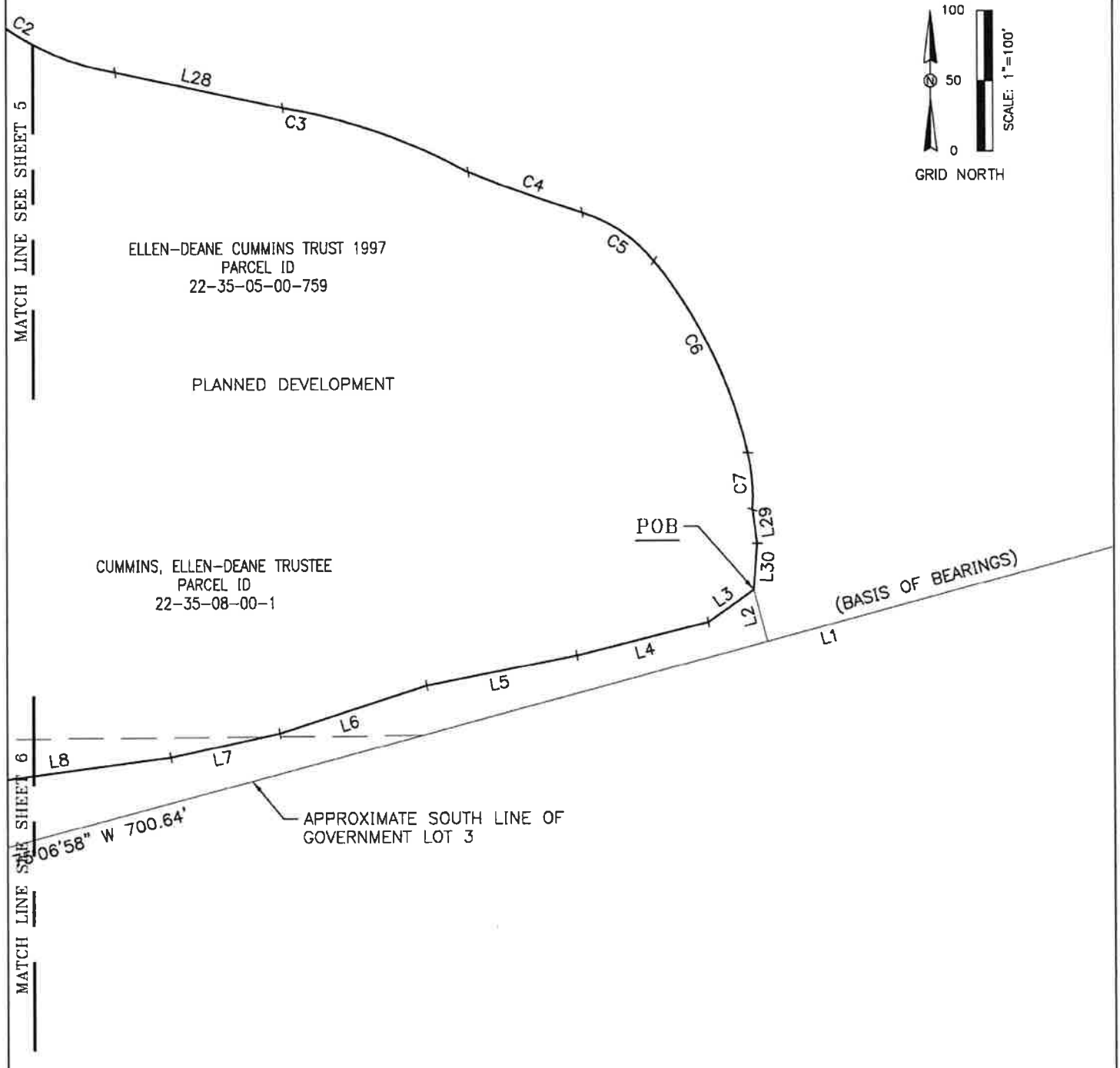
SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



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SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	4/9

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SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

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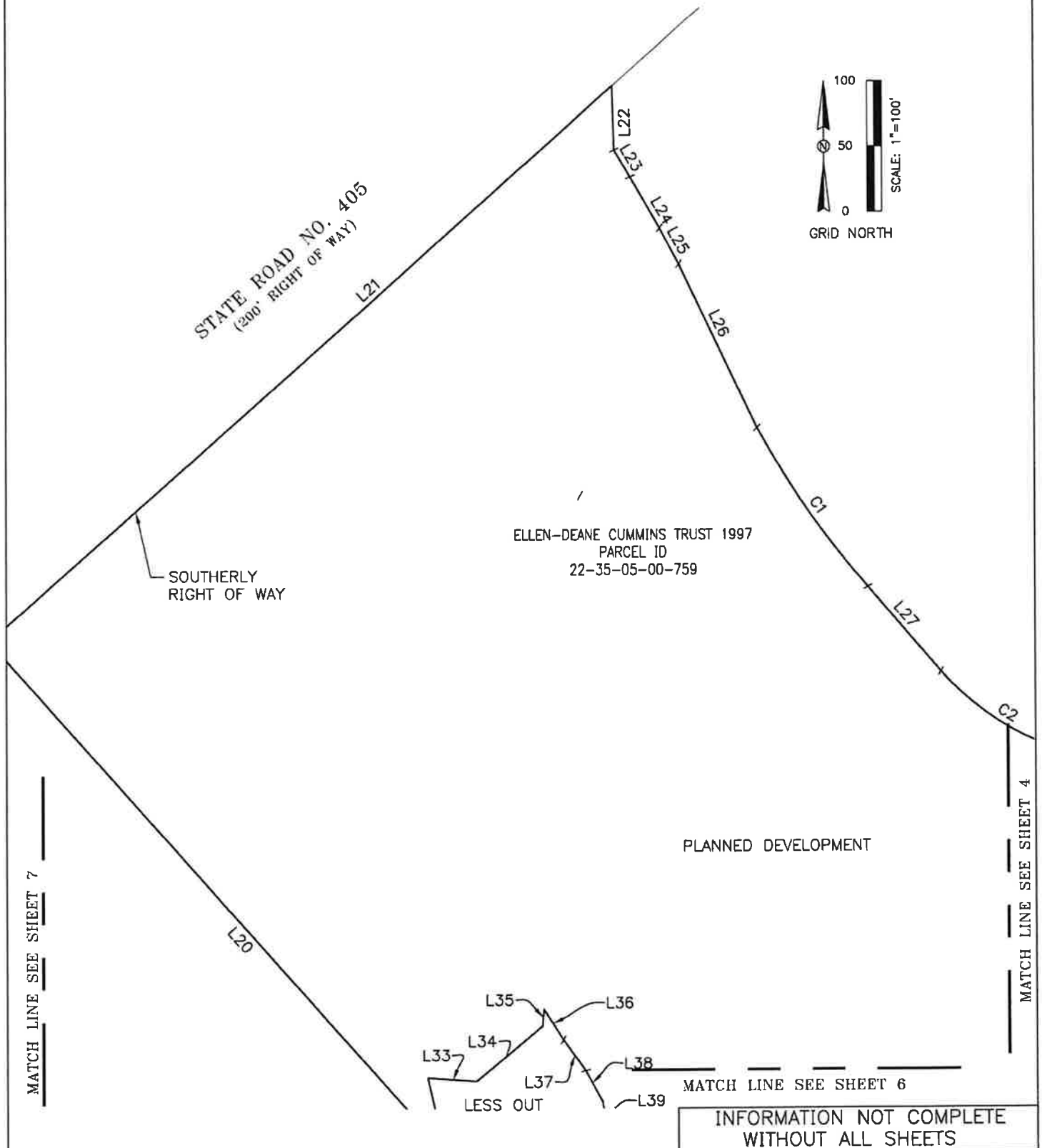

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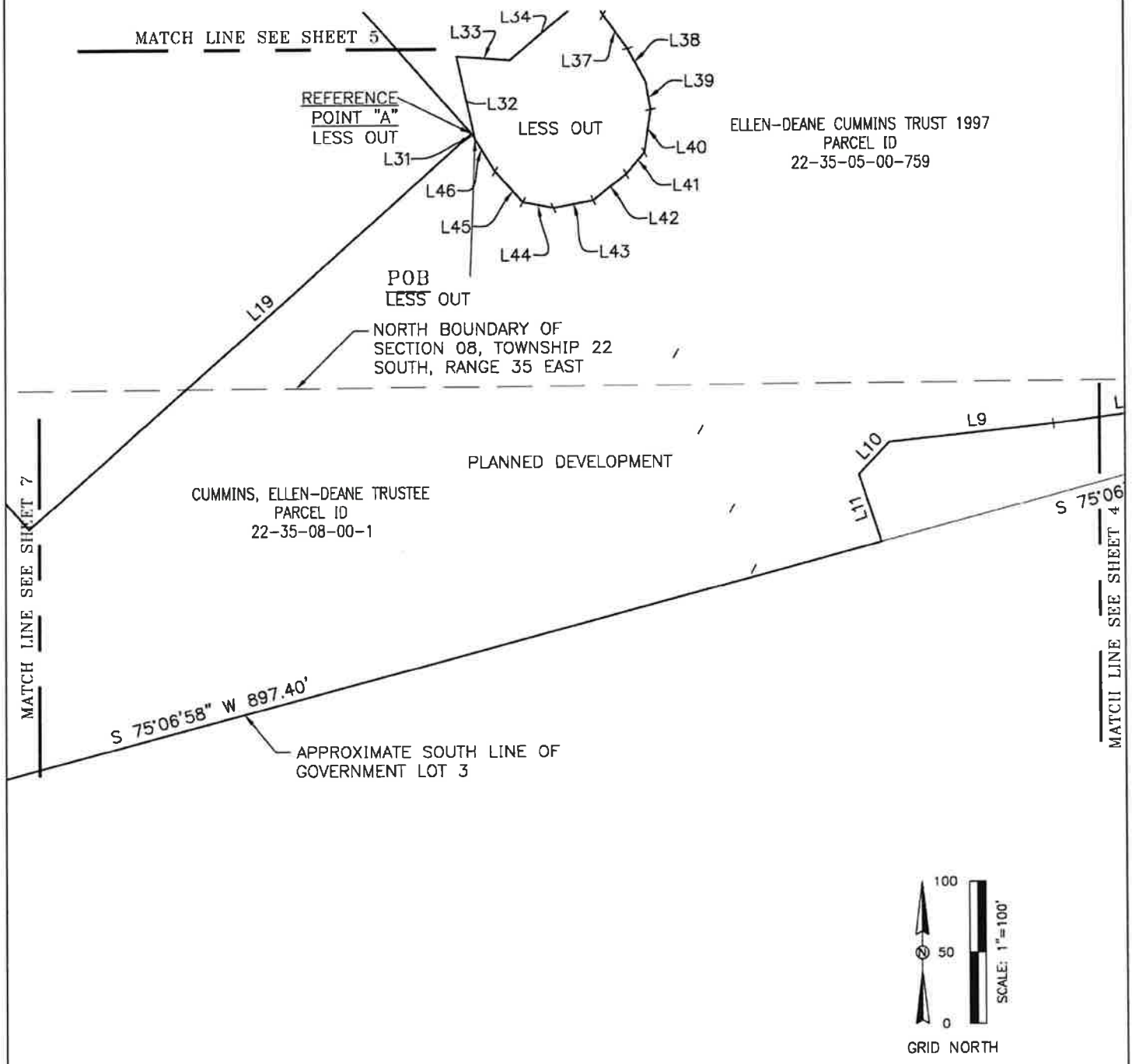

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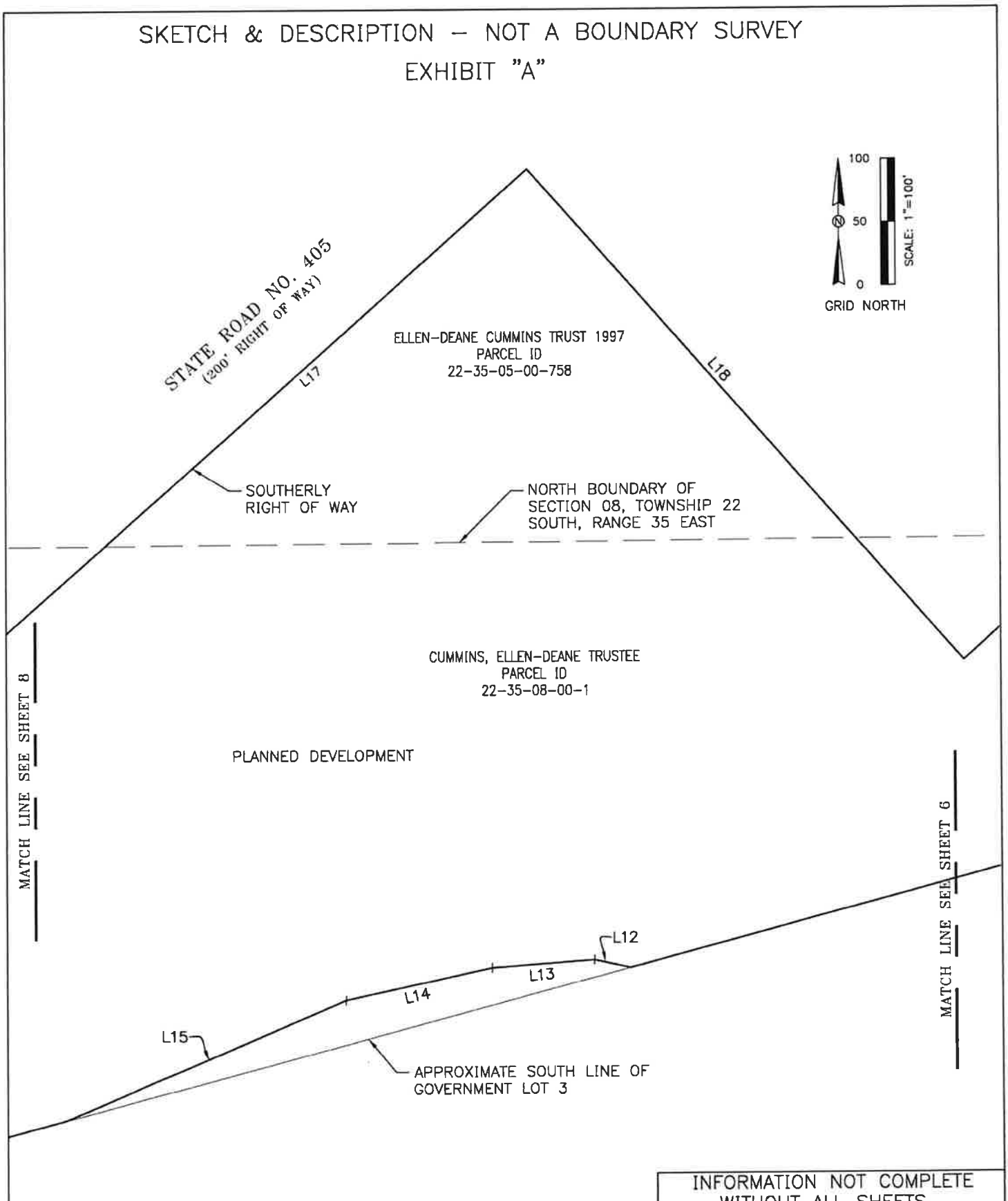
SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



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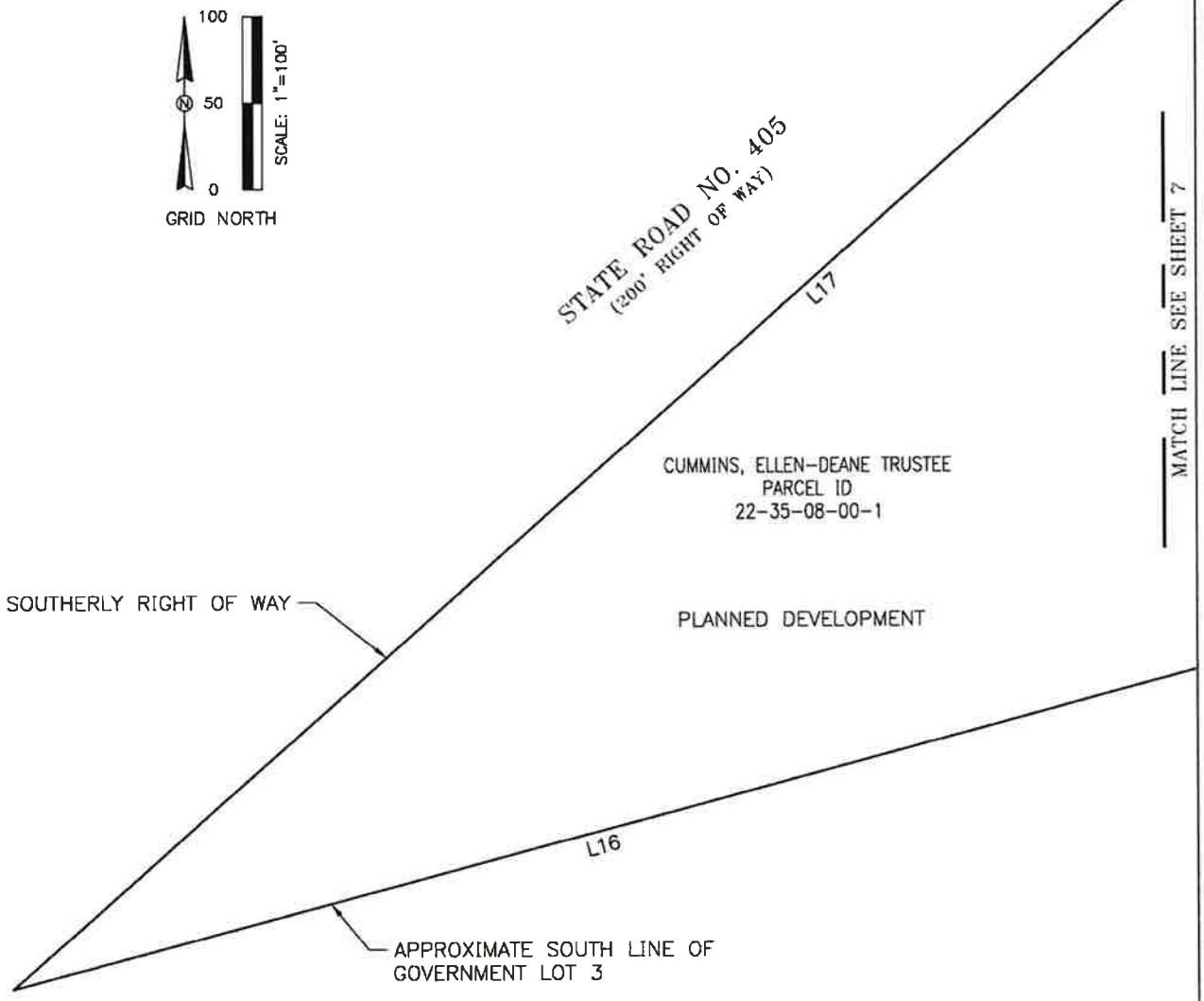

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SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY
EXHIBIT "A"

LINE TABLE		
LINE#	DIRECTION	LENGTH
L1	S 75°06'58" W	531.56'
L2	N 14°53'02" W	38.21'
L3	S 54°47'19" W	39.63'
L4	S 76°01'09" W	96.65'
L5	S 79°00'01" W	109.34'
L6	S 72°15'35" W	110.33'
L7	S 77°43'07" W	79.24'
L8	S 82°30'22" W	130.54'
L9	S 83°57'46" W	116.79'
L10	S 43°54'16" W	31.20'
L11	S 18°28'26" E	50.16'
L12	N 77°26'24" W	29.27'
L13	S 85°46'29" W	81.31'
L14	S 77°48'33" W	118.98'
L15	S 66°58'41" W	241.04'
L16	S 75°06'58" W	715.43'
L17	N 48°33'44" E	1413.77'
L18	S 41°29'44" E	521.76'
L19	N 48°24'08" E	417.82'

LINE TABLE		
LINE#	DIRECTION	LENGTH
L20	N 41°32'24" W	520.98'
L21	N 48°29'31" E	639.84'
L22	S 01°32'33" E	49.39'
L23	S 30°29'30" E	24.11'
L24	S 30°02'47" E	44.82'
L25	S 28°16'46" E	31.30'
L26	S 25°16'49" E	139.25'
L27	S 40°33'10" E	85.64'
L28	S 77°48'24" E	121.52'
L29	S 07°31'10" E	24.07'
L30	S 04°13'12" W	33.09'
L31	S 30°22'34" E	4.87'
L32	N 12°30'33" W	60.11'
L33	S 85°37'27" E	37.59'
L34	N 50°02'16" E	65.68'
L35	N 05°05'01" E	12.96'
L36	S 32°20'04" E	27.74'
L37	S 36°02'32" E	29.36'
L38	S 28°27'11" E	27.00'

LINE TABLE		
LINE#	DIRECTION	LENGTH
L39	S 09°37'21" E	19.79'
L40	S 08°19'21" W	30.48'
L41	S 40°20'41" W	19.87'
L42	S 52°09'19" W	30.02'
L43	S 79°17'01" W	28.62'
L44	N 78°57'47" W	22.10'
L45	N 41°55'22" W	29.16'
L46	N 31°39'43" W	26.61'

CURVE TABLE					
CURVE#	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH	DELTA
C1	645.41'	S 34°53'24" E	149.07'	149.40'	13°15'46"
C2	197.67'	S 60°20'57" E	133.89'	136.60'	39°35'35"
C3	416.53'	S 70°56'43" E	140.31'	140.99'	19°23'36"
C4	943.10'	S 70°09'47" E	86.42'	86.45'	5°15'08"
C5	106.21'	S 55°53'26" E	61.75'	62.65'	33°47'50"
C6	337.29'	S 25°56'58" E	152.24'	153.56'	26°05'07"
C7	144.10'	S 04°43'51" E	40.99'	41.13'	16°21'08"

INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

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ZONING CHANGE
GENERAL USE to PLANED DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	9/9

L:\Hb\04225 Singleton Ave 44 Acres\2024 Zoning Revisions\SOUTH\Sou9- CU to PD revised.dwg (Sketch (9)) harryr Aug 09, 2024 - 10:52am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1
COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 981.17 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 33.73 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 68°04'35" WEST, A DISTANCE OF 22.75 FEET; THENCE SOUTH 74°13'54" WEST, A DISTANCE OF 121.16 FEET; THENCE SOUTH 63°56'35" WEST, A DISTANCE OF 54.96 FEET; THENCE SOUTH 77°48'50" WEST, A DISTANCE OF 54.77 FEET; THENCE NORTH 18°27'34" WEST, A DISTANCE OF 29.12 FEET; THENCE NORTH 43°54'16" EAST, A DISTANCE OF 31.20 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 83°57'46" EAST, A DISTANCE OF 116.79 FEET; THENCE NORTH 82°30'22" EAST, A DISTANCE OF 113.02 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,964.53 SQUARE FEET OR 0.14 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 2
COMMENCE AT REFERENCE POINT "A"; THENCE NORTH 39°59'21" WEST, A DISTANCE OF 267.56 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH 09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.308 ACRES, MORE OR LESS.

Legend:

INC.	INCORPORATED
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
NAD	NORTH AMERICAN DATUM
No.	NUMBER
ORB	OFFICIAL RECORD BOOK
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT OF WAY

Harry B Rogers III
14:09:56 2024.07.29
'00'04-

Harry B. Rogers III, PSM — Date
Florida Professional Surveyor & Mapper No. 6418
for Hamilton Engineering and Surveying, LLC.
Certificate of Authorization No. LB8405

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID BASED ON THE FLORIDA EAST TRANSVERSE MERCATOR STATE PLANE COORDINATE SYSTEM NAD83 DATUM (2011 ADJUSTMENT). THE PROXIMATE SOUTH LINE OF GORMENT LOT 3, HAVING A GRID BEARING OF S 75°06'58" W.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

Not valid without the signature and the original raised seal or the unique signature and the digital seal of a Florida Licensed Surveyor and Mapper.

HAMILTON
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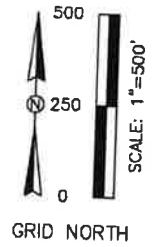
941.377 9178

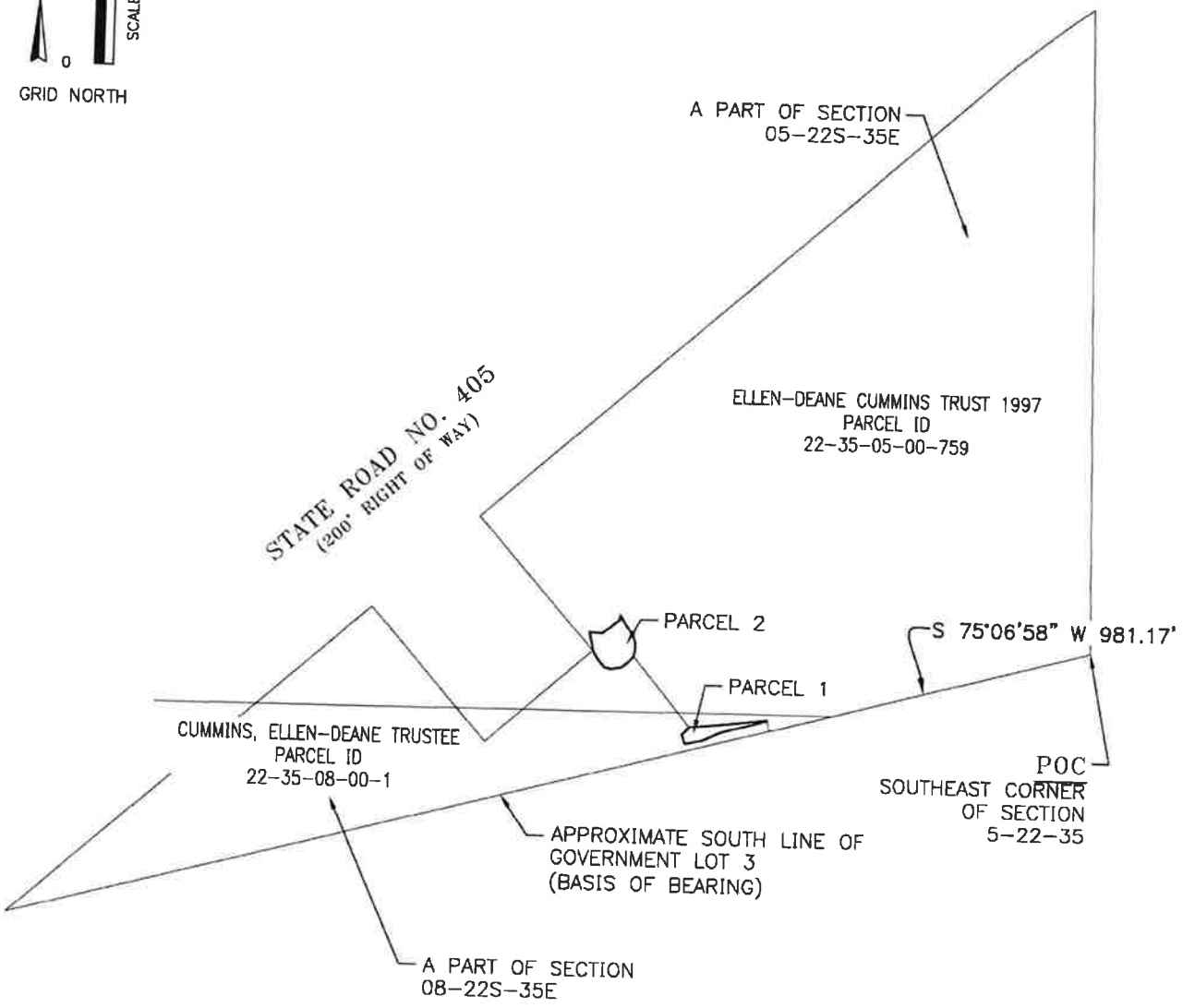
ZONING CHANGE
OPEN SPACE & RECREATION to PLANNED UNIT DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	GCT	07/26/2024	1/4

L:\4\04225 Singleton Ave 44 Acres\0002 Zoning & Future Land Use\1-Zoning Sketches\South\South- OR to PUD revised.dwg (Sketch) harryr Jul 29, 2024 - 7:52am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY
EXHIBIT "A"





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SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	GCT	07/26/2024	2/4

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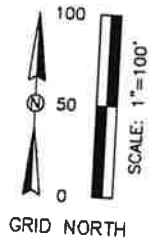
SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY
EXHIBIT "A"



ELLEN–DEANE CUMMINS TRUST 1997
PARCEL ID
22–35–05–00–759

PLANNED UNIT DEVELOPMENT

L1 L2 L3 L4 L5 L6 L7 L8 L9 L10 L11 L12 L13 L14 L15 L16 L17 L18 L19 L20 L21 L22 L23 L24 L25 L26

POB
PARCEL 2

POB
PARCEL 1

REFERENCE POINT "A"
POC

PARCEL 1

CUMMINS, ELLEN–DEANE TRUSTEE
PARCEL ID
22–35–08–00–1

INFORMATION NOT COMPLETE
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SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	GCT	07/26/2024	3/4

L:\4\04225 Singleton Ave 44 Acres\0002 Zoning & Future Land Use\1-Zoning Sketches\South\South- OR to PUD revised.dwg (Sketch (3)) harryr Jul 29, 2024 - 7:52am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY
EXHIBIT "A"

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S 75°06'58" W	981.17
L2	N 14°53'02" W	33.73
L3	S 68°04'35" W	22.75
L4	S 74°13'54" W	121.16
L5	S 63°56'35" W	54.96
L6	S 77°48'50" W	54.77
L7	N 18°27'34" W	29.12
L8	N 43°54'16" E	31.20
L9	N 83°57'46" E	116.79
L10	N 82°30'22" E	113.02
L11	N 39°59'21" W	267.56
L12	S 40°20'41" W	19.87
L13	S 52°09'19" W	30.02
L14	S 79°17'01" W	28.62
L15	N 78°57'47" W	22.10
L16	N 41°55'22" W	29.16
L17	N 31°39'43" W	26.61
L18	N 12°30'33" W	60.11

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L19	S 85°37'27" E	37.59
L20	N 50°02'16" E	65.68
L21	N 05°05'01" E	12.96
L22	S 32°20'04" E	27.74
L23	S 36°02'32" E	29.36
L24	S 28°27'11" E	27.00
L25	S 09°37'21" E	19.79
L26	S 08°19'21" W	30.48

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

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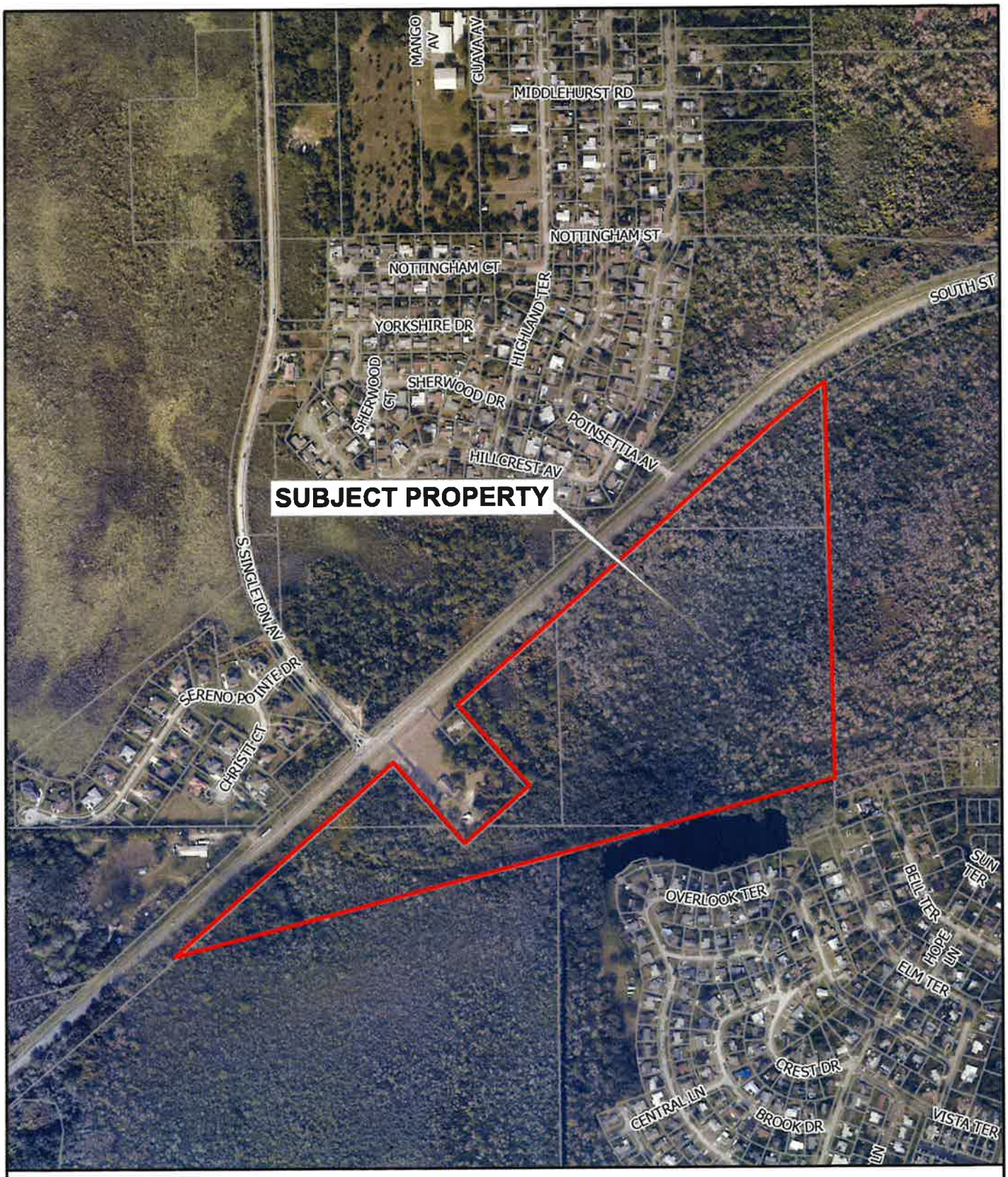
SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	GCT	07/26/2024	4/4

L:\4\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\1-Zoning Sketches\South\South- OR to PUD revised.dwg (Sketch (4)) henryr Jul 29, 2024 - 7:53am



Aerial 2024

SSA_2-2024

0 350 700 1,400 Feet

Community Development Department

Aerial photography provided by the Brevard County Property Appraiser's Office

8/27/2024

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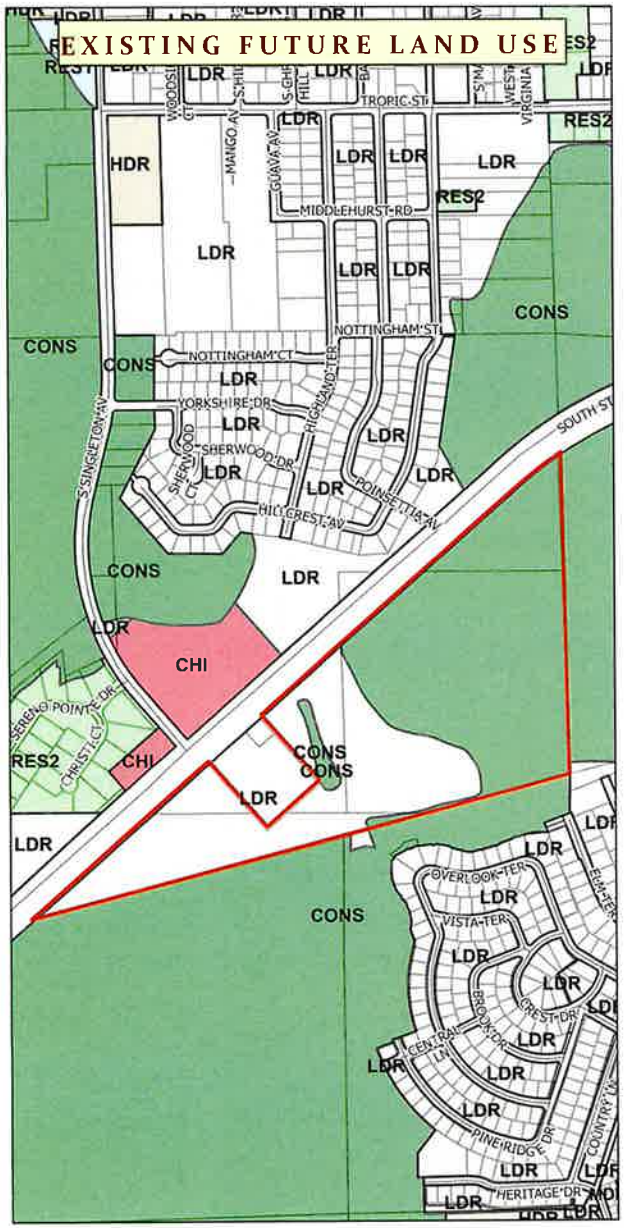


SSA 2-2024

N

W E

S

EXISTING FLU ACREAGE

CONS: 38.36 AC
LDR: 29.14 AC

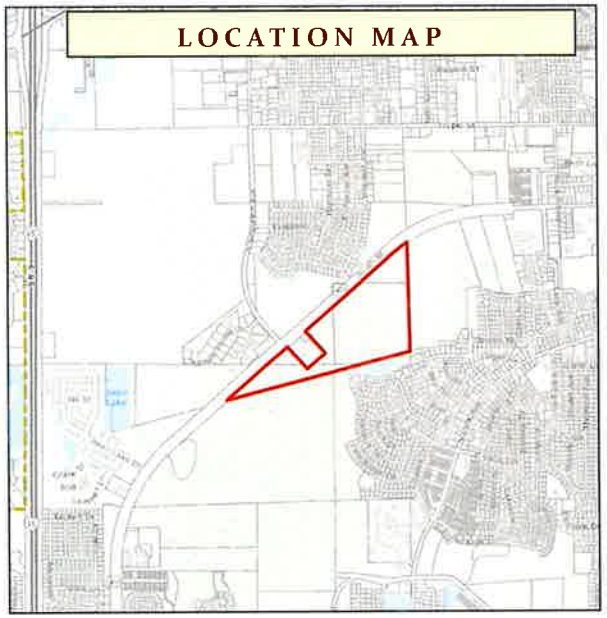
PROPOSED FLU ACREAGE

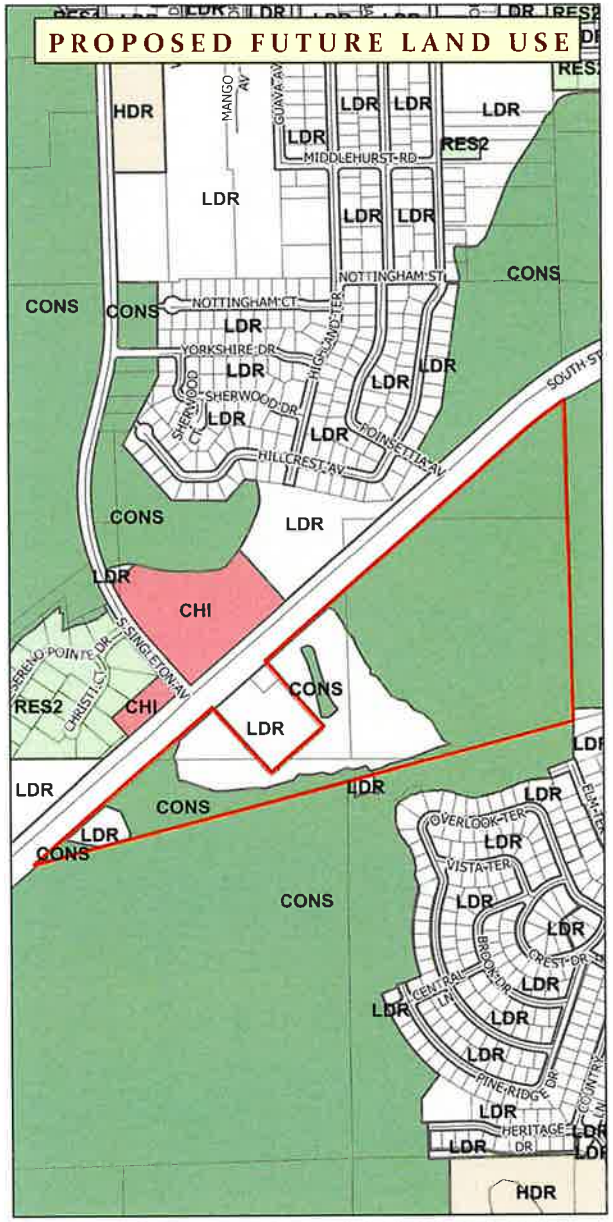
CONS: 49.06 AC
LDR: 17.44 AC

FUTURE LAND USE

- COMMERCIAL HIGH INTENSITY
- CONSERVATION
- HIGH-DENSITY RESIDENTIAL
- LOW-DENSITY RESIDENTIAL
- MEDIUM-DENSITY RESIDENTIAL
- Residential One
- Residential Two

0 450 900 1,800 Feet





9/10/2024

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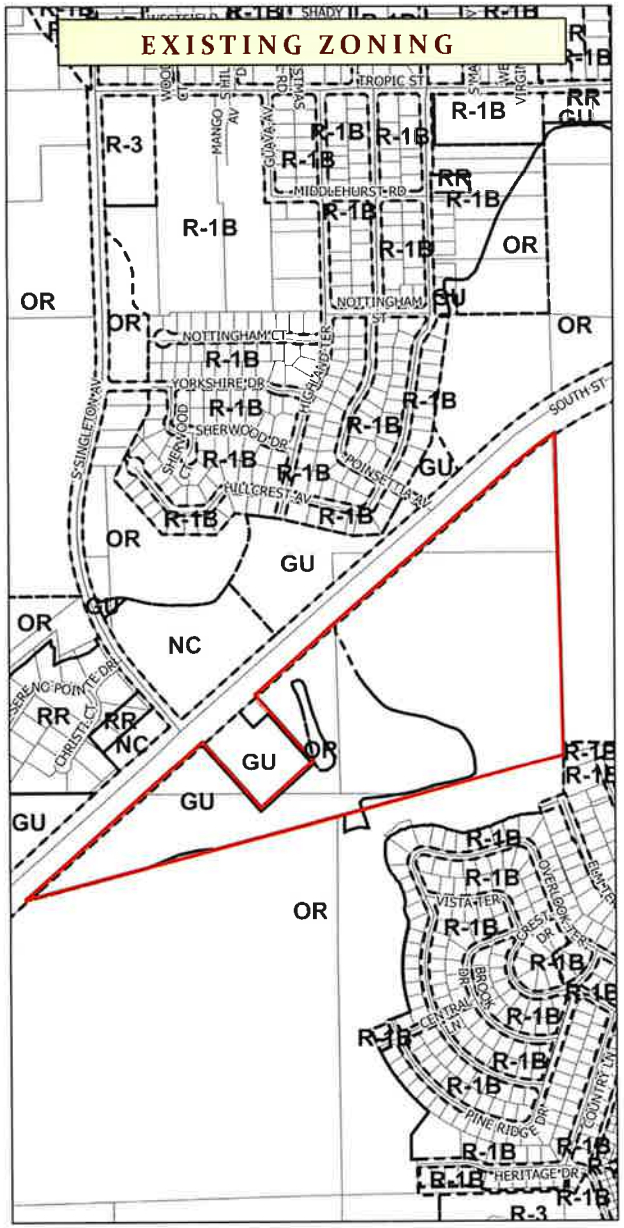


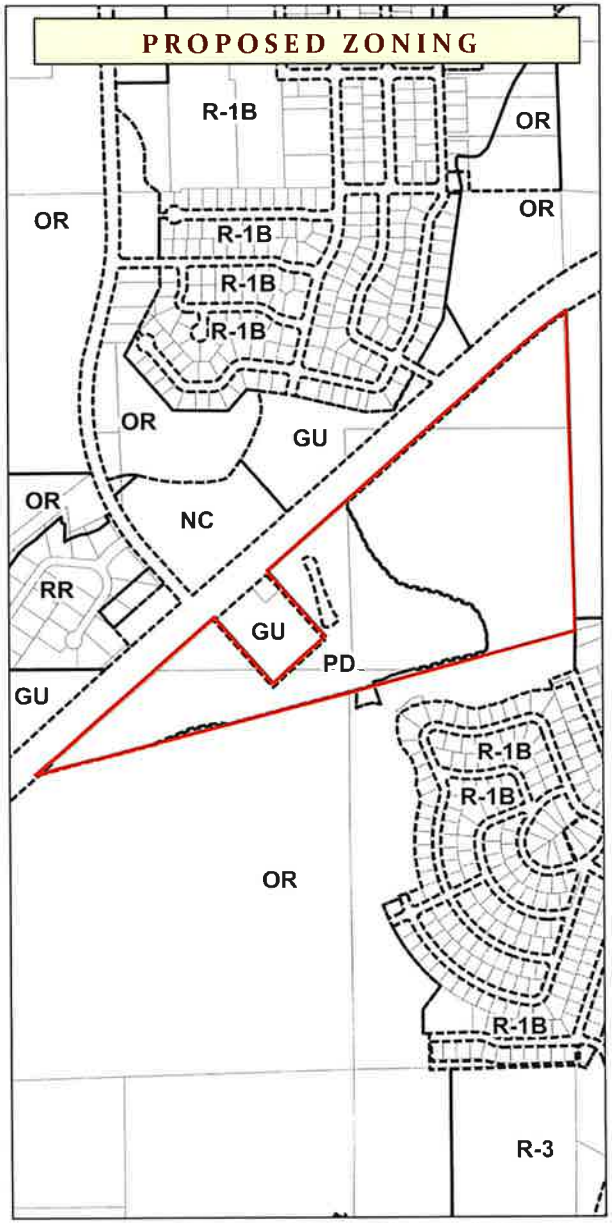
SSA 2-2024

EXISTING ZONING ACREAGE		PROPOSED ZONING ACREAGE	
OR:	30.79 AC	OR:	37.37 AC
GU:	27.71 AC	PD:	29.13 AC

N
W E
S

0 500 1,000 2,000 Feet





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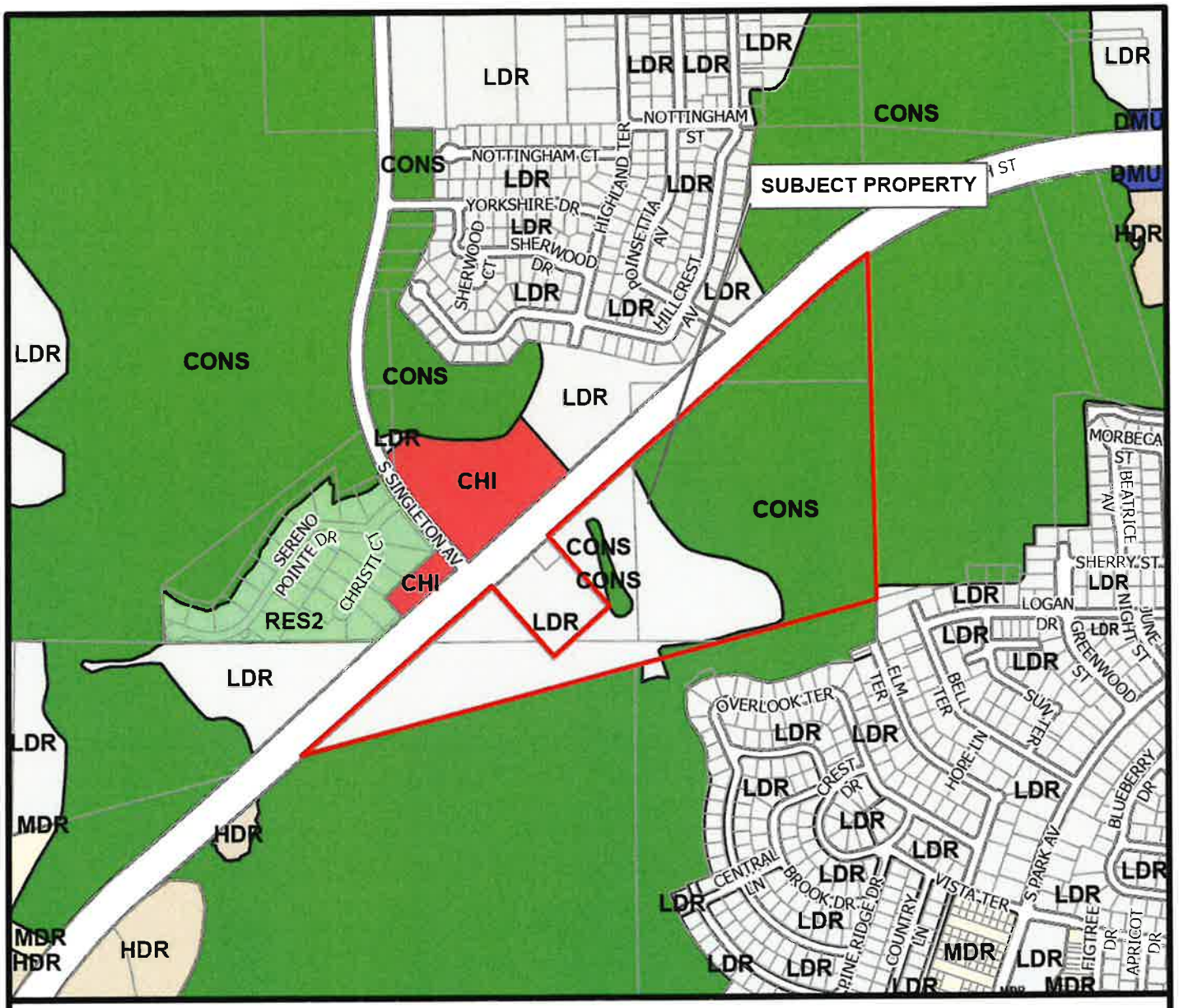


LOCATION OF PROPERTY AND FUTURE LAND USE MAP

CHI	COMMERCIAL HIGH INTENSITY	ED	EDUCATIONAL	PIP	PLANNED INDUSTRIAL PARK	RES-2	RESIDENTIAL-2
CLI	COMMERCIAL LOW INTENSITY	IND	INDUSTRIAL	PSP	PUBLIC/ SEMI-PUBLIC	RMU	REGIONAL MIXED USE
CONS	CONSERVATION	HDR	HIGH-DENSITY RESIDENTIAL	PUD	PLANNED UNIT DEVELOPMENT	SMU	SHORELINE MIXED-USE
DMU	DOWNTOWN MIXED-USE	MDR	MEDIUM-DENSITY RESIDENTIAL	REC	RECREATIONAL	UMU	URBAN MIXED-USE
		LDR	LOW-DENSITY RESIDENTIAL	RES-1	RESIDENTIAL-1	US1	US-1 CORRIDOR

Subject

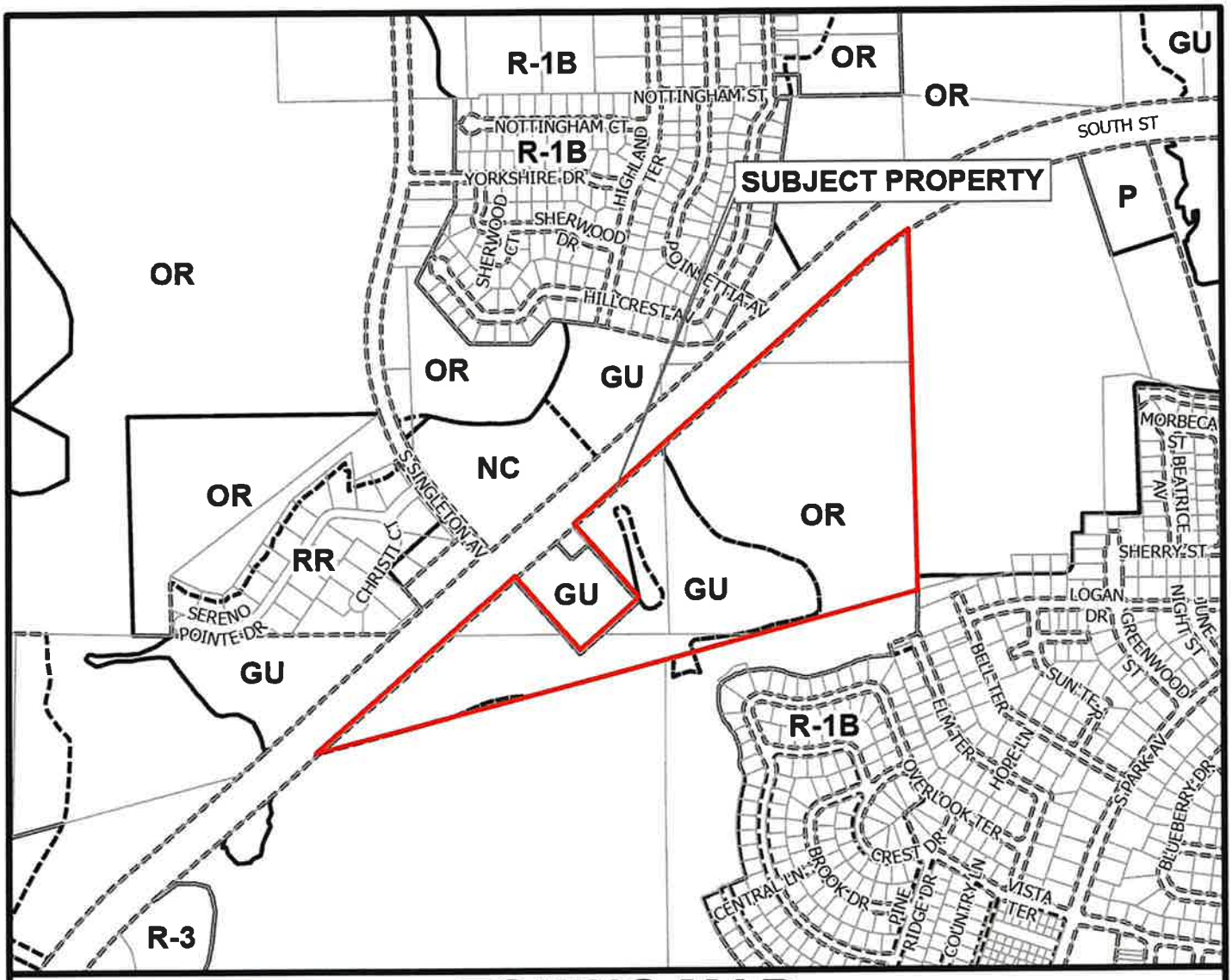
N W E S

0 500 1,000 2,000 Feet

Community Development Department

8/27/2024

Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps



ZONING MAP

RESIDENTIAL DISTRICTS

RE	RESIDENTIAL ESTATES
RR	RURAL RESIDENTIAL
R-1A	SINGLE FAMILY, LOW DENSITY
R-1B	SINGLE FAMILY, MEDIUM DENSITY
R-1C	SINGLE FAMILY, HIGH DENSITY
R-2	MULTIFAMILY, MEDIUM DENSITY
R-3	MULTIFAMILY, HIGH DENSITY
RMH-1	RESIDENTIAL MANUFACTURED HOUSING SUBDIVISION
RMH-2	RESIDENTIAL MANUFACTURED HOUSING PARK

COMMERCIAL DISTRICTS

HM	HOSPITAL MEDICAL
T	TOURIST
NC	NEIGHBORHOOD COMMERCIAL
CC	COMMUNITY COMMERCIAL
RC	REGIONAL COMMERCIAL
OP	OFFICE PROFESSIONAL

INDUSTRIAL DISTRICTS

M-1	LIGHT INDUSTRIAL SERVICES AND WAREHOUSING
M-2	HEAVY INDUSTRIAL
M-3	HIGHWAY INDUSTRIAL INFILL
PID	PLANNED INDUSTRIAL DEVELOPMENT

OVERLAY DISTRICTS

TSA	TITUSVILLE SHORELINE AREA
AIA	AIRPORT IMPACT AREA
WCA	WETLAND AND CONSERVATIONA AREA
ACC	AREA OF CRITICAL CONCERN
HPA	HISTORIC PRESERVATION AREA

SPECIAL DISTRICTS

GU	GENERAL USE
OR	OPEN SPACE AND RECREATION
UMU	URBAN MIXED USE
SMU	SHORELINE MIXED USE
RHP	RESIDENTIAL HISTORIC PRESERVATION
RMU	REGIONAL MIXED USE
PD	PLANNED DEVELOPMENT
P	PUBLIC
UV	URBAN VILLAGE
DMU	DOWNTOWN MIXED USE
IRCN-R	INDIAN RIVER CITY NEIGHBORHOOD RESIDENTIAL
IRCN-C	INDIAN RIVER CITY NEIGHBORHOOD COMMERCIAL

N
W E
S

TITUSVILLE, FLORIDA
FOUNDED 1867

Base Map

City Limits

Zoning

Subject

SSA_2-2024

0 400 800 1,600 Feet

Community Development Department

8/27/2024

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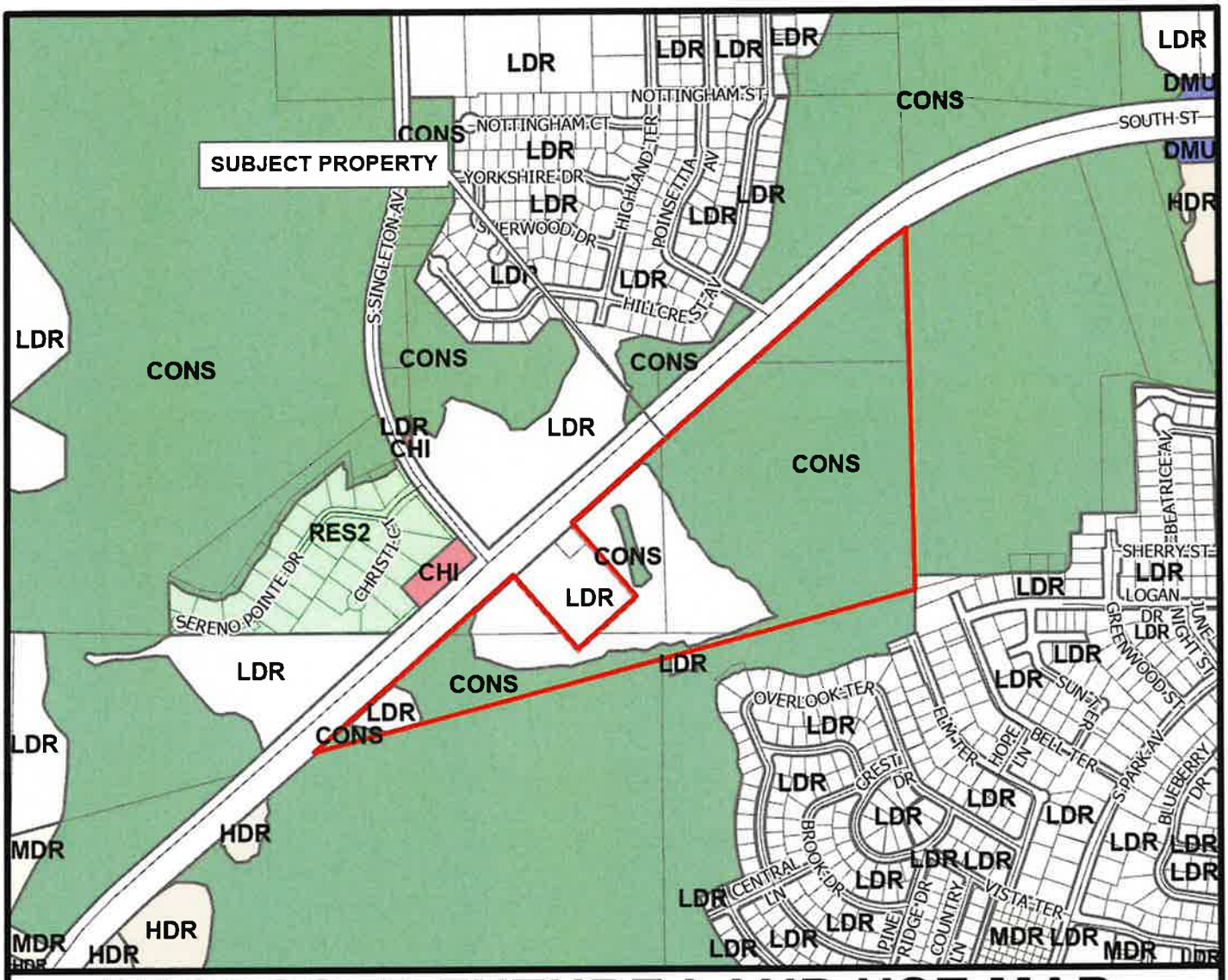


PROPOSED FUTURE LAND USE MAP

CHI	COMMERCIAL HIGH INTENSITY	ED	EDUCATIONAL	PIP	PLANNED INDUSTRIAL PARK	RES-2	RESIDENTIAL-2
CLI	COMMERCIAL LOW INTENSITY	IND	INDUSTRIAL	PSP	PUBLIC/ SEMI-PUBLIC	RMU	REGIONAL MIXED USE
CONS	CONSERVATION	HDR	HIGH-DENSITY RESIDENTIAL	PUD	PLANNED UNIT DEVELOPMENT	SMU	SHORELINE MIXED-USE
DMU	DOWNTOWN MIXED-USE	MDR	MEDIUM-DENSITY RESIDENTIAL	REC	RECREATIONAL	UMU	URBAN MIXED-USE
		LDR	LOW-DENSITY RESIDENTIAL	RES-1	RESIDENTIAL-1	US1	US-1 CORRIDOR

Subject

Local Roads

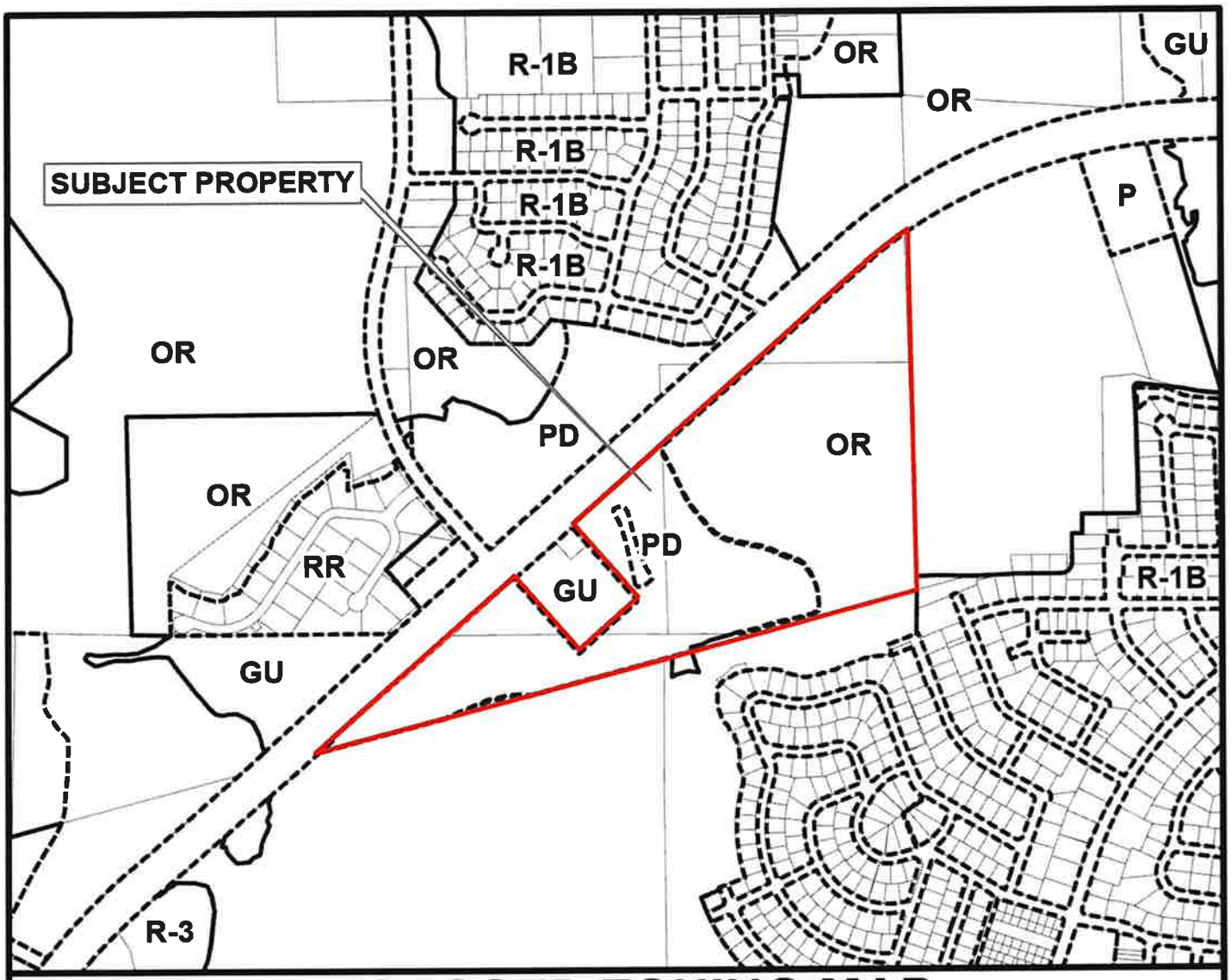
N W E S

0 410 820 1,640 Feet

Community Development Department

8/27/2024

Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps



PROPOSED ZONING MAP

RESIDENTIAL DISTRICTS

- **RE** RESIDENTIAL ESTATES
- **RR** RURAL RESIDENTIAL
- **R-1A** SINGLE FAMILY, LOW DENSITY
- **R-1B** SINGLE FAMILY, MEDIUM DENSITY
- **R-1C** SINGLE FAMILY, HIGH DENSITY
- **R-2** MULTIFAMILY, MEDIUM DENSITY
- **R-3** MULTIFAMILY, HIGH DENSITY
- **RMH-1** RESIDENTIAL MANUFACTURED HOUSING SUBDIVISION
- **RMH-2** RESIDENTIAL MANUFACTURED HOUSING PARK

COMMERCIAL DISTRICTS

- **HM** HOSPITAL MEDICAL
- **T** TOURIST
- **NC** NEIGHBORHOOD COMMERCIAL
- **CC** COMMUNITY COMMERCIAL
- **RC** REGIONAL COMMERCIAL
- **OP** OFFICE PROFESSIONAL

INDUSTRIAL DISTRICTS

- **M-1** LIGHT INDUSTRIAL SERVICES AND WAREHOUSING
- **M-2** HEAVY INDUSTRIAL
- **M-3** HIGHWAY INDUSTRIAL INFILL
- **PID** PLANNED INDUSTRIAL DEVELOPMENT

OVERLAY DISTRICTS

- **TSA** TITUSVILLE SHORELINE AREA
- **AIA** AIRPORT IMPACT AREA
- **WCA** WETLAND AND CONSERVATIONA AREA
- **ACC** AREA OF CRITICAL CONCERN
- **HPA** HISTORIC PRESERVATION AREA

SPECIAL DISTRICTS

- **GU** GENERAL USE
- **OR** OPEN SPACE AND RECREATION
- **UMU** URBAN MIXED USE
- **SMU** SHORELINE MIXED USE
- **RHP** RESIDENTIAL HISTORIC PRESERVATION
- **RMU** REGIONAL MIXED USE
- **PD** PLANNED DEVELOPMENT
- **P** PUBLIC
- **UV** URBAN VILLAGE
- **DMU** DOWNTOWN MIXED USE
- **IRCN-R** INDIAN RIVER CITY NEIGHBORHOOD RESIDENTIAL
- **IRCN-C** INDIAN RIVER CITY NEIGHBORHOOD COMMERCIAL

Proposed Zoning

Parcels

Subject

N W E S

0 412.5 825 1,650 Feet

Community Development Department

8/27/2024

Q:\GIS\Community Development\PLANNING\Planning

EXISTING LAND USE	PROPOSED LAND USE
CONSERVATION	LOW DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL	CONSERVATION



4N

SR 405 AND SINGLETON

FUTURE LAND USE EXHIBIT - SOUTH

GRAPHIC SCALE IN FEET
0 60 120 240

Kimley»Horn

EXISTING ZONING	PROPOSED ZONING
OPEN SPACE AND RECREATION (OR)	PLANNED DEVELOPMENT (PD)
GENERAL USE (GU)	PLANNED DEVELOPMENT (PD)



4N

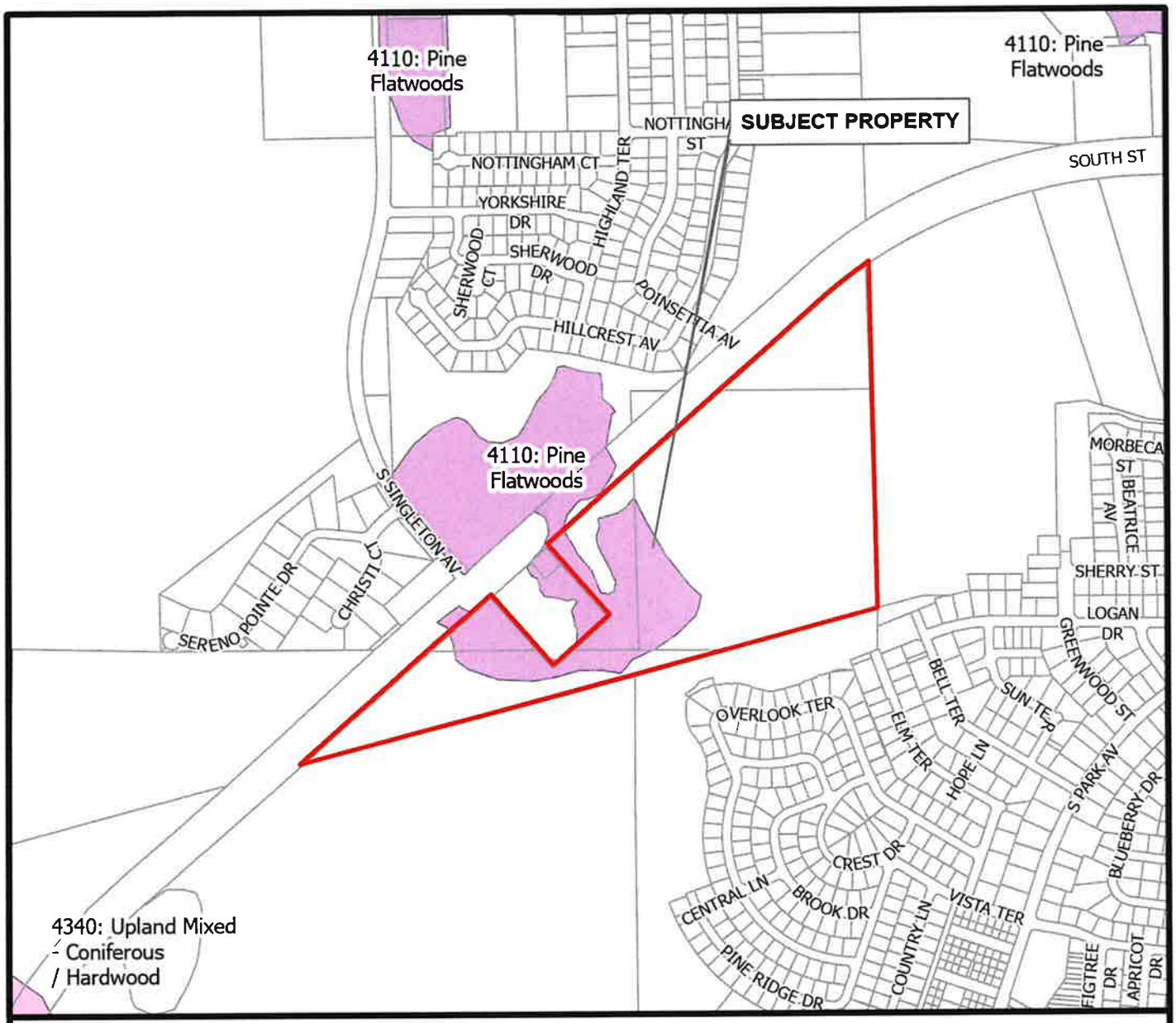
SR 405 AND SINGLETON

ZONING EXHIBIT - SOUTH

CONTACT

GRAPHIC SCALE IN FEET
0 60 120 240

Kimley»Horn



SJRWMD Florida Land Use Cover Classification System
Upland Forests - 4000 Series
SSA_2-2024

LANDCOVER DESCRIPTION

- 4110: Pine Flatwoods
- 4340: Upland Mixed - Coniferous / Hardwood

N
W E
S

Community Development Department

0 410 820 1,640 Feet

8/27/2024

This dataset (2017) is a compilation of the Land Use/Land Cover datasets created by St. John's River Water Management District

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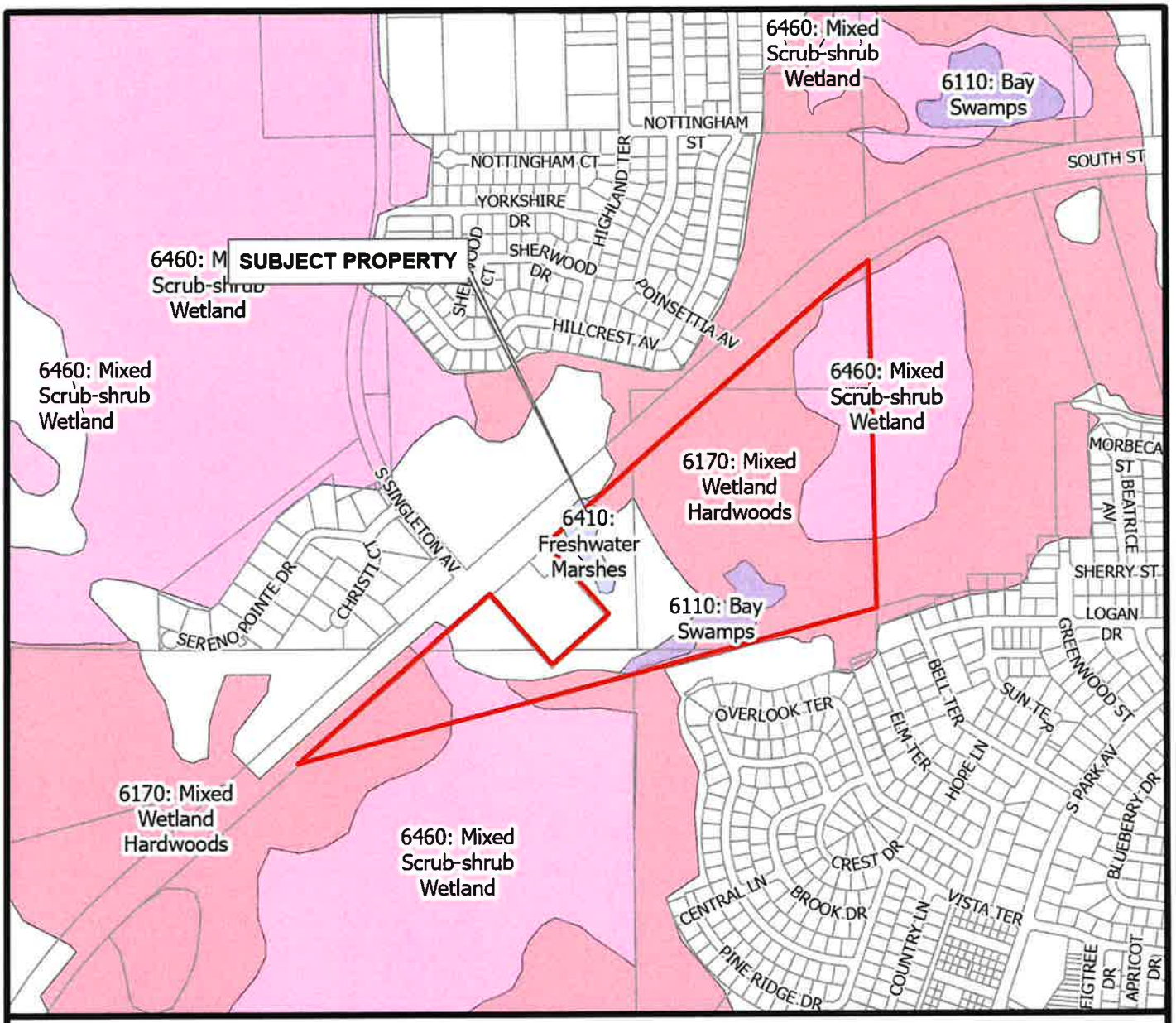

SJRWMD Florida Land Use Cover Classification System
Wetlands - 6000 Series

SSA_2-2024

SJRWMD Land Cover 6000 Series

LANDCOVER DESCRIPTION

- 6110: Bay Swamps
- 6170: Mixed Wetland Hardwoods
- 6410: Freshwater Marshes
- 6460: Mixed Scrub-shrub Wetland

Base Map

- Parcels
- Subject

N W E S

0 410 820 1,640 Feet

Community Development Department

This dataset (2017) is a compilation of the Land Use/Land Cover datasets created by St. John's River Water Management District

8/27/2024

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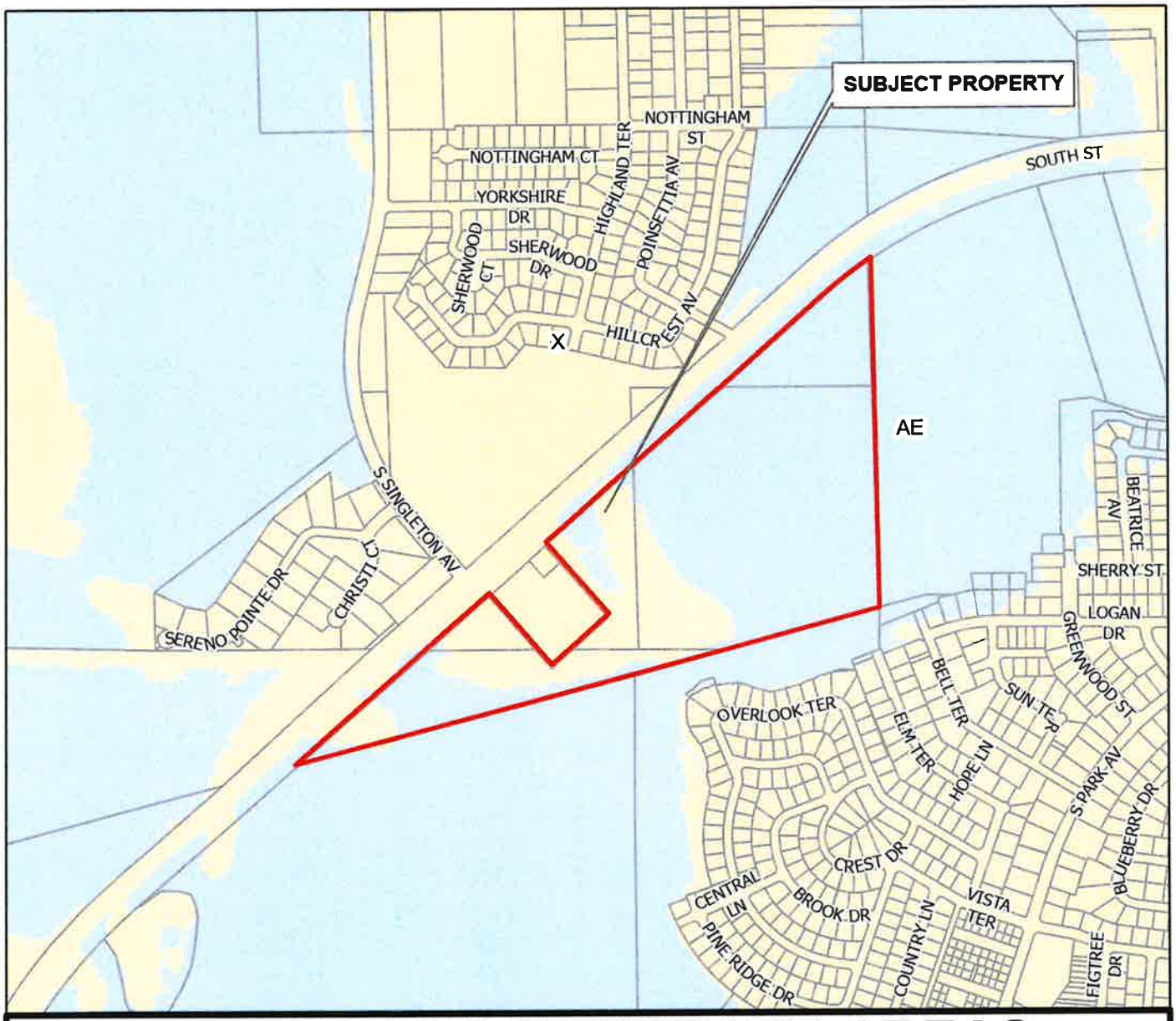

FEMA FLOOD HAZARD AREAS

SSA_2-2024

Special Flood Hazard Area Zones

- A
- A0
- AE
- AO
- VE

Moderate Flood Hazard Area Zone

- X5

Minimal Flood Hazard Zones

- C
- X
- X .2 PCT

Other Flood Zone Areas

- D
- FW

N W E S

0 405 810 1,620 Feet

Community Development Department

Source: FEMA FHA Update, 01/29/2021

8/27/2024

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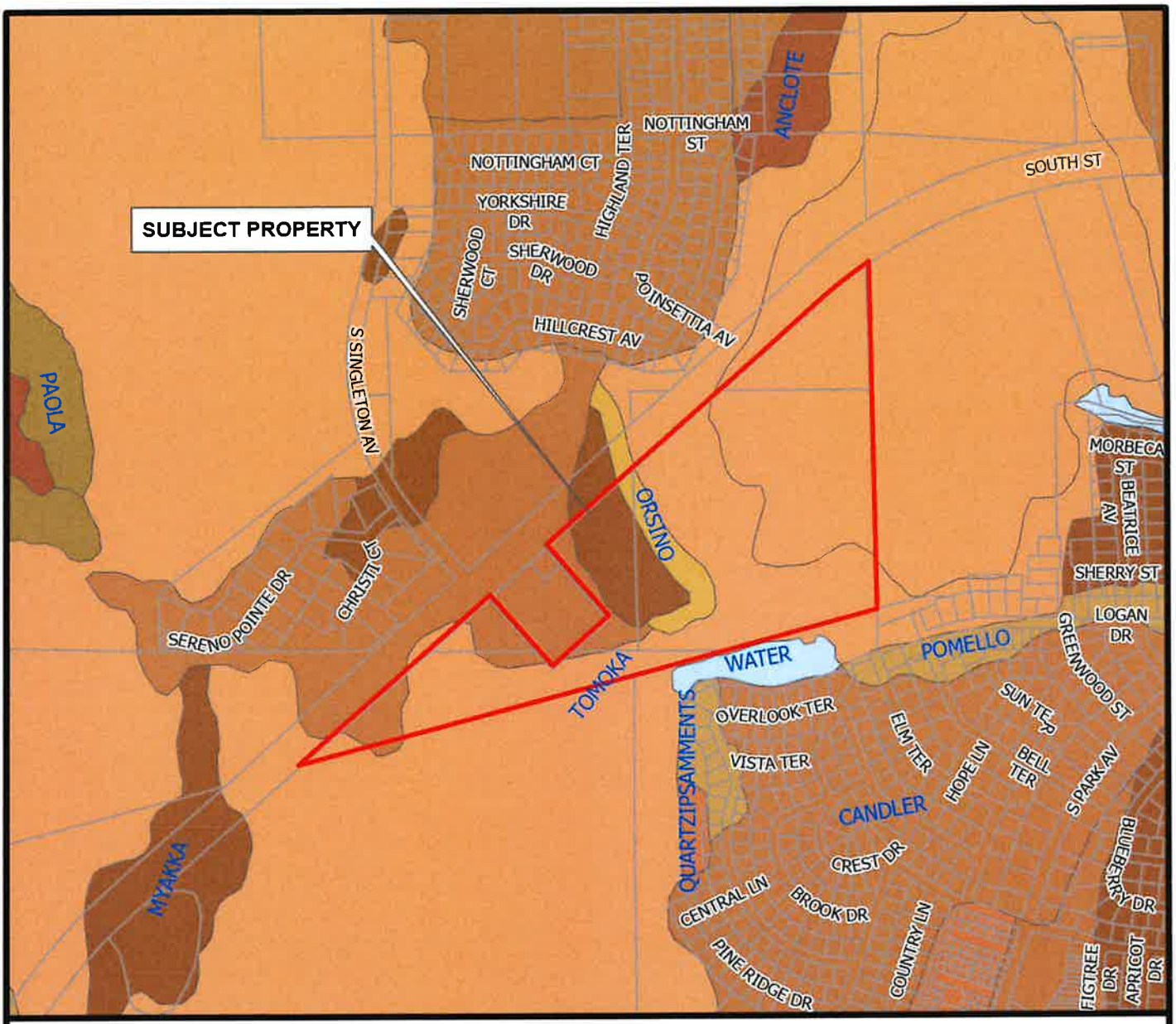


SOILS IN THE VICINITY OF SUBJECT PROPERTY
SSA_2-2024

SoilName

- PAOLA
- ANCLOTE
- POMELLO
- CANDLER
- QUARTZIPSAMMENTS
- MYAKKA
- TOMOKA
- ORSINO
- WATER

N W E S

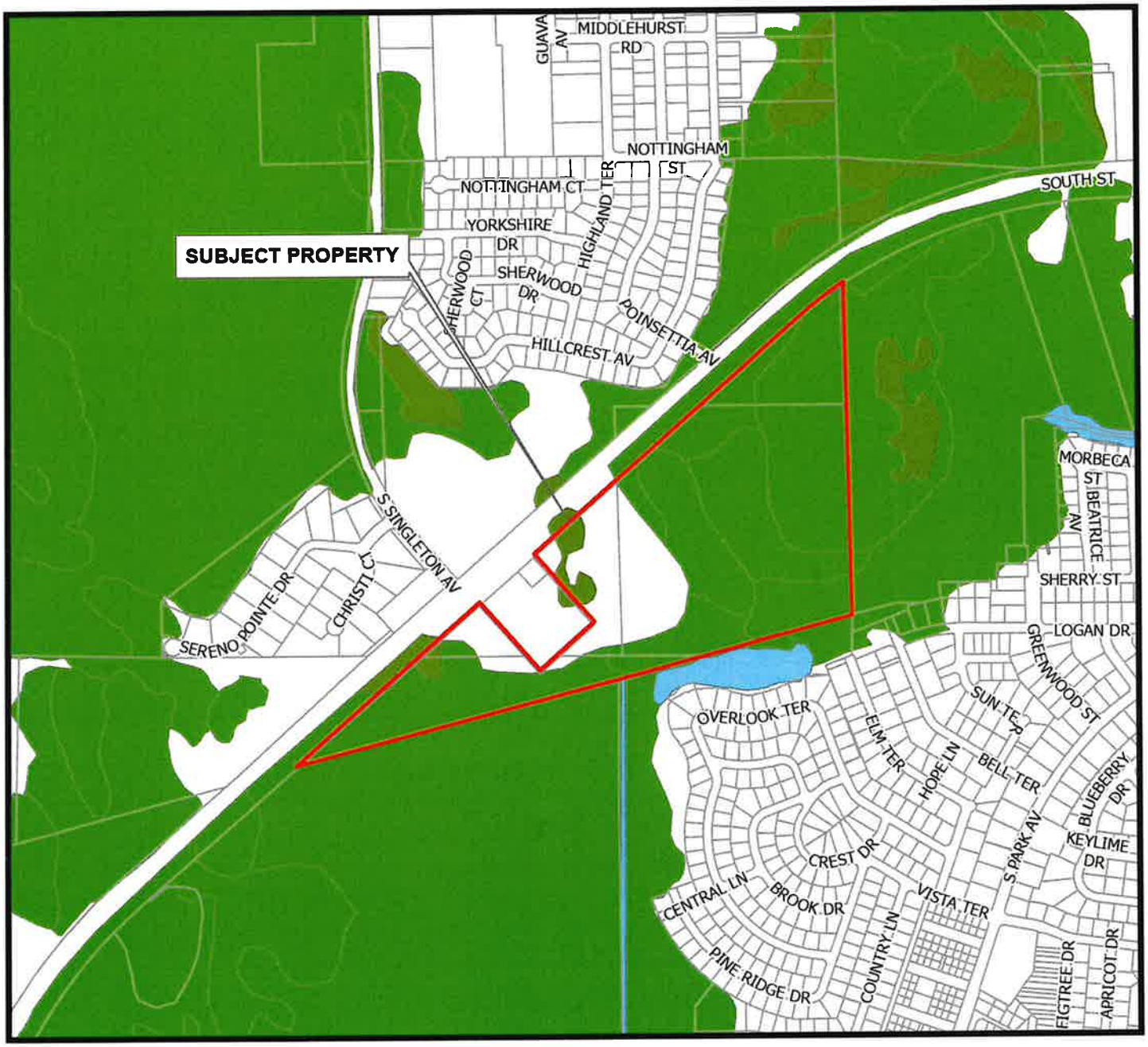
0 410 820 1,640 Feet

Community Development Department

Soils data source: The U.S. Department of Agriculture, Natural Resources Conservation Service. (2019)

8/27/2024

Document Path: Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps\PlanningMaps.aprx



WETLANDS IN VICINITY OF PROPERTY

SSA_2-2024

N
W
E
S

TITUSVILLE, FLORIDA
FOUNDED 1867

WETLAND_TY

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

8/27/2024

Scale:1:10,000

Community Development Department
Source: USFWS NWI (2023)

This data set represents the approximate location and type of wetlands and deepwater habitats. The primary intended use is for regional and watershed data display and analysis, rather than specific project data analysis.

Bio-Tech Consulting Inc.
Environmental and Permitting Services

November 15, 2023

John Gilbert
Standard Investments & Holdings, LLC
609 East Pine Street
Orlando, Florida 32809

Proj: Titusville South Street - Titusville, Brevard County, Florida
Sections 4,5,8 & 9, Township 22 South, Range 35 East
(BTC File #303-28)
Re: Environmental Assessment Report

Dear Mr. Gilbert:

During October of 2022, January, August and September of 2023, Bio-Tech Consulting, Inc. (BTC) conducted an environmental assessment of the approximately 107-acre Titusville South Street site. This site is located on the north and south sides of South Street (405), east of I-95, within Sections 4, 5, 8 & 9, Township 22 South, Range 35 East, Brevard County, Florida (**Figures 1 and 2**). This environmental assessment includes the following elements:

- **general review of site topography;**
- **review of soil types mapped within the site boundaries;**
- **evaluation of land use types/vegetative communities present;**
- **field review for occurrence of protected flora and fauna; and,**
- **an overview of potential development constraints.**

TOPOGRAPHY

Based upon review of the USGS Topographic Map present in **Figure 3** (Titusville, Florida Quadrangle), elevations on the subject property range from +20 feet above the National Geodetic Vertical Datum of 1929 (NGVD) to +45 feet NGVD. Overall, the property drains to the north, west, and south.

Orlando: Main Office
3025 East South Street
Orlando, FL 32803

Jacksonville Office
11235 St Johns Industrial Pkwy N
Suite 2
Jacksonville, FL 32246

Tampa Office
6011 Benjamin Road
Suite 101-B
Tampa, FL 33634

Vero Beach Office
4445 North A1A
Suite 221
Vero Beach, FL 32963

Key West Office
1107 Key Plaza
Suite 259
Key West, FL 33040

Land & Aquatic Management
3825 Rouse Road
Orlando, FL 32817

407.894.5969
877.894.5969
407.894.5970 fax

info@bio-techconsulting.com www.bio-techconsulting.com

SOILS

According to the Soil Survey of Brevard County, Florida, prepared by the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), seven (7) soil type exists within the subject property (**Figure 4**). These soil types include the following:

- **Candler fine sand (#4)**
- **Candler – Urban land complex (5)**
- **Myakka sand, 0 to 2 percent slopes (#36)**
- **Orsino fine sand (#41)**
- **Tomoka muck, undrained (#67)**
- **Tomoka muck, drained (#68)**
- **Anclote sand (#91)**

The following presents a brief description of each of the soil types mapped for the subject property:

Candler fine sand (#4) is a nearly level to gently sloping, excessively drained soil found on the uplands. The surface layer of this soil type generally consists of very dark grayish brown fine sand about 5 inches thick. The seasonal high water table for this soil type is at a depth of more than 80 inches. Permeability of this soil type is rapid in the surface and subsurface layers and is rapid to moderately rapid in the subsoil.

Candler-Urban land complex (#5) is a nearly level to gently sloping, excessively drained soil found on the uplands that has been altered by earthmoving machines. Many areas have been modified by grading and shaping, and may have thin layers of dark topsoil spread over the surface. The seasonal high-water table for this soil type is at a depth of more than 80 inches. Permeability of this soil type is rapid in the surface and subsurface layers and is rapid to moderately rapid in the subsoil.

Myakka sand, 0 to 2 percent slopes (#36) is a nearly level, poorly drained sandy soil on broad areas on the flatwoods and on areas between sand ridges and sloughs and ponds. The surface layer of this soil type consists of very dark gray and dark gray sand about 8 inches thick. During most years, the water table for this soil type is within a depth of 10 inches of the surface for 1 to 4 months and between 10 and 40 inches of the surface for more than 6 months. The permeability of this soil type is rapid in the sandy layers to a depth of 22 inches, moderate from about 22 to 46 inches, and rapid from about 46 to 63 inches.

Orsino fine sand (#41) is a nearly level, moderately well drained sandy soil on moderately low ridges and between high ridges and poorly drained areas. In most years the water table is at a depth of 40 to 60 inches for 6 months or more. During prolonged dry periods it is below a depth of 60 inches, and during wet periods it is between 20 and 40 inches for 7 days to 1 month.

Tomoka muck, undrained (#67) is a nearly level, very poorly drained muck soil in broad flat marshes, small depressions, and swamps. Sandy and loamy layers are at a depth of 16 to 40 inches. The water table is within a depth of 10 inches for 9 to 12 months in most years, and water is frequently above the surface. In dry periods it is between 10 and 30 inches.

Tomoka muck, drained (#68) is a nearly level, very poorly drained muck soil in broad flat marshes, small depressions, and swamps. The parent material consists of herbaceous organic matter over sandy and loamy marine deposits. Sandy and loamy layers are at a depth of 1 to 3 feet. Being drained, the depth to water table for this soil type has an average rating of 8 cm in comparison to the undrained soil onsite and is just below the soil surface for most of the year (6-9 months). The water table upper limit is within a depth of 0 to 15 cm for most months during the year. In dry periods it is between 15 and 90 cm (March through May). Organic-matter content is very high. This soil type is not frequently flooded, but frequently ponded from June to October, and meets hydric criteria.

Anclote sand (#91) is a nearly level, very poorly drained sandy soil found in marshy depressions in the flatwoods, in broad areas on the flood plains, and in poorly defined drainageways. In most years, the water table is within 10 inches for 6 months of the year. During the dry season, the water depth ranges between 10 inches and 40 inches.

The Florida Association of Environmental Soil Scientists (FAESS) considers the main components and inclusions of Tomoka muck, undrained (#67) and Tomoka muck, drained (#68) to be hydric. This Association also considers inclusions present within Anclote sand (#91) to be hydric. This information can be found in the Hydric Soils of Florida Handbook, Fourth Edition (March, 2007).

LAND USE TYPES/VEGETATIVE COMMUNITIES

The subject site currently supports four (4) land use types/vegetative communities within its boundaries. These areas were identified utilizing the Florida Land Use, Cover and Forms Classification System, Level III (FLUCFCS, FDOT, January 1999) (**Figure 5**). The upland land use types/vegetative communities on the site are classified as Temperate Hardwoods (425) and Upland Scrub, Pine and Hardwoods (436). The wetland/surface water land use types/vegetative communities on the site are classified as Wetland Forested Mixed (630) and Freshwater Marsh (641). The following provides a brief description of the on-site land use types/vegetative communities

Uplands:

425 – Temperate Hardwoods

A small portion of uplands in the southern portion of the property are consistent with the Temperate Hardwoods (425) FLUCFCS classification. Vegetation observed within this community type includes live oak (*Quercus virginiana*), southern red cedar (*Juniperus virginiana*), cabbage palm (*Sabal palmetto*), saw palmetto (*Serenoa repens*), blackberry (*Rubus* sp.), American beautyberry (*Callicarpa americana*), winged sumac (*Rhus copallinum*), and muscadine (*Vitis rotundifolia*).

436 – Upland Scrub, Pine and Hardwoods

The majority of the upland areas found on the site are consistent with the Upland Scrub, Pine and Hardwoods (436) FLUCFCS classification. Vegetation observed within this community type includes slash pine (*Pinus elliottii*), longleaf pine (*Pinus palustaris*), sand live oak (*Quercus geminata*), live oak (*Quercus virginiana*), myrtle oak (*Quercus myrtifolia*), saw palmetto (*Serenoa repens*), blackberry (*Rubus* sp.), American beautyberry (*Callicarpa americana*), winged sumac (*Rhus copallinum*), wiregrass (*Aristida stricta*), gopher apple (*Licania michauxii*), muscadine (*Vitis rotundifolia*), gallberry (*Ilex glabra*), reindeer lichen (*Cladonia rangiferina*), blueberry (*Vaccinium darrowii*), tuberous sword fern (*Nephrolepis cordifolia*), air potato (*Dioscorea bulbifera*), and bracken fern (*Pteridium aquilinum*).

Wetlands

630 – Wetland Forested Mixed

The majority of wetlands found on the site are consistent with the Wetland Forested Mixed (630) FLUCFCS classification. Vegetation observed within this community type includes red maple (*Acer rubrum*), loblolly bay (*Gordonia lasianthus*), American elm (*Ulmus americana*), dahoon holly (*Ilex cassine*), water oak (*Quercus nigra*), Chinese tallowtree (*Triadica sebifera*), primrose willow (*Ludwigia peruviana*), elderberry (*Sambucus canadensis*), cattail (*Typha* sp.), spikerush (*Eleocharis* sp.), arrowhead (*Sagittaria lancifolia*), wild taro (*Colocasia esculenta*), marsh fern (*Thelypteris palustaris*), cinnamon fern (*Osmundastrum cinnamomea*), royal fern (*Osmunda regalis*), lizard's tail (*Saururus cernuus*), sawgrass (*Cladium jamaicense*), water hyssop (*Bacopa monnieri*), buttonbush (*Cephalanthus occidentalis*), wax myrtle (*Morella cerifera*), soft rush (*Juncus effusus*), dotted smartweed (*Persicaria punctata*), old world climbing fern (*Lygodium microphyllum*), and poison ivy (*Toxicodendron radicans*).

641 – Freshwater Marsh

The herbaceous wetlands associated with the site are consistet with the Freshwater Marsh (641) FLUCFCS classification. Vegetation observed within this community includes spikerush (*Eleocharis* sp.), arrowhead (*Sagittaria lancifolia*), marsh fern (*Thelypteris palustaris*), cinnamon fern (*Osmundastrum cinnamomea*), royal fern (*Osmunda regalis*), sawgrass (*Cladium jamaicense*), water hyssop (*Bacopa monnieri*), buttonbush (*Cephalanthus occidentalis*), wax myrtle (*Morella cerifera*), soft rush (*Juncus effusus*), and dotted smartweed (*Persicaria punctata*).

PROTECTED SPECIES

Using methodologies outlined in the Florida's Fragile Wildlife (Wood, 2001) and Florida Fish and Wildlife Conservation Commission's (FFWCC) Gopher Tortoise Permitting Guidelines (July 2021); an assessment for "listed" floral and faunal species was conducted at the subject property during October 2022, January, August and September 2023. This assessment included both direct observations and indirect evidence, such as tracks, burrows, tree markings and birdcalls that indicated the presence of species observed. The assessment focused on species that are "listed" by the FFWCC's Official Lists - Florida's Endangered and Threatened Species (December 2022) that have the potential to occur in Brevard County.

Reptiles and Amphibians
American toad (*Anaxyrus americanus*)
black racer (*Coluber constrictor*)
brown anole (*Anolis sagrei*)
cricket frog (*Acris crepitans*)
green anole (*Anolis caroliniana*)
gopher tortoise (*Gopherus polyphemus*)
six-lined racerunner (*Cnemidophorus sexlineatus sexlineatus*)

Birds
Bald Eagle (*Haliaeetus leucocephalus*)
Black Vulture (*Coragyps atratus*)
Blue Jay (*Cyanocitta cristata*)
Common Nighthawk (*Chordeiles minor*)
Eastern Phoebe (*Sayornis phoebe*)
Mourning Dove (*Zenaida macroura*)
Northern Mockingbird (*Mimus polyglottos*)
Northern Cardinal (*Cardinalis cardinalis*)
Pileated Woodpecker (*Drycocpus pileatus*)
Red-Tailed Hawk (*Buteo jamaicensis*)

Mammals
eastern gray squirrel (*Sciurus carolinensis*)
marsh rabbit (*Sylvilagus palustris*)
nine-banded armadillo (*Dasypus novemcinctus*)
raccoon (*Procyon lotor*)
Virginia opossum (*Didelphis virginiana*)

Two (2) of the above wildlife species are identified in the FFWCC's Official Lists - Florida's Endangered Species and Threatened Species (December 2022).

The following provides a brief description of additional species as they relate to the development of the project site.

Bald Eagle (*Haliaeetus leucocephalus*)
State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940).

In August of 2007, the US Fish and Wildlife Service (USFWS) removed the Bald Eagle from the list of federally endangered and threatened species. Additionally, the Bald Eagle was removed from FFWCC's imperiled species list in April of 2008. Although the Bald Eagle is no longer protected under the Endangered Species Act, it is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and FFWCC's Bald Eagle rule (Florida Administrative Code 68A-16.002 Bald Eagle (Haliaeetus leucocephalus).

In May of 2007, the USFWS issued the National Bald Eagle Management Guidelines. In April of 2008, the FFWCC adopted a new Bald Eagle Management Plan that was written to closely follow the federal guidelines. In November of 2017, the FFWCC issued "A Species Action Plan for the Bald Eagle" in response to the sunset of the 2008 Bald Eagle Management Plan. Under the USFWS's management plans, buffer zones are recommended based on the nature and magnitude of the project or activity. The recommended protective buffer zone is 660 feet or less from the nest tree, depending on what activities or structures are already near the nest. As provided within the above referenced Species Action Plan, the USFWS is the regulating body responsible for issuing permits for Bald Eagles. In 2017, the need to obtain a State permit (FFWCC) for the take of Bald Eagles or their nests in Florida was eliminated following revisions to Rule 68A-16.002, F.A.C. A USFWS Bald Eagle "Non-Purposeful Take Permit" is not needed for any activity occurring outside of the 660-foot buffer zone. No activities are permitted within 330 feet of a nest without a USFWS permit.

In addition to the on-site evaluation for "listed" species, BTC conducted a review for any FFWCC recorded Bald Eagle nests (2016-2017 nesting season) and Audubon Florida EagleWatch (2020-2021 nesting season) recorded Bald Eagle nests on or within the vicinity of the site. This review revealed one (1) Bald Eagle nest within the [redacted]. According to the FFWCC nest locator, nest ID BE071 was last observed active in 2016. This nest was not monitored by the Audubon Eagle Watch Program last season (2021). BTC did not observe a Bald Eagle nest at the recorded location or within the subject property during the October 2021 study or during a subsequent drone survey during January 2023. An updated ground survey was conducted during August 2023. No further action is required in regards to the Bald Eagle, unless a new nest is constructed.

Gopher Tortoise (*Gopherus polyphemus*)
State Listed as "Threatened" by USFWS

Currently the gopher tortoise (*Gopherus polyphemus*) is classified as a "Category 2 Candidate Species" by the USFWS, and as of September 2007 is now classified as "Threatened" by FFWCC, and as "Threatened" by FCREPA. The basis of the "Threatened" classification by the FFWCC for the gopher tortoise is due to habitat loss and destruction of burrows. Gopher tortoises are commonly found in areas with well-drained soils associated with the pine flatwoods, pastures and abandoned orange groves. Several other protected species known to occur in Osceola County have a possibility of occurring in this area, as they are gopher tortoise commensal species. These species include the eastern indigo snake (*Drymarchon corais couperi*), Florida mouse (*Podomys floridanus*) and the gopher frog (*Rana capito*). However, none of these species were observed during the survey conducted.

The site was surveyed for the existence of gopher tortoises through the use of pedestrian transects. The survey observed several potentially occupied burrows [redacted]. The on-site tortoise population will be re-located to an approved recipeient site through permitting with the FFWCC.

WETLANDS

The extent of all wetlands and surface waters on the subject site were delineated by in accordance with the Chapter 62-340, F.A.C and have been verified by the Florida Department of Environmental Protection. The on-site wetlands are located within the St. Johns River (Canaveral Marshes to Wekiva).

St. Johns River Water Management District

An Environmental Resource Permit (ERP) will be required through the St. Johns River Water Management District (SJRWMD) for all wetland and/or other surface water impacts (both direct and secondary) in association with the proposed development. Impacts to the project's wetland and/or other surface water communities would be permittable by the SJRWMD as long as the issues of elimination and reduction of wetland impacts have been addressed and as long as the mitigation offered is sufficient to offset the functional losses incurred via the proposed impacts.

Florida Department of Environmental Protection

In December of 2020, the FDEP "assumed" federal permitting authority for all wetland and surface water resources under Section 404 of the Clean Water Act (CWA). For those project's whose wetland and surface water resources are associated with tidal waters or traditional navigable waters, under Section 10 of the Rivers and Harbors Act, the US Army Corps of Engineers (USACE) will "retain" federal permitting authority. These "retained" resources also include wetlands and/or other surface waters that fall within the 300' guide line established from the ordinary high water mark or mean high tide line of the retained waters

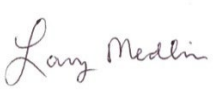
With respect to the subject property, it is anticipated that the on-site wetlands and/or other surface waters would fall under the regulatory authority of the FDEP, as these resources are not Section 10 waters. Currently, FDEP considers all wetland and/or surface water resources to be federally jurisdictional unless the applicant provides documentation proving otherwise.

A State 404 Permit Individual application (DEP Application No: 0434155-001-SFI) is currently under review by the FDEP. Informal consultation with the FWC and USFWS is complete.

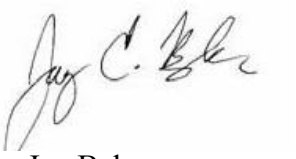
The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. This report is for general planning purposes only. The limits of any on-site wetlands/surface waters can only be determined and verified through field delineation and/or on-site review by the pertinent regulatory agencies. The wildlife surveys conducted within the subject property boundaries do not preclude the potential for any listed species, as noted on Table 1 (attached), currently or in the future. Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

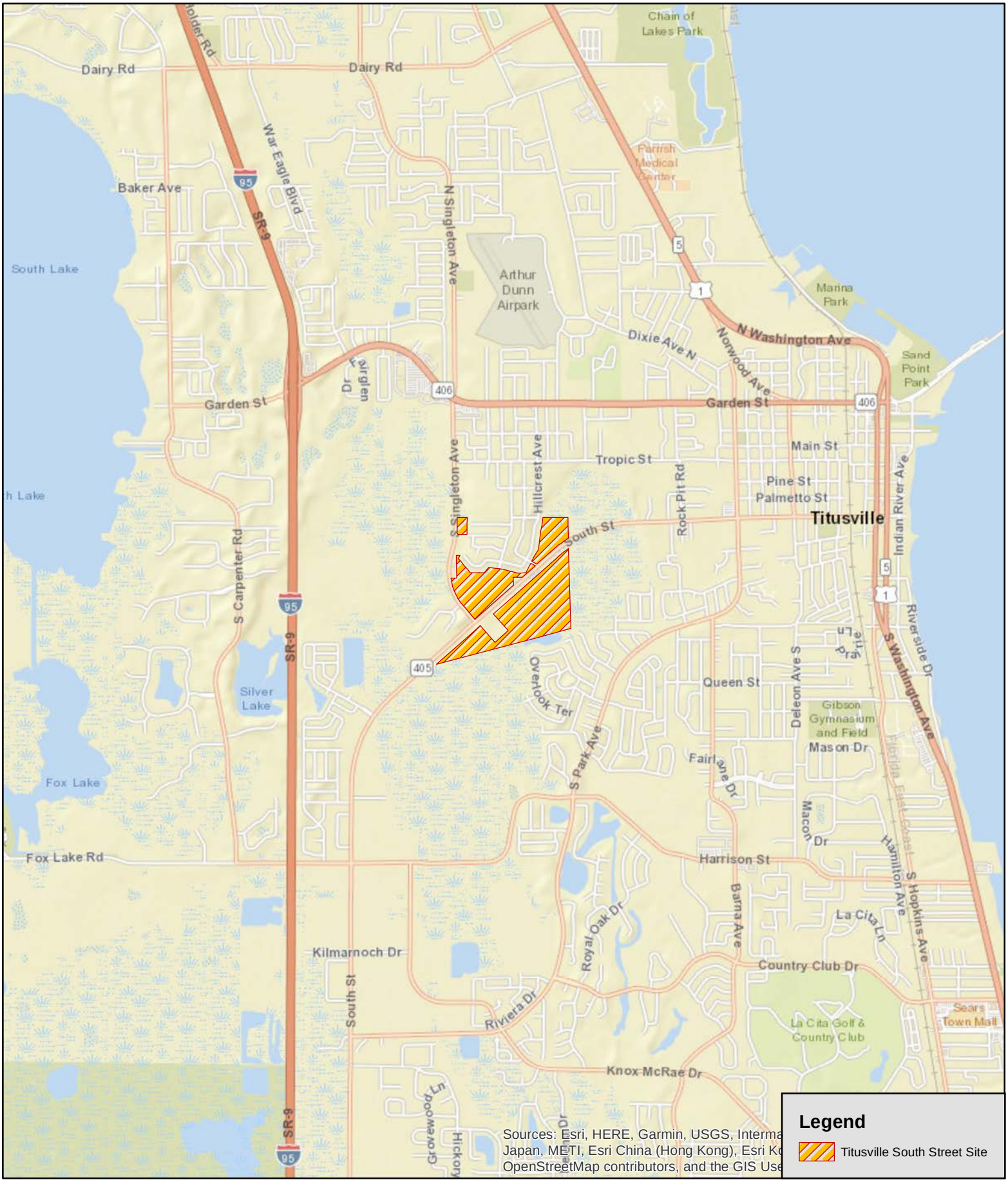


Larry Medlin
Project Manager



Jay Baker
Director

Attachments



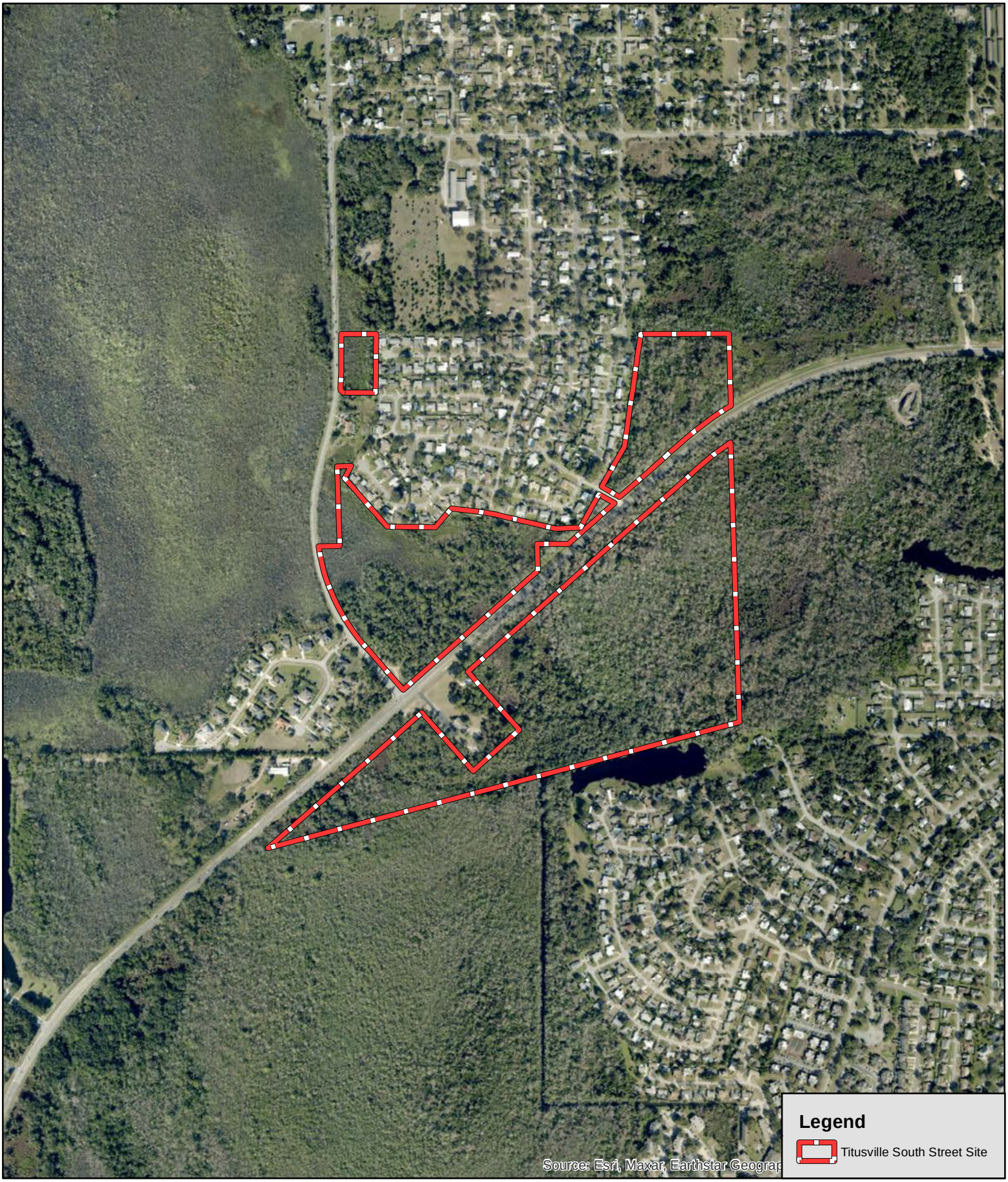
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 1
Location Map

N

0.5
Miles

Project #: 303-28
Produced By: RAB
Date: 3/28/2023



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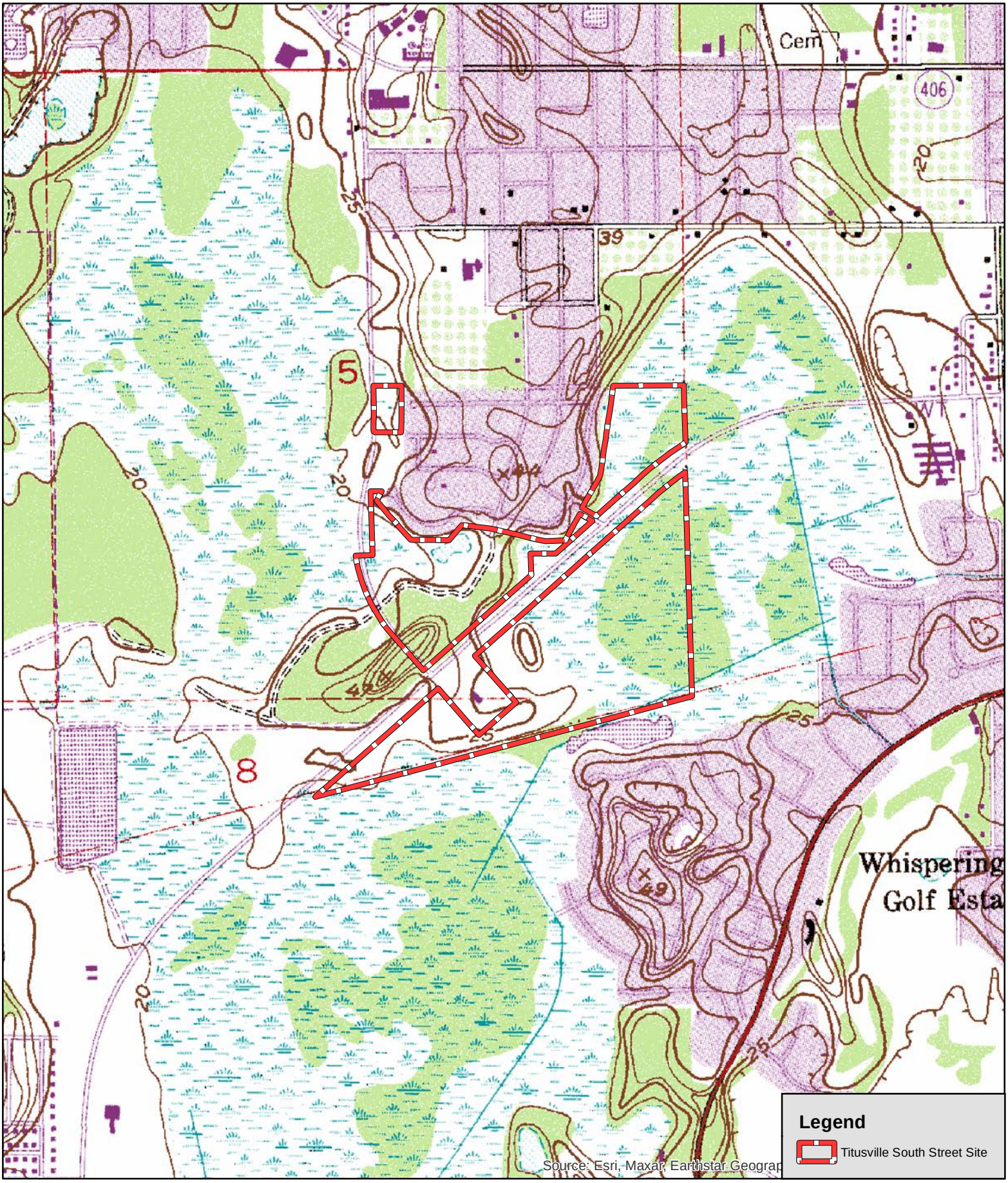
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 2
2021 Aerial Photograph

N

1,000 Feet

Project #: 303-28
Produced By: RAB
Date: 3/28/2023



Bio-Tech Consulting Inc.
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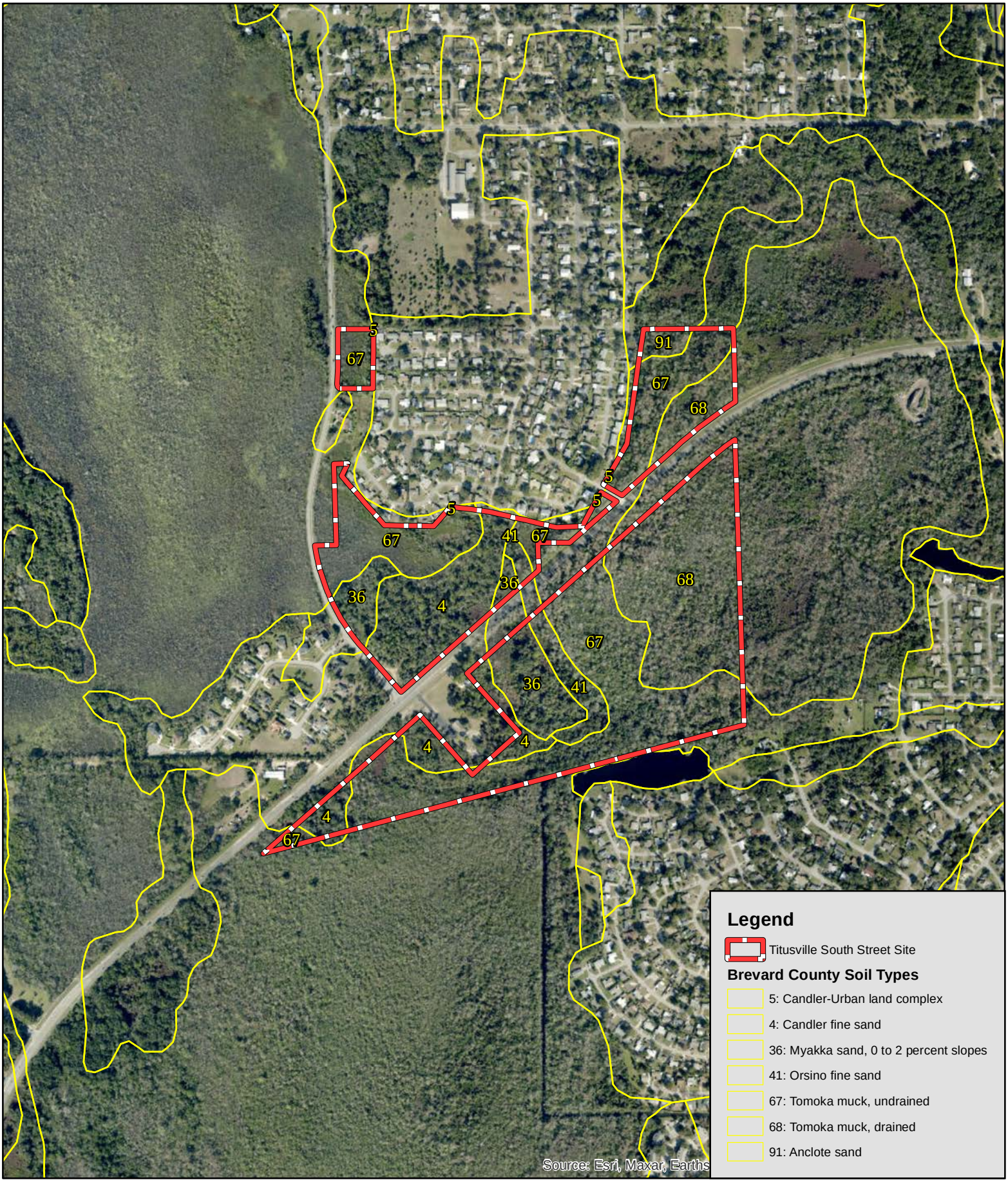
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 3
USGS Topographic Map

N

1,000 Feet

Project #: 303-28
Produced By: RAB
Date: 3/28/2023



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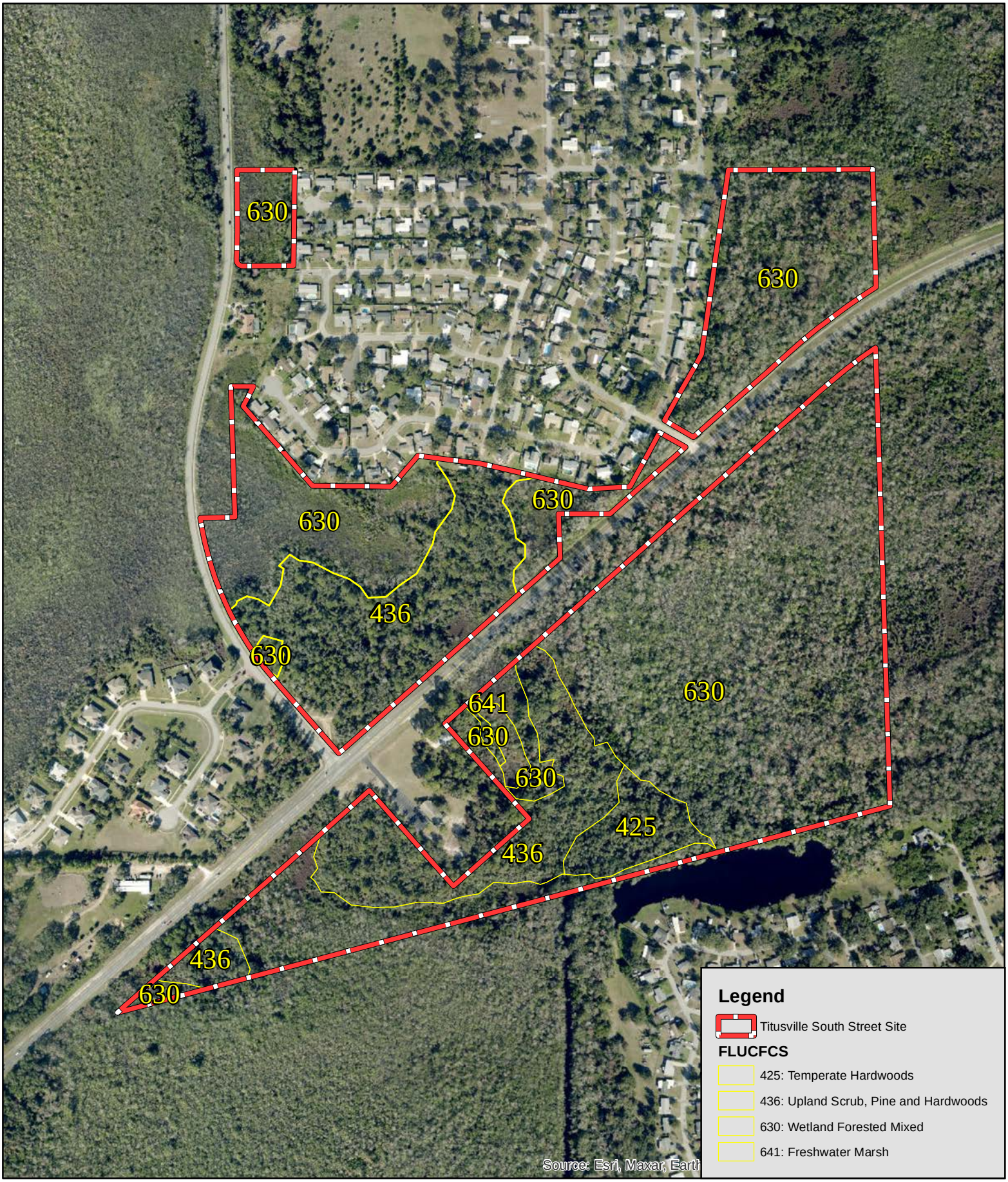
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 4
USGS Soils Map

N

800
Feet

Project #: 303-28
Produced By: RAB
Date: 3/28/2023



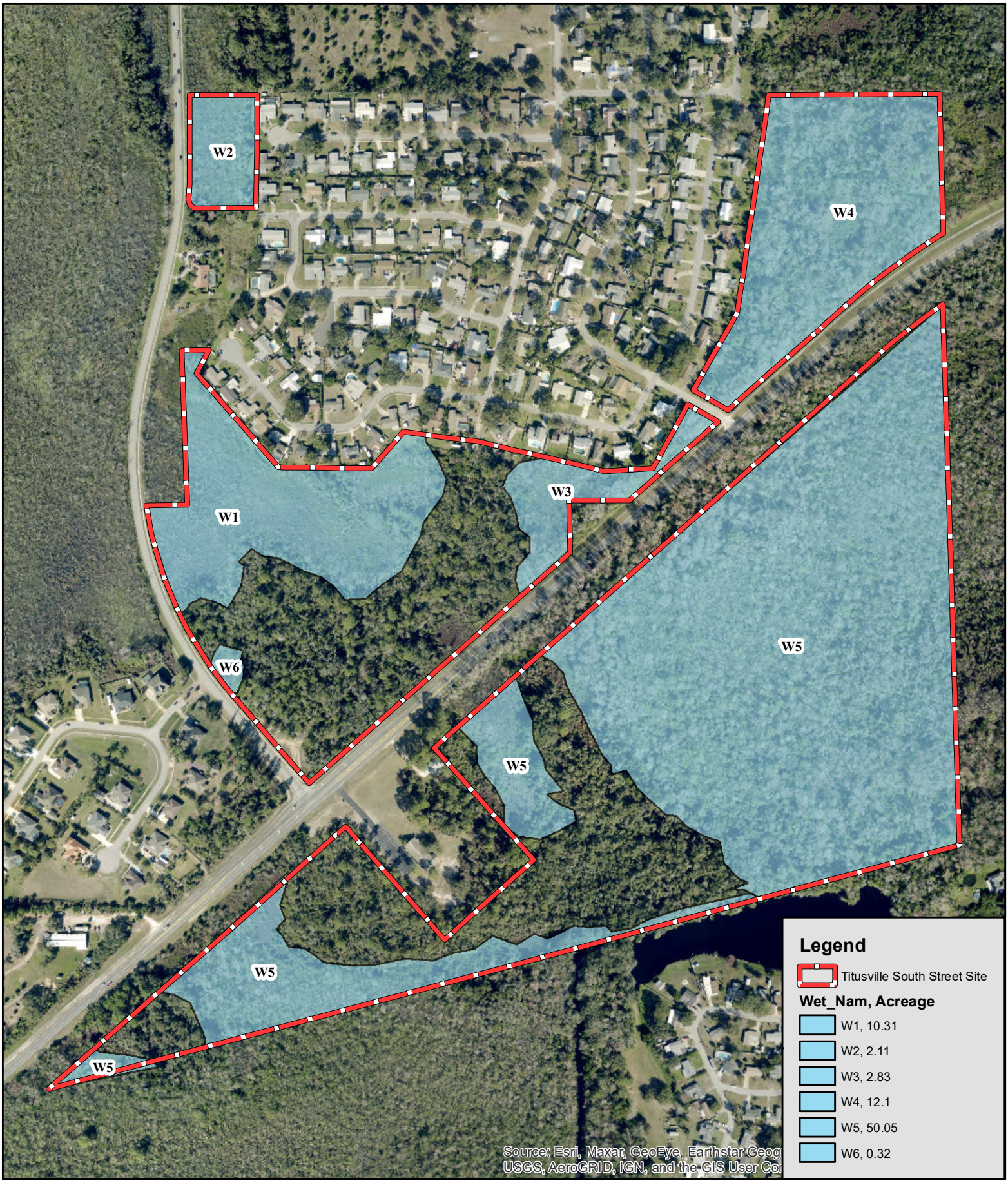
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 5
FLUCFCS Map

N

500
Feet

Project #: 303-28
Produced By: RAB
Date: 3/28/2023



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Titusville South Street
Brevard County, Florida
Figure 6
Wetland Map

N

420
Feet

Project #: 303-28
Produced By: RAB
Date: 4/18/2023

City of Titusville Preliminary Concurrency Assessment

Project Name: SR 405 and Singleton - PD - South **Date:** July 21, 2025

Project Description: Townhomes: 62 units

Residential Density (dwelling units): 62 **Non-Residential Intensity (1,000 s.f.):**

Total Water Capacity*			6.010 MGD
Less Current Demand**			4.248 MGD
Less Future Commitments (FDEP/Water Supply Allocation permits)			0.772 MGD
Remaining Capacity***			0.990 MGD
Estimated Unit Based Water Demand******	62	ERU	0.0155 MGD

*Total Water Capacity permitted flow is 6.01 MGD minus 10% reservation
**12 Month Rolling Average
***Remaining capacity subject to change without notice - This is neither a commitment nor a reservation of this capacity.
****Based on 100 gallons/capita/day or 250 gallons/unit/day in accordance with Section 10 of the City's Concurrency Technical Manual
Water is reserved for this project only upon issuance of a Water Supply Capacity Allocation Permit in accordance with City Code Section 21-50.

Wastewater

Total Wastewater Capacity*			6.750 MGD
Less Current Demand**			4.415 MGD
Less Future Commitments (FDEP Permits)			0.478 MGD
Remaining Capacity***			1.843 MGD
Estimated Unit Based Wastewater Demand******	62	ERU	0.0140 MGD

*Total Wastewater Capacity based on Design capacity of Blue Heron and Osprey Treatment Facilities
**12 Month Rolling Average
***Remaining capacity subject to change without notice - This is neither a commitment nor a reservation of this capacity.
****Based on 75 gallons/capita/day or 225 gallons/unit/day in accordance with Section 10 of the City's Concurrency Technical Manual

Traffic Circulation

Primary Access

Street Name: SR 405 (SOUTH ST.) **Adopted LOS:** E **Max Capacity:** 34,300 ADT

Current Conditions

Roadway Segment: Singleton Ave - Park Ave **2024 E+C Count:** 6,500 ADT

Volume/Count Ratio: 0.19

Future Conditions

Roadway Segment: **Existing + New Count:** 6,922 ADT

Volume/Count Ratio: 0.20

Secondary Access

Street Name: **Adopted LOS:** **Max Capacity:** - ADT

Current Conditions

Roadway Segment: **2022 E+C Count:** - ADT

Volume/Count Ratio:

Future Conditions

Roadway Segment: **Existing + New Count:** ADT

Volume/Count Ratio:

Institute of Transportation Engineers (ITE) Index Number*:	215	Index
Average Vehicle Trips per Unit on a Weekday:	7.20	ADT
Total Average Vehicle Trips for this Development on a Weekday:	422	ADT

* Institute of Transportation Engineers Trip Generation rates or Latest Edition. [Sec. 10.3.1.2 of the Transportation Technical Manual]

Recreation/Open Space

City Population:	49,085	**Required Recreation/Open Space:**	392.68 AC
Adopted LOS (acres/1,000 population):	8	**Current Recreation/Open Space:**	566.60 AC
		Existing Available Recreation/Open Space Capacity:	173.92 AC
Project Population:	**138**	**Required Recreation/Open Space:**	1.11 AC
		Remaining Recreation/Open Space Capacity:	172.81 AC

Staff Comments

Traffic Study is not required

Evaluated By: KO, AS, CA **Evaluation Expiration Date:** 1/17/2026

School Board of Brevard County
2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Dr. Mark J. Rendell, Ed.D., Superintendent

February 26, 2024

Mr. Eddy Galindo, AICP
Senior Planner
City of Titusville
555 S. Washington Ave.
Titusville, Florida 32781

RE: Proposed SR405 and Singleton PD-South Development
School Impact Analysis – Capacity Determination CD-2024-03

Dear Mr. Galindo,

We received a completed *School Facility Planning & Concurrency Application* for the referenced development. The subject property is Tax Account 2203599 (Parcel ID: 22-35-08-00-1), Tax Account 3028883 (Parcel ID: 22-35-05-00-758, Tax Account 3028884 (Parcel ID: 22-35-05-00-759), Tax Account 3028885 (Parcel ID: 22-35-05-00-760) and a portion of Tax Account 2202226 (Parcel ID: 22-35-05-00-752) containing approximately 66.50 acres south of SR405 in The City of Titusville, Brevard County, Florida. The proposed development includes sixty-seven (66) single-family townhomes. The School Impact Analysis of this proposed development has been undertaken and the following information is provided for your use.

The calculations used to analyze the prospective student impact are consistent with the methodology outlined in Section 13.2 and Amended Appendix "A"-School District Student Generation Multiplier (approved April 11, 2022) of the *Interlocal Agreement for Public School Facility Planning & School Concurrency (ILA-2014)*. The following capacity analysis is performed using capacities/projected students as shown in years 2024-25 to 2028-29 of the *Brevard County Public Schools Financially Feasible Plan for School Years 2023-24 to 2028-29 which* is attached for reference.

Single-Family Homes	66		
Students Generated	**Student Generation Rates**	**Calculated Students Generated**	**Rounded Number of Students Generated**
Elementary	0.24	15.84	16
Middle	0.07	4.62	5
High	0.12	7.92	8
Total	0.43		**29**

Planning & Project Management
Facilities Services
Phone: (321) 633-1000 x11418 • FAX: (321) 633-4646

An Equal Opportunity Employer

FISH Capacity (including relocatable classrooms) from the Financially Feasible Plan (FFP) Data and Analysis for School Years 2024-25 to 2028-29

School	2024-25	2025-26	2026-27	2027-28	2028-29
Apollo	902	902	902	902	902
Jackson	660	660	660	660	660
Titusville	1,801	1,801	1,801	1,801	1,801

Projected Student Membership

School	2024-25	2025-26	2026-27	2027-28	2028-29
Apollo	616	633	642	637	641
Jackson	575	501	482	505	517
Titusville	1,293	1,322	1,330	1,317	1,317

Students Generated by Newly Issued SCADL Reservations Since FFP

School	2024-25	2025-26	2026-27	2027-28	2028-29
Apollo	-	-	-	-	-
Jackson	5	10	10	10	10
Titusville	13	24	24	24	24

Cumulative Students Generated by Proposed Development

School	2024-25	2025-26	2026-27	2027-28	2028-29
Apollo	-	16	16	16	16
Jackson	-	5	5	5	5
Titusville	-	8	8	8	8

Total Projected Student Membership (includes Cumulative Impact of Proposed Development)

School	2024-25	2025-26	2026-27	2027-28	2028-29
Apollo	616	649	658	653	657
Jackson	580	516	497	520	532
Titusville	1,306	1,354	1,362	1,349	1,349

Projected Available Capacity = FISH Capacity - Total Projected Student Membership

School	2024-25	2025-26	2026-27	2027-28	2028-29
Apollo	286	253	244	249	245
Jackson	80	144	163	140	128
Titusville	495	447	439	452	452

At this time, Apollo Elementary, Jackson Middle School and Titusville High School are projected to have enough capacity for the total of projected and potential students from the SR405 and Singleton PD-South development.

This is a **non-binding** review; a *Concurrency Determination* must be performed by the School District prior to a Final Development Order and the issuance of a Concurrency Evaluation Finding of Nondeficiency by the Local Government.

We appreciate the opportunity to review this proposed project. Please let us know if you require additional information.

Sincerely,

Karen M. Black, AICP
Manager – Facilities Planning & Intergovernmental Coordination
Planning & Project Management, Facilities Services

Enclosure: *Brevard County Public Schools Financially Feasible Plan for School Years 2023-2024 to 2028-29*

Copy: Susan Hann, AICP, Assistant Superintendent of Facility Services
File CD-2024-04

David G. Lindemann, AICP, Director of Planning & Project Management, Facilities Services
File CD-2024-04

SR 405 and Singleton PD-South Development Location Map

Brevard Public Schools

N

SR 405 and Singleton PD-South
CD-2024-04
66 Single-Family Townhome Units

Titusville

Indian River

Titusville High School

City of Titusville

Apollo Elementary School

Jackson Middle School

Schools Affected by Development:
Apollo Elementary School
Andrew Jackson Middle School
Titusville High School

Drawn By:
Planning & Project Management
Karen M. Black
February 26, 2024

0 0.5 1 2 Miles

FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Brevard County Public Schools
Financially Feasible Plan To Maintain Utilization Rates Lower than the 100% Level of Service
Data and Analysis for School Years 2023-24 to 2028-29

Summary	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Highest Utilization Elementary Schools:	101%	101%	98%	97%	100%	100%
Highest Utilization Middle Schools:	86%	87%	87%	92%	98%	100%
Highest Utilization Jr / Sr High Schools:	80%	80%	79%	81%	82%	82%
Highest Utilization High Schools:	97%	97%	99%	99%	99%	100%

				School Year 2023-24			School Year 2024-25			School Year 2025-26			School Year 2026-27			School Year 2027-28			School Year 2028-29		
School	Type	Grades	Utilization Factor	FISH Capacity	10/13/23 Member-ship	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization
Elementary School Concurrency Service Areas																					
Allen	Elementary	PK-6	100%	751	583	78%	751	559	74%	751	602	80%	751	634	84%	751	653	87%	773	649	84%
Andersen	Elementary	K-6	100%	884	525	59%	884	493	56%	884	476	54%	884	478	54%	884	446	50%	884	433	49%
Apollo	Elementary	K-6	100%	902	643	71%	902	616	68%	902	633	70%	902	642	71%	902	637	71%	902	641	71%
Atlantis	Elementary	PK-6	100%	739	635	86%	739	660	89%	739	661	89%	739	667	90%	739	682	92%	739	688	93%
Audubon	Elementary	PK-6	100%	761	420	55%	761	408	54%	761	415	55%	761	438	58%	761	442	58%	761	447	59%
Cambridge	Elementary	PK-6	100%	787	504	64%	787	505	64%	787	519	66%	787	532	68%	787	546	69%	787	564	72%
Cape View	Elementary	PK-6	100%	570	295	52%	570	291	51%	570	284	50%	570	282	49%	570	286	50%	570	285	50%
Carroll	Elementary	K-6	100%	751	628	84%	751	645	86%	751	626	83%	751	622	83%	751	606	81%	751	594	79%
Challenger 7	Elementary	PK-6	100%	573	481	84%	573	470	82%	573	469	82%	573	457	80%	573	431	75%	573	416	73%
Columbia	Elementary	PK-6	100%	751	558	74%	751	573	76%	751	560	75%	751	570	76%	751	566	75%	751	561	75%
Coquina	Elementary	K-6	100%	711	488	69%	711	472	66%	711	481	68%	711	477	67%	711	476	67%	711	470	66%
Creel	Elementary	PK-6	100%	1,114	589	53%	1,114	575	52%	1,114	576	52%	1,114	584	52%	1,114	564	51%	1,114	543	49%
Croton	Elementary	PK-6	100%	795	484	61%	795	491	62%	795	518	65%	795	551	69%	795	565	71%	795	589	74%
Discovery	Elementary	PK-6	100%	980	682	70%	980	724	74%	980	738	75%	980	750	77%	980	753	77%	980	764	78%
Endeavour	Elementary	PK-6	100%	968	720	74%	968	740	76%	968	750	77%	968	749	77%	968	739	76%	968	708	73%
Enterprise	Elementary	K-6	100%	729	610	84%	729	621	85%	729	625	86%	729	622	85%	729	634	87%	729	644	88%
Fairglen	Elementary	PK-6	100%	789	517	66%	789	492	62%	789	511	65%	789	540	68%	789	531	67%	789	534	68%
Gemini	Elementary	K-6	100%	711	445	63%	711	437	61%	711	442	62%	711	426	60%	711	428	60%	711	433	61%
Golfview	Elementary	PK-6	100%	777	459	59%	777	477	61%	777	500	64%	777	503	65%	777	505	65%	777	506	65%
Harbor City	Elementary	PK-6	100%	629	397	63%	629	412	66%	629	425	68%	629	448	71%	629	463	74%	629	477	76%
Holland	Elementary	PK-6	100%	605	435	72%	605	436	72%	605	433	72%	605	435	72%	605	420	69%	605	425	70%
Imperial Estates	Elementary	K-6	100%	729	671	92%	729	674	92%	729	656	90%	729	650	89%	729	640	88%	729	628	86%
Indialantic	Elementary	K-6	100%	798	680	85%	798	682	85%	798	671	84%	798	672	84%	798	646	81%	798	662	83%
Jupiter	Elementary	PK-6	100%	930	851	92%	930	892	96%	974	941	97%	1,018	992	97%	1,062	1,061	100%	1,084	1,072	99%
Lockmar	Elementary	PK-6	100%	892	601	67%	892	582	65%	892	570	64%	892	577	65%	892	564	63%	892	567	64%
Longleaf	Elementary	PK-6	100%	790	607	77%	790	596	75%	790	581	74%	790	570	72%	790	548	69%	790	554	70%
Manatee	Elementary	K-6	100%	998	876	88%	998	869	87%	998	823	82%	998	800	80%	998	773	77%	998	757	76%
McAuliffe	Elementary	PK-6	100%	838	648	77%	838	644	77%	838	642	77%	838	627	75%	838	611	73%	838	601	72%
Meadowlane Intermediate	Elementary	3-6	100%	1,114	655	59%	1,114	793	71%	1,114	779	70%	1,114	773	69%	1,114	805	72%	1,114	843	76%
Meadowlane Primary	Elementary	K-6	100%	824	797	97%	824	621	75%	824	660	80%	824	630	76%	824	618	75%	824	613	74%
Mila	Elementary	PK-6	100%	707	431	61%	707	439	62%	707	430	61%	707	441	62%	707	429	61%	707	416	59%
Mims	Elementary	PK-6	100%	725	416	57%	725	414	57%	725	490	68%	725	497	69%	725	466	64%	725	441	61%
Oak Park	Elementary	PK-6	100%	968	472	49%	968	441	46%	968	449	46%	968	453	47%	968	428	44%	968	403	42%
Ocean Breeze	Elementary	PK-6	100%	654	529	81%	654	513	78%	654	494	76%	654	477	73%	654	459	70%	654	437	67%
Palm Bay Elem	Elementary	PK-6	100%	983	623	63%	983	636	65%	983	660	67%	983	683	69%	983	685	70%	983	684	70%
Pinewood	Elementary	PK-6	100%	613	529	86%	613	532	87%	613	558	91%	613	586	96%	613	582	95%	613	570	93%
Port Malabar	Elementary	PK-6	100%	852	605	71%	852	613	72%	852	654	77%	852	657	77%	852	677	79%	852	713	84%
Quest	Elementary	PK-6	100%	932	712	76%	932	719	77%	932	715	77%	932	704	76%	932	701	75%	932	689	74%
Riviera	Elementary	PK-6	100%	777	647	83%	777	627	81%	777	664	85%	777	688	89%	777	735	95%	777	741	95%
Roosevelt	Elementary	K-6	100%	599	268	45%	599	280	47%	599	288	48%	599	285	48%	599	285	48%	599	292	49%
Sabal	Elementary	PK-6	100%	785	514	65%	785	517	66%	785	523	67%	785	537	68%	785	532	68%	785	542	69%
Saturn	Elementary	PK-6	100%	998	589	59%	998	614	62%	998	634	64%	998	638	64%	998	632	63%	998	644	65%
Sea Park	Elementary	PK-6	100%	461	327	71%	461	347	75%	461	351	76%	461	362	79%	461	365	79%	461	375	81%
Sherwood	Elementary	PK-6	100%	609	468	77%	609	477	78%	609	492	81%	609	495	81%	609	493	81%	609	502	82%
Sunrise	Elementary	PK-6	100%	913	867	95%	957	942	98%	957	917	96%	957	927	97%	957	907	95%	957	909	95%
Suntree	Elementary	K-6	100%	755	601	80%	755	604	80%	755	604	80%	755	595	79%	755	584	77%	755	583	77%
Surfside	Elementary	K-6	100%	541	419	77%	541	410	76%	541	397	73%	541	388	72%	541	364	67%	541	353	65%
Tropical	Elementary	K-6	100%	910	619	68%	910	611	67%	910	580	64%	910	565	62%	910	547	60%	910	516	57%
Turner	Elementary	PK-6	100%	874	578	66%	874	623	71%	874	672	77%	874	739	85%	874	807	92%	874	854	98%
University Park	Elementary	PK-6	100%	811	495	61%	811	505	62%	811	533	66%	811	565	70%	811	577	71%	811	590	73%
Viera Elem	Elementary	K-6	100%	1,030	784	76%	1,030	854	83%	1,096	997	91%	1,184	1,115	94%	1,272	1,262	99%	1,360	1,359	100%
Westside	Elementary	K-6	100%	857	867	101%	945	950	101%	1,033	1,016	98%	1,121	1,075	96%	1,209	1,170	97%	1,209	1,155	96%
Williams	Elementary	PK-6	100%	715	443	62%	715	427	60%	715	390	55%	715	380	53%	715	371	52%	715	359	50%
Elementary Totals				42,259	30,287		42,391	30,545		42,589	31,075		42,809	31,550		43,029	31,697		43,161	31,795	

School	Type	Grades	Utilization Factor	School Year 2023-24			School Year 2024-25			School Year 2025-26			School Year 2026-27			School Year 2027-28			School Year 2028-29		
				FISH Capacity	10/13/23 Member-ship	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization
Middle School Concurrency Service Areas																				
Central	Middle	7-8	90%	1,514	1,061	70%	1,514	1,110	73%	1,514	1,184	78%	1,514	1,213	80%	1,514	1,272	84%	1,514	1,348	89%
DeLaura	Middle	7-8	90%	960	823	86%	960	517	54%	960	432	45%	960	411	43%	960	439	46%	960	429	45%
Hoover	Middle	7-8	90%	680	442	65%	680	475	70%	680	498	73%	680	470	69%	680	479	70%	680	463	68%
Jackson	Middle	7-8	90%	660	561	85%	660	575	87%	660	501	76%	660	482	73%	660	505	77%	660	517	78%
Jefferson	Middle	7-8	90%	873	541	62%	873	521	60%	873	523	60%	873	480	55%	873	479	55%	873	540	62%
Johnson	Middle	7-8	90%	1,064	555	52%	1,064	588	55%	1,064	575	54%	1,064	548	52%	1,064	620	58%	1,064	640	60%
Kennedy	Middle	7-8	90%	869	667	77%	869	436	50%	869	391	45%	869	373	43%	869	412	47%	869	433	50%
Madison	Middle	7-8	90%	781	429	55%	781	431	55%	781	374	48%	781	336	43%	781	426	55%	781	469	60%
McNair	Middle	7-8	90%	616	355	58%	616	290	47%	616	284	46%	616	281	46%	616	299	49%	616	330	54%
Southwest	Middle	7-8	90%	1,281	900	70%	1,281	980	77%	1,281	1,118	87%	1,281	1,176	92%	1,321	1,290	98%	1,380	1,376	100%
Stone	Middle	7-8	90%	1,076	584	54%	1,076	571	53%	1,076	640	59%	1,076	710	66%	1,076	783	73%	1,076	822	76%
Viera Middle	Middle	7-8	90%	-	-	0%	900	656	73%	900	755	84%	900	805	89%	900	830	92%	900	869	97%
Middle Totals				**10,374**	**6,918**		**11,274**	**7,150**		**11,274**	**7,275**		**11,274**	**7,285**		**11,314**	**7,834**		**11,373**	**8,236**	
Junior / Senior High School Concurrency Service Areas																				
Cocoa	Jr / Sr High	PK, 7-12	90%	2,085	1,474	71%	2,085	1,480	71%	2,085	1,441	69%	2,085	1,421	68%	2,085	1,444	69%	2,085	1,437	69%
Cocoa Beach	Jr / Sr High	7-12	90%	1,445	1,028	71%	1,445	1,025	71%	1,445	967	67%	1,445	938	65%	1,445	873	60%	1,445	831	58%
Space Coast	Jr / Sr High	7-12	90%	1,852	1,488	80%	1,852	1,483	80%	1,852	1,469	79%	1,852	1,503	81%	1,852	1,510	82%	1,852	1,513	82%
Jr / Sr High Totals				**5,382**	**3,990**		**5,382**	**3,988**		**5,382**	**3,877**		**5,382**	**3,862**		**5,382**	**3,827**		**5,382**	**3,781**	
Senior High School Concurrency Service Areas																				
Astronaut	High	9-12	95%	1,451	1,056	73%	1,451	1,046	72%	1,451	1,008	69%	1,451	1,024	71%	1,451	985	68%	1,451	975	67%
Bayside	High	9-12	95%	2,263	2,039	90%	2,263	2,166	96%	2,263	2,241	99%	2,334	2,316	99%	2,406	2,391	99%	2,477	2,466	100%
Eau Gallie	High	PK, 9-12	95%	2,211	1,489	67%	2,211	1,470	66%	2,211	1,490	67%	2,211	1,440	65%	2,211	1,395	63%	2,211	1,440	65%
Heritage	High	9-12	95%	2,314	2,037	88%	2,314	2,053	89%	2,314	2,023	87%	2,314	2,118	92%	2,314	2,160	93%	2,314	2,246	97%
Melbourne	High	9-12	95%	2,370	2,178	92%	2,370	2,148	91%	2,370	2,145	91%	2,370	2,188	92%	2,370	2,265	96%	2,417	2,395	99%
Merritt Island	High	PK, 9-12	95%	1,966	1,481	75%	1,966	1,443	73%	1,966	1,376	70%	1,966	1,352	69%	1,966	1,360	69%	1,966	1,306	66%
Palm Bay	High	PK, 9-12	95%	2,657	1,410	53%	2,657	1,413	53%	2,657	1,442	54%	2,657	1,482	56%	2,657	1,507	57%	2,657	1,605	60%
Rockledge	High	9-12	95%	1,836	1,544	84%	1,836	1,601	87%	1,836	1,675	91%	1,836	1,671	91%	1,836	1,660	90%	1,836	1,623	88%
Satellite	High	PK, 9-12	95%	1,551	1,506	97%	1,551	1,497	97%	1,551	1,483	96%	1,551	1,393	90%	1,551	1,287	83%	1,551	1,269	82%
Titusville	High	9-12	95%	1,801	1,309	73%	1,801	1,293	72%	1,801	1,322	73%	1,801	1,330	74%	1,801	1,317	73%	1,801	1,317	73%
Viera	High	PK, 9-12	95%	2,461	2,312	94%	2,461	2,349	95%	2,461	2,364	96%	2,461	2,388	97%	2,461	2,420	98%	2,461	2,441	99%
High Totals				**22,881**	**18,361**		**22,881**	**18,479**		**22,881**	**18,569**		**22,952**	**18,702**		**23,024**	**18,747**		**23,142**	**19,083**	
Schools of Choice (Not Concurrency Service Areas)																				
Freedom 7	Elementary	K-6	100%	475	407	86%	475	407	86%	475	407	86%	475	407	86%	475	407	86%	475	407	86%
Stevenson	Elementary	K-6	100%	569	505	89%	569	499	88%	569	499	88%	569	499	88%	569	499	88%	569	499	88%
South Lake	Elementary	K-6	100%	639	446	70%	639	489	77%	639	489	77%	639	489	77%	639	489	77%	639	489	77%
West Melbourne	Elementary	K-6	100%	618	550	89%	618	606	98%	794	692	87%	794	692	87%	794	692	87%	794	692	87%
Edgewood	Jr / Sr High	7-12	90%	1,077	935	87%	1,077	935	87%	1,077	935	87%	1,077	935	87%	1,077	935	87%	1,077	935	87%
West Shore	Jr / Sr High	7-12	90%	1,264	931	74%	1,264	940	74%	1,264	940	74%	1,264	940	74%	1,264	940	74%	1,264	940	74%
Schools of Choice				**4,642**	**3,774**		**4,642**	**3,876**		**4,818**	**3,962**		**4,818**	**3,962**		**4,818**	**3,962**		**4,818**	**3,962**	
Brevard Totals				**85,538**	**63,330**		**86,570**	**64,038**		**86,944**	**64,758**		**87,235**	**65,361**		**87,567**	**66,067**		**87,876**	**66,857**	

Notes

1. FISH Capacity is the sum of the factored permanent capacity and the factored relocatable capacity. Permanent and relocatable capacities for 2023-24 are reported from the FISH database as of October 11, 2023.
2. Student Membership is reported from the Fall Final Membership Count (10/13/2023).
3. Davis Demographics SchoolSite Enrollment Forecasting Extension for ArcGIS estimates future student populations by analyzing the following data:
   - Development Projections from Brevard County Local Government Jurisdictions
   - Brevard County School Concurrency Student Generation Multipliers (SGM)
   - Fall Membership student addresses and corresponding concurrency service areas
   - Student Mobility Rates / Cohort Survival Rates
   - Brevard County Birth rates by zip code
4. Davis Demographics estimates are then adjusted using the following factors:
   - PK (Pre-Kindengarten) and AH (daycare for students with infants) enrollment number are assumed to be constant
   - Current From/To attendance patterns are assumed to remain constant.
   - Nongeocoded student addresses are assumed to continue in their attendance schools.
   - Charter School Growth.
5. In order to maintain utilization rates lower than the 100% Level of Service, Permanent Capacity and Relocatable Classrooms are assumed to add future student stations as necessary.
6. If student projections are accurate, the school board could add additional classroom capacity, implement attendance boundary changes, or add relocatable classrooms. A south area elementary school is planned for the future growth, but the exact timing hasn't been established. If only relocatable classrooms are used for the next 5 years, the following changes would be needed to accommodate projected growth. These schools are being analyzed for the best options to accommodate additional students.
   - Primary relocatable classrooms (Grades K-3) = 18 student stations, Intermediate (Grades 4-8) relocatable classrooms = 22 student stations, and High School (Grades 9-12) relocatable classrooms = 25 student stations

   For school year 2024-25, a total of 6 intermediate classrooms are projected for Westside (4) and Sunrise (2) Elementary Schools.
   For school year 2025-26, a total of 9 intermediate classrooms are projected for Westside (4), Viera (2), and Jupiter (2) Elementary Schools.
   For school year 2026-27, a total of 10 intermediate classrooms are projected for Westside (4), Viera (4), and Jupiter (2) Elementary Schools and 3 High School relocatable classrooms are proposed for Bayside High School.
   For school year 2027-28, a total of 12 intermediate classrooms are projected for Westside (4), Viera (4), and Jupiter (2) Elementary Schools, Southwest Middle School (2) and 3 High School relocatable classrooms are proposed for Bayside High School.
   For school year 2028-29, a total of 9 intermediate classrooms are projected for Viera (4), and Jupiter (3) Elementary Schools, Southwest Middle School (3) and 5 High School relocatable classrooms are proposed for Bayside (3) and Melbourne (2) High Schools.
9. A classroom addition is planned for construction at West Melbourne School of Science for 2024-25. The factored capacity is adjusted for the proposed 176 student stations.

SR 405 and Singleton (South Parcel)

Traffic Impact Study

City of Titusville, FL

June 2025

Kimley»Horn

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SR 405 and Singleton (South Parcel)

Traffic Impact Study

City of Titusville, FL

Prepared by:

Kimley-Horn and Associates, Inc.

June 2025

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1.0 INTRODUCTION

1.1 INTRODUCTION

Kimley-Horn and Associates, Inc. was retained to analyze and document the transportation impacts associated with the proposed SR 405 and Singleton (South Parcel) residential development in the City of Titusville, Florida. The following Traffic Impact Study (TIS) generally conforms to the methodology provided in **Appendix A**.

The ±66.5-acre south parcel is generally located to the south of SR 405/South Street and east of Singleton Avenue, bounded by wetlands to the south and east of the site. The development parcel will consist of ±62 townhomes, and access to the site will be provided via two full-access connections on SR 405/South Street, one of which aligns with Singleton Avenue. The proposed development and its access points are shown on the conceptual site plan included in **Appendix B**.

The site was previously studied in the Titusville South Street Traffic Impact Study, dated June 2022. At that time, a total of 192 attached and detached residential units were proposed, which were served by two (2) total access points. The proposed access points for the south parcel are unchanged from the 2022 site plan.

As part of the permitting process, the Future Land Use (FLU) of the project site will need to be amended to reflect the proposed development type. An analysis of the existing and proposed FLU maximum trip generation potential is included in this TIA.

1.2 STUDY AREA

From discussions with City staff and per guidelines in the City of Titusville Land Development Code, the resulting study area was determined, as shown on **Figure 1**:

Study Area Roadway Segments

- SR 405/South Street, from Fox Lake Road to Singleton Avenue
- SR 405/South Street, from Singleton Avenue to Park Avenue
- Singleton Avenue, from SR 405/South Street to Garden Street

Study Area Intersections

- SR 405/South Street & Fox Lake Road
- SR 405/South Street & Singleton Avenue
- SR 405/South Street & Park Avenue

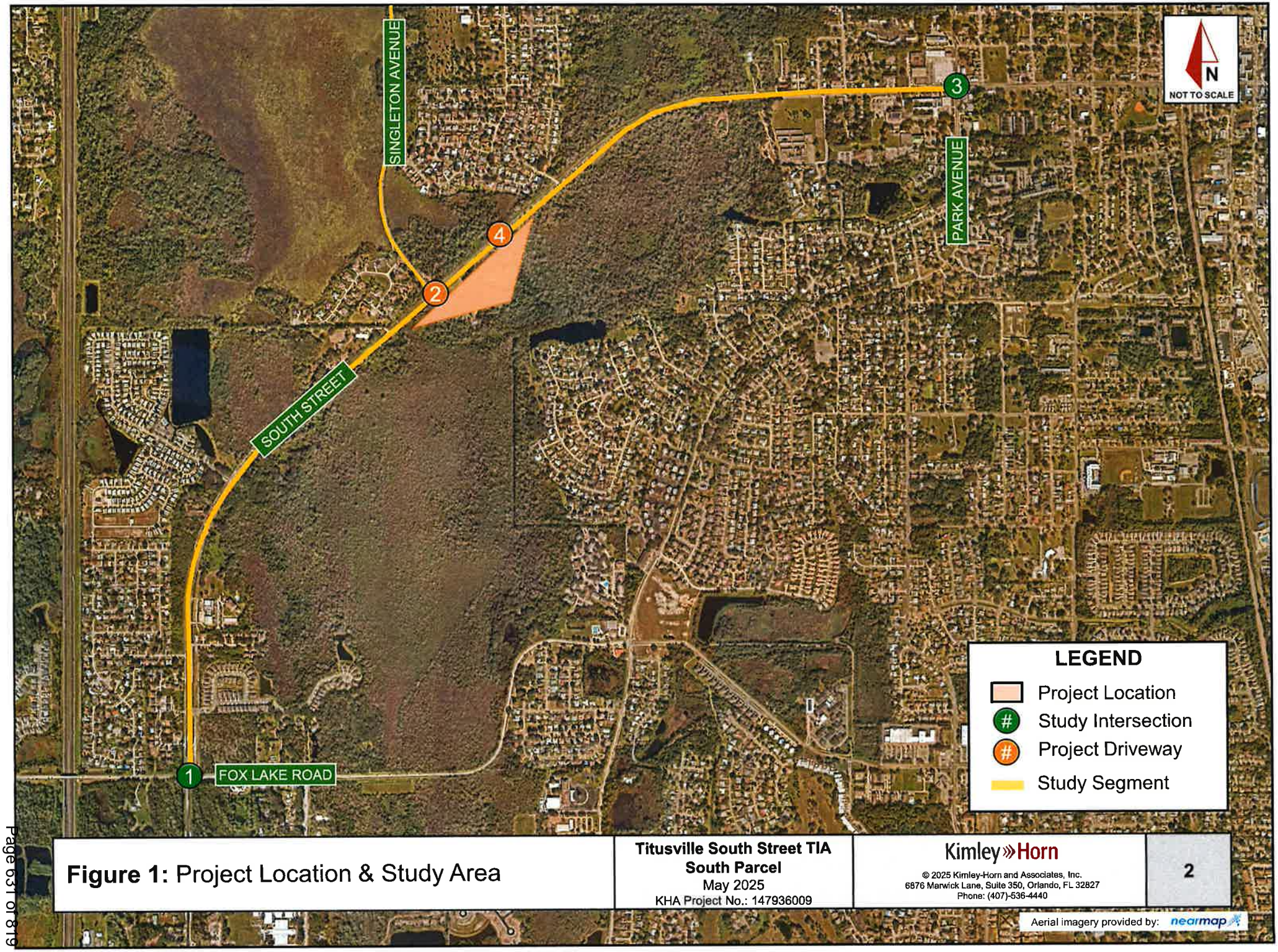

Figure 1: Project Location & Study Area

Titusville South Street TIA
South Parcel
May 2025
KHA Project No.: 147936009

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Aerial imagery provided by: nearmap

2.0 FUTURE LAND USE AMENDMENT

As part of the FLU Amendment Evaluation process, a transportation assessment is needed to determine the potential impact the change in FLU will have on the surrounding roadway network. The maximum trip generation potential was calculated for the existing and proposed FLU at maximum intensity. This assessment was performed per procedures established in the 11th Edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, the City of Titusville Land Development Regulations Chapter 27 Article III and Chapter 28 Article VI, and the Brevard County Land Development Regulations Article VI.

The project site has the following existing FLU designation: ±38.15 acres of Conservation (CONS), and ±28.34 acres of Low Density Residential (LDR). The proposed FLU designation is Planned Unit Development (PUD), which allows for the proposed development of single-family attached housing.

Per both the Titusville and Brevard County Land Development Regulations, each FLU category has regulations for maximum density for development. This determines the maximum intensity of development that each FLU designation allows on the project site. The LDR FLU designation has a maximum intensity of 5.8 dwelling units per acre in the Single-Family Medium Density (R1-B) zoning. Therefore, a maximum of 164 dwelling units could be developed on LDR portion of the project site. Even at maximum intensity, no development is anticipated on the conservation (CONS) portion of the project site as the allowed zoning districts in the CONS FLU designation have little to no development potential.

The proposed PUD FLU designation will have a maximum development potential of 62 townhomes.

From this, the trip generation potential for each FLU designation was determined using procedures published in the 11th Edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* for the maximum intensity of each FLU designation. ITE Excerpts are provided in **Appendix C**. The following Land Use Codes (LUC) were used:

- LUC 210 – Single-Family Detached Housing
- LUC 215 – Single-Family Attached Housing

Table 1 provides the maximum trip generation for the existing and proposed FLU. The existing FLU is anticipated to generate 1,591 daily trips and 154 (97 In / 57 Out) PM Peak Hour trips. The proposed FLU is anticipated to generate a maximum of 422 daily trips and 34 (19 In / 15 Out) PM Peak Hour trips.

The proposed FLU at maximum intensity will generate fewer trips than the existing FLU designation at maximum intensity. Therefore, no additional transportation analysis is needed.

Table 1: Trip Generation Comparison for Existing and Proposed FLU

Existing FLU Allowance												
Daily	Land Use	Acres	ITE LUC	Size	Units	ITE Trip Rate[1]	Daily Trip Generation					
							Total	In[1]		Out[1]		
	Low Density Residential (LDR)	28.34	210	164	DU	9.38	1,591	50%	796	50%	795	
	Conservation	38.15	-	38.15	AC	0.00	0	50%	0	50%	0	
	Total Generated Trips						1,591	796		795		
PM Peak	Land Use	Acres	ITE LUC	Size	Units	ITE Trip Rate[1]	PM Peak Hour Trip Generation					
							Total	In[1]		Out[1]		
	Low Density Residential (LDR)	28.34	210	164	DU	0.94	154	63%	97	37%	57	
	Conservation	38.15	-	38.15	AC	0.00	0	50%	0	50%	0	
	Total Generated Trips						154	97		57		

Proposed FLU Allowance												
Daily	Land Use	Total Acres	ITE LUC	Size	Units	ITE Trip Rate[1]	Daily Trip Generation					
							Total	In[1]		Out[1]		
	Single Family Attached Housing	3.800	215	62	DU	6.81	422	50%	211	50%	211	
	Total Generated Trips						422	211		211		
PM Peak	Land Use	Total Acres	ITE LUC	Size	Units	ITE Trip Rate[1]	PM Peak Hour Trip Generation					
							Total	In[1]		Out[1]		
	Single Family Attached Housing	3.800	215	62	DU	0.54	34	57%	19	43%	15	
	Total Generated Trips						34	19		15		

Maximum Additional Trips			
Daily New External Trips (Proposed - Existing)	-1,169	-585	-584
PM Peak New External Trips (Proposed - Existing)	-120	-78	-42

Notes: [1] Vehicle trip rates and directional splits per data and procedures outlined in ITE Trip Generation Manual, 11th Edition

3.0 EXISTING CONDITIONS ANALYSIS

3.1 EXISTING ROADWAY SEGMENT CONDITIONS

A Daily and PM peak hour roadway segment capacity analysis was performed for the roadways segments adjacent to the development for existing conditions. Average Annual Daily Traffic (AADT) and the adopted MSV were obtained for each segment from the Space Coast Transportation Planning Organization (SCTPO) Traffic Counts Historical Report (2014 – 2023), SCTPO's Traffic Count Database System (TCDS), and the latest (2023) FDOT Quality / Level of Service (Q/LOS) Handbook, provided in **Appendix D**. PM peak hour directional (PHPD) were obtained from the collected intersection turning movement counts. The provided 2023 AADT was grown to the existing year, 2025, by applying a 3% annual growth rate. The existing Daily and PM peak hour segment capacity analyses are shown in **Table 2** and **Table 3**.

As shown in the following table, all segments in the study area are operating with existing Daily and PM peak hour volumes within their adopted maximum service volumes (MSV).

Table 2: Existing (2025) Daily Capacity Analysis

Roadway From	To	Roadway Attributes [1] Functional Classification	Adopted LOS	Number of Lanes	Daily MSV	Daily - Existing (2025) 2023 AADT[1]	Annual Growth Rate	2025 AADT [2]	V/C Ratio
SR 405 / South Street									
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	17,700	11,920	3.00%	12,646	0.71
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	37,810	6,350	3.00%	6,737	0.18
Singleton Avenue									
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	17,700	7,230	3.00%	7,670	0.43

Notes:

1. Data obtained from the latest Space Coast Transportation Planning Organization (SCTPO) Traffic Counts Historical Report (2014 - 2023).

2. 2025 AADT volumes determined by applying a 2% per year annual growth rate to the 2023 AADT volumes.

Table 3: Existing (2025) PM Peak Hour Capacity Analysis

Roadway From	To	Roadway Attributes Functional Classification	Adopted LOS	Number of Lanes	PHPD MSV[2]	2025 Existing PM Peak Hour Traffic Conditions 2025Volumes[1] NB / EB	SB / WB	Peak Direction	Max V/C Ratios
SR 405 / South Street									
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	1,110	487	485	NB	0.44
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	1,110	234	272	WB	0.25
Singleton Avenue									
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	1,110	306	267	NB	0.28

Notes:

1. 2025 PHPD volumes obtained from collected traffic counts

2. Peak Hour Peak Directional (PHPD) Maximum Service Volume (MSV) determined from latest 2023 FDOT Q/LOS Handbook.

3.2 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) were collected at the study intersections on Wednesday, May 14, 2025, and are provided in **Appendix E**. Data was collected during the AM Peak Period (7:00 AM to 9:00 AM) and the PM Peak Period (4:00 PM to 6:00 PM).

The counts were adjusted using the seasonal factor (SF) from FDOT's Florida Traffic Online (FTO) publication, with a minimum factor of 1.0 used. SF data is provided in **Appendix F**. Turning movement volume development worksheets for all study area intersections are provided in **Appendix G.**

3.3 EXISTING INTERSECTION CONDITIONS

An intersection operational analysis was performed for existing (2025) conditions during the AM and PM peak hour using procedures outlined in the *Highway Capacity Manual, 7th Edition* with Synchro (v12) software. Existing signal timings were provided by the City of Titusville, provided in **Appendix H**, for the following signalized intersections:

- SR 405/South Street & Fox Lake Road
- South Park Avenue & SR 405/South Street

Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour existing conditions are provided in **Table 4** and **Table 5**. Synchro outputs are included in **Appendix I**.

As shown in **Table 4** and **Table 5**, all study area intersections currently operate with acceptable overall LOS in existing (2025) AM and PM peak hour conditions. All intersection approaches operate with a v/c ratio less than 1.0 during the AM and PM peak hours.

Table 4: Existing (2025) AM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.70
			WB	C	WBL/T/R	0.64
			NB	B	NBT/R	0.52
			SB	B	SBT/R	0.41
			Overall	**B (17.4 s)**	**EBL/T/R**	**0.70**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.18
			WB(L)	-	-	-
			NB	-	-	-
			SB	B	SBR	0.32
			Overall	**-**	**SBR**	**0.32**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBT/R	0.23
			WB	B	WBT/R	0.15
			NB	B	NBT/R	0.73
			SB	B	SBT/R	0.51
			Overall	**B (12.1 s)**	**NBT/R**	**0.73**

Table 5: Existing (2025) PM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.55
			WB	C	WBL/T/R	0.65
			NB	B	NBT/R	0.58
			SB	B	SBT/R	0.42
			Overall	**B (15.5 s)**	**WBL/T/R**	**0.65**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.24
			WB(L)	-	-	-
			NB	-	-	-
			SB	B	SBR	0.36
			Overall	**-**	**SBR**	**0.36**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBL	0.16
			WB	B	WBT/R	0.24
			NB	B	NBT/R	0.58
			SB	B	SBT/R	0.62
			Overall	**B (11.4 s)**	**SBT/R**	**0.62**

4.0 BACKGROUND CONDITIONS ANALYSIS

Traffic conditions were evaluated for Year 2028 background conditions, without the impact of project trips on the roadway network. Background volumes at study area intersections were derived by applying a 3% annual growth rate to existing turning movement volumes.

In addition to the annual growth rate of 3% per year, project traffic associated with other developments has been incorporated into the background traffic volumes. Traffic associated with the following two other developments has been included in the background conditions, the Titusville Multi-Family Apartments development, which is located in the northeast quadrant of the intersection of SR 405/South Street and Fox Lake Road, and the SR 405 and Singleton (North Parcel) development, which is located north of SR 405/South Avenue from the project site. Excerpts from the traffic studies for these developments are provided in **Appendix J.**

Background growth and vested trips are shown in the intersection turning movement volume development worksheets, provided in **Appendix G**.

4.1 BACKGROUND ROADWAY SEGMENT CONDITIONS

Daily and PM peak hour capacity analyses were performed for the roadway segments adjacent to the development for background conditions. Existing 2025 volumes were determined in the existing condition analysis and grown using a three percent (3%) annual growth rate. Additionally, trips associated with the Titusville Multi-Family Apartments and SR 405 and Singleton (North Parcel) developments were included in the Background (2028) segment volumes. The background Daily and PM peak hour segment capacity analysis are shown in **Table 6** and **Table 7**.

As shown in the following table, all segments in the study area are projected to continue to operate with background daily and PM peak hour volumes within their adopted maximum service volumes (MSV) in the background (2028) condition.

Table 6: Background (2028) Daily Capacity Analysis

Roadway		Roadway Attributes [1]				Daily - Background (2028)					
From	To	Functional Classification	Adopted LOS	Number of Lanes	Daily MSV	Existing 2025 AADT[1,2]	Annual Growth Rate	Vested Trips[3]	2028 AADT[4]	Daily MSV[1]	V/C Ratio
SR 405 / South Street											
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	17,700	12,646	3.0%	492	14,310	17,700	0.81
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	37,810	6,737	3.0%	335	7,697	37,810	0.20
Singleton Avenue											
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	17,700	7,670	3.0%	168	8,549	17,700	0.48

Notes:

1. Data obtained from the latest Space Coast Transportation Planning Organization (SCTPO) Traffic Counts Historical Report (2014 - 2023).

2. 2025 AADT volumes determined by applying a 2% per year annual growth rate to the 2023 AADT volumes.

3. Vested traffic included from the SR 405 Mixed-Use and Tranquility Multiuse developments.

4. Background (2028) AADT volumes derived by applying a 2% annual growth rate to Existing (2025) AADT volumes.

Table 7: Background (2028) PM Peak Hour Capacity Analysis

Roadway		Roadway Attributes [1]				Existing Volumes		Growth Rate	2028 Background PM Peak Hour				
									Vested Trips[3]		Volumes[4]		Max V/C Ratio
From	To	Functional Classification	Adopted LOS	Number of Lanes	PHPD MSV[2]	NB / EB	SB / WB		NB / EB	SB / WB	NB / EB	SB / WB	
SR 405 / South Street													
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	1,110	487	485	3%	17	22	548	552	0.50
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	1,110	234	272	3%	11	17	266	314	0.28
Singleton Avenue													
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	1,110	306	267	3%	17	15	351	307	0.32

Notes:

1. 2025 PHPD volumes obtained from collected traffic counts

2. Peak Hour Peak Directional (PHPD) Maximum Service Volume (MSV) determined from latest 2023 FDOT Q/LOS Handbook.

3. Vested traffic included from the South Street and Singleton Project and the Titusville Multi-Family Apartments Project.

4. Background (2028) PHPD volumes derived by applying a 3% annual growth rate to Existing (2028) PHPD volumes and adding in vested traffic.

4.2 BACKGROUND INTERSECTION CONDITIONS

An intersection operational analysis was performed for background conditions during the PM peak hour using procedures outlined in the *Highway Capacity Manual, 7th Edition* with Synchro (v12) software. The existing (2025) volumes were grown to Year 2028 background volumes by applying a growth rate of three percent (3%) over three (3) years and adding trips from the Titusville Multi-Family Apartments and SR 405 and Singleton (North Parcel) developments.

Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour background conditions are provided in **Table 8** and **Table 9**. Synchro outputs are provided in **Appendix I**.

As shown in **Table 8** and **Table 9**, all study area intersections are expected to operate at an acceptable LOS overall and with v/c ratios less than one (1.0) during background (2028) PM peak hour conditions.

Table 8: Background (2028) AM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.63
			WB	C	WBL/T/R	0.70
			NB	B	NBT/R	0.62
			SB	B	SBT/R	0.50
			Overall	**B (19.9 s)**	**WBL/T/R**	**0.70**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.21
			WB(L)	-	-	-
			NB	-	-	-
			SB	B	SBR	0.37
			Overall	**-**	**SBR**	**0.37**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBT/R	0.27
			WB	B	WBT/R	0.17
			NB	B	NBT/R	0.75
			SB	B	SBT/R	0.53
			Overall	**B (12.5 s)**	**NBT/R**	**0.75**

Table 9: Background (2028) PM Peak Hour Intersection Conditions

	Intersection	Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.53
			WB	C	WBL/T/R	0.69
			NB	B	NBT/R	0.69
			SB	B	SBT/R	0.49
			Overall	**B (17.9 s)**	**WBL/T/R**	**0.69**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.29
			WB(L)	-	-	-
			NB	-	-	-
			SB	B	SBL	0.43
			Overall	**-**	**SBL**	**0.43**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBL	0.20
			WB	B	WBT/R	0.28
			NB	B	NBT/R	0.59
			SB	B	SBT/R	0.65
			Overall	**B (11.8 s)**	**SBT/R**	**0.65**

5.0 DEVELOPMENT TRAFFIC

The proposed development is expected to consist of ±62 townhomes. Buildout of the project is anticipated in Year 2028. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout. The latest adopted regional travel demand model was used to forecast the distribution of trips throughout the study area.

5.1 TRIP GENERATION

Trip generation for the proposed site was calculated using procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.

Table 10 provides the daily, AM and PM peak hour trip generation summary for the project. As shown in the table, the proposed site is anticipated to generate 422 daily trips, 26 AM peak hour trips (8 inbound / 18 outbound), and 34 PM peak hour trips (19 inbound / 15 outbound).

Table 10: Trip Generation

	Land Use	ITE LUC[1]	Size	Units	ITE Trip Rate[1]	Multimodal Reduction[2]	Local Trip Rate	Daily				
								Total	In[1]		Out[1]	
Daily	Single Family Attached Housing	215	62.000	DU	6.81	0%	0.00	422	50%	211	50%	211
	New External Trips							422	211		211	
	Land Use	ITE LUC[1]	Size	Units	ITE Trip Rate[1]	Multimodal Reduction[2]	Local Trip Rate	AM Peak Hour				
								Total	In[1]		Out[1]	
AM Peak Hour	Single Family Attached Housing	215	62.000	DU	0.43	0%	0.00	26	31%	8	69%	18
	New External Trips							26	8		18	
	Land Use	ITE LUC[1]	Size	Units	ITE Trip Rate[1]	Multimodal Reduction[2]	Local Trip Rate	PM Peak Hour				
								Total	In[1]		Out[1]	
PM Peak Hour	Single Family Attached Housing	215	62.000	DU	0.54	0%	0.00	34	57%	19	43%	15
	New External Trips							34	19		15	

Notes: [1] Vehicle trip rate and directional splits per site-specific data provided by the end user.

5.2 TRIP DISTRIBUTION

Projected traffic patterns on study area facilities were developed using the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Central Florida Regional Planning Model (CFRPM v7) set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing the percent of daily project distribution is provided in **Appendix K**.

Daily model project distribution was referenced to manually assign project distribution at the study area in general accordance with daily model output. **Figure 2** shows the project distribution at the study intersection for use in forecasting project trips.

5.3 TRIP ASSIGNMENT

Project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 3** shows the anticipated peak hour project trip assignments at study area intersections during the AM and PM peak hours.

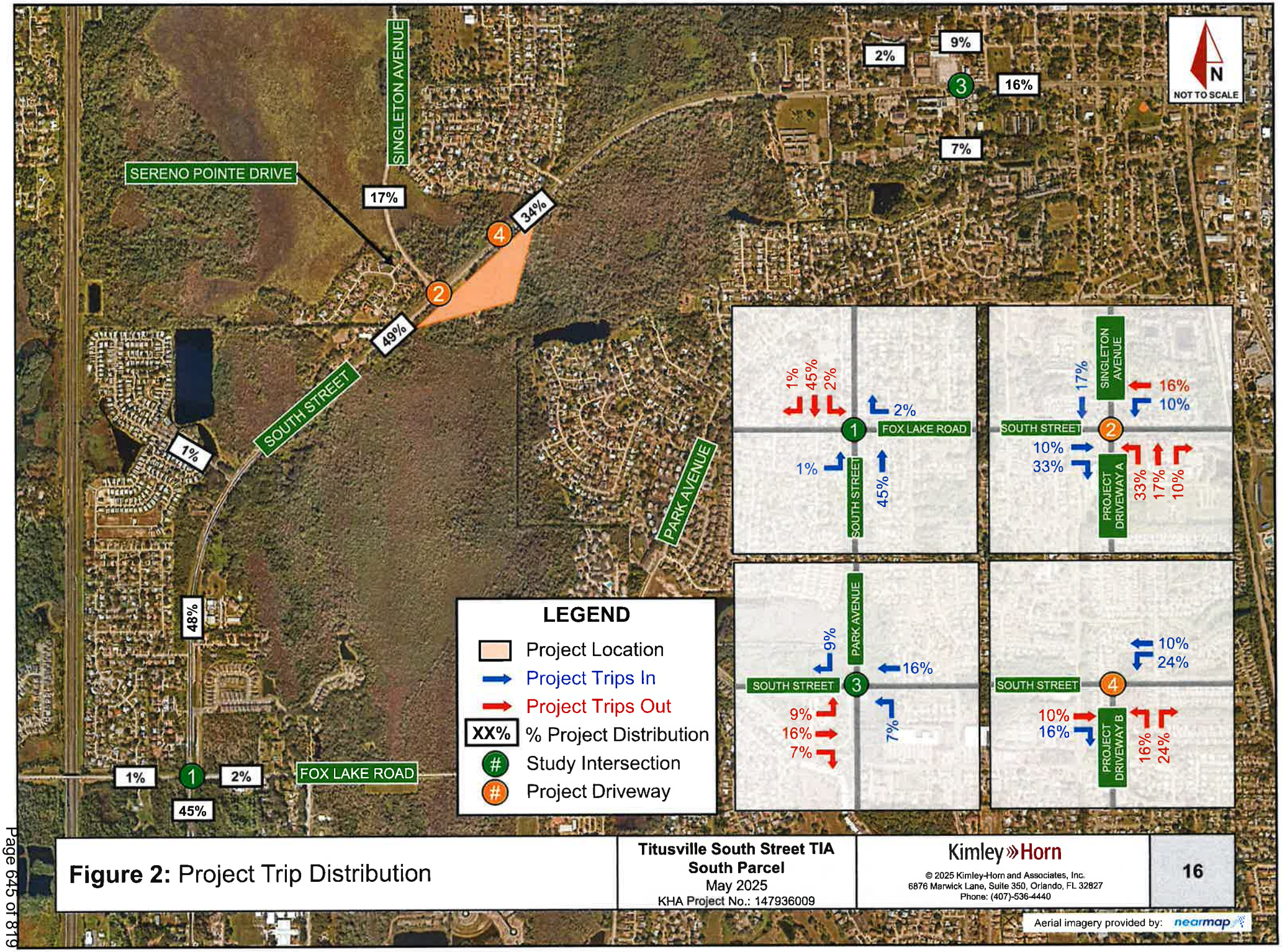

Figure 2: Project Trip Distribution

Titusville South Street TIA
South Parcel
May 2025
KHA Project No.: 147936009

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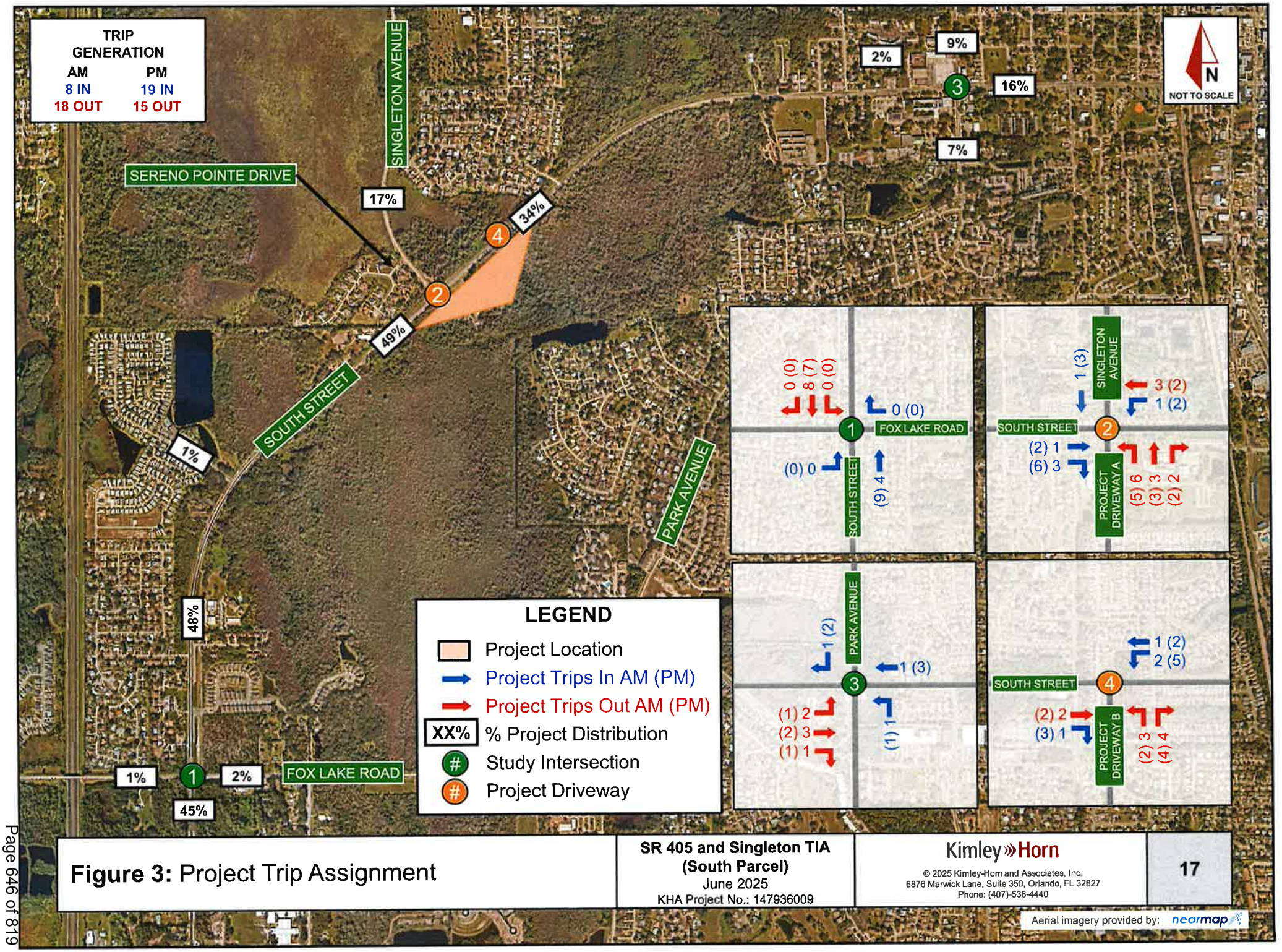

Figure 3: Project Trip Assignment

SR 405 and Singleton TIA (South Parcel)
June 2025
KHA Project No.: 147936009

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6.0 BUILDOUT CONDITIONS ANALYSIS

Buildout volumes were developed by adding anticipated project trips to background volumes. A determination of the impact of project traffic on the roadway network was made, including LOS conditions for the intersections and roadway segments within the study area. Turning movement volume worksheets for all intersections and driveways are provided in **Appendix G.**

6.1 BUILDOUT ROADWAY SEGMENT ANALYSIS

Daily and PM peak hour capacity analyses were performed for the roadway segments adjacent to the development for buildout conditions. The project trip distribution was used to assign project trips to the analyzed roadways. These trips were then added to the background volumes determined in the background segment analysis. The buildout Daily and PM peak hour capacity analysis are shown in **Table 11** and **Table 12**.

As shown in the following tables, all segments in the study area are projected to continue to operate with Daily and PM peak hour volumes within their adopted maximum service volumes (MSV) in the buildout (2028) condition.

Table 11: Buildout (2028) Daily Capacity Analysis

Roadway		Roadway Attributes [1]				Daily - Buildout (2028)				
From	To	Functional Classification	Adopted LOS	Number of Lanes	Daily MSV	Background 2028 AADT	422 Daily Trips		Buildout 2028 AADT[3]	V/C Ratio
							% Assign[2]	Project Trips		
SR 405 / South Street										
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	17,700	14,332	49%	207	14,539	0.82
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	37,810	7,712	34%	143	7,855	0.21
Singleton Avenue										
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	17,700	8,557	17%	72	8,629	0.49

Notes:

1. Data obtained from the latest Space Coast Transportation Planning Organization (SCTPO) Traffic Counts Historical Report (2014 - 2023).

2. Percent project traffic assignment was calculated as the maximum across the segment.

3. Buildout (2028) AADT is calculated by adding project trips to Background (2028) AADT.

Table 12: Buildout (2028) PM Peak Hour Capacity Analysis

Roadway		Roadway Attributes [1]				2028 Background Volumes		PM Peak Hour Project Trips			2028 Buildout PM Peak Hour Volumes [4]		Max V/C Ratio
From	To	Functional Classification	Adopted LOS	Number of Lanes	PHPD MSV[2]	NB / EB	SB / WB	% Assign [3]	NB / EB	SB / WB	NB / EB	SB / WB	
SR 405 / South Street													
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	1,110	548	552	49%	9	7	557	559	0.50
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	1,110	266	314	34%	5	5	271	319	0.29
Singleton Avenue													
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	1,110	351	307	17%	3	3	354	310	0.32

Notes:

1. 2025 PHPD volumes obtained from collected traffic counts

2. Peak Hour Peak Directional (PHPD) Maximum Service Volume (MSV) determined from latest 2023 FDOT Q/LOS Handbook.

3. Percent project traffic is the maximum model distribution across the roadway segment.

4. Buildout (2028) PHPD volumes is calculated by adding project trips to Background (2028) PHPD volumes.

6.2 BUILDOUT INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2028 buildout conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 7th Edition* with Synchro (v12) software. Intersection level of service (LOS), delay, and maximum volume to capacity (v/c) ratios for the AM and PM peak hour buildout conditions are provided in **Table 13** and **Table 14.** Synchro outputs are provided in **Appendix I**. **Figure 4** and **Figure 5** illustrate the turning movement buildout volumes at the study area intersections for the AM and PM peak hours, respectively.

As shown in **Table 13** and **Table 14**, all study area intersections are expected to operate at an acceptable LOS overall and with v/c ratios less than one (1.0) during buildout (2028) PM peak hour conditions.

No operational deficiencies were identified as a result of the proposed residential development.

Table 13: Buildout (2028) AM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.63
			WB	C	WBL/T/R	0.70
			NB	B	NBT/R	0.63
			SB	B	SBT/R	0.51
			Overall	**B (20.0 s)**	**WBL/T/R**	**0.70**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.21
			WB(L)	A	WBL	0.00
			NB	D	NBL/T/R	0.10
			SB	B	SBR	0.37
			Overall	**-**	**SBR**	**0.37**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBT/R	0.28
			WB	B	WBT/R	0.17
			NB	B	NBT/R	0.75
			SB	B	SBT/R	0.53
			Overall	**B (12.5 s)**	**NBT/R**	**0.75**
4	Project Driveway B (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL/T	0.00
			NB	B	NBT/R	0.01
			SB	-	-	-
			Overall	**-**	**NBT/R**	**0.01**

Table 14: Buildout (2028) PM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.53
			WB	C	WBL/T/R	0.69
			NB	B	NBT/R	0.70
			SB	B	SBT/R	0.50
			Overall	**B (18.0 s)**	**NBT/R**	**0.70**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.29
			WB(L)	A	WBL	0.00
			NB	E	NBL/T/R	0.13
			SB	B	SBR	0.43
			Overall	**-**	**SBR**	**0.43**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBL	0.20
			WB	B	WBT/R	0.28
			NB	B	NBT/R	0.59
			SB	B	SBT/R	0.65
			Overall	**B (11.8 s)**	**SBT/R**	**0.65**
4	Project Driveway B (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL/T	0.01
			NB	B	NBT/R	0.01
			SB	-	-	-
			Overall	**-**	**NBT/R**	**0.01**

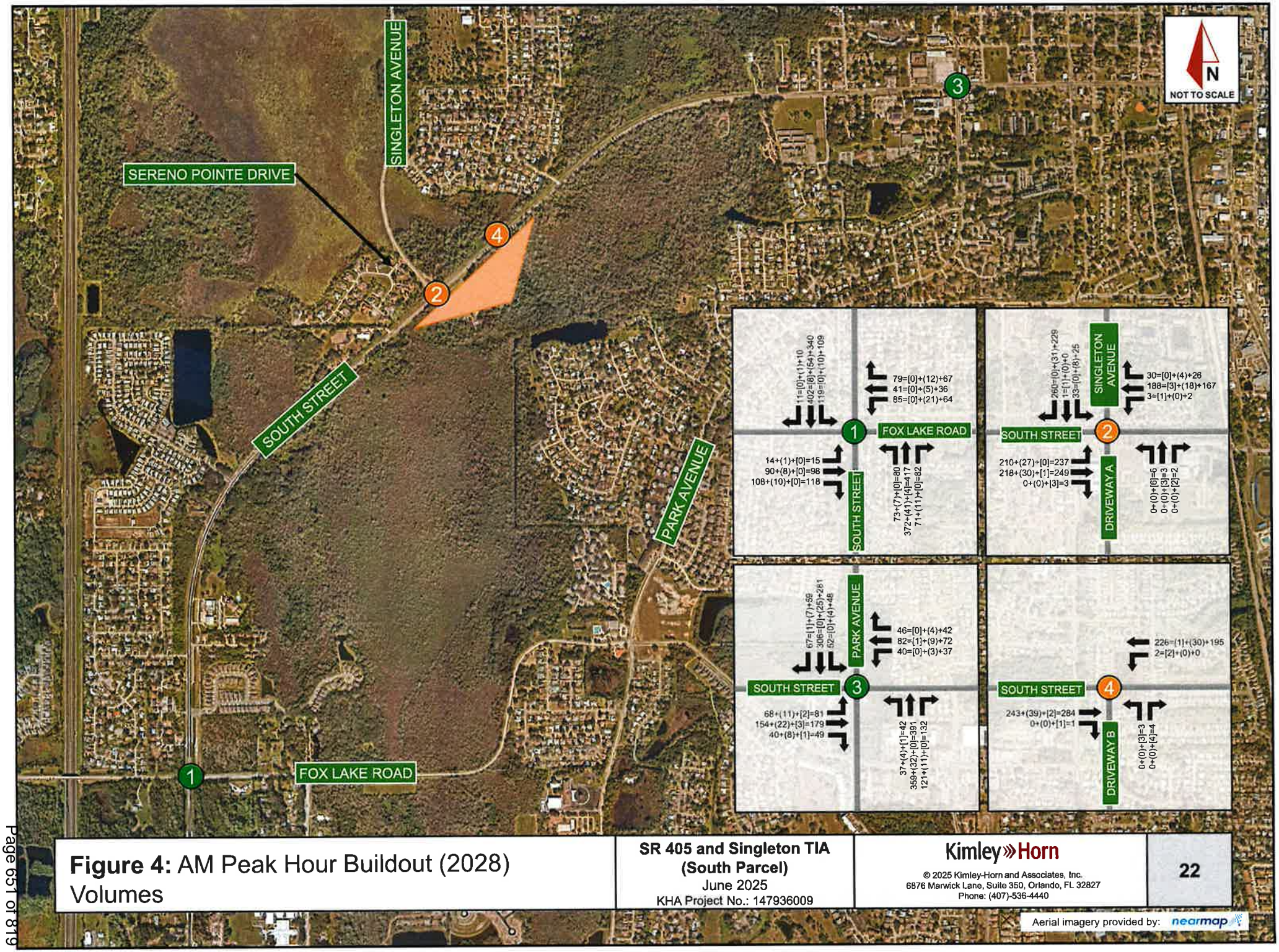

Figure 4: AM Peak Hour Buildout (2028) Volumes

SR 405 and Singleton TIA (South Parcel)
June 2025
KHA Project No.: 147936009

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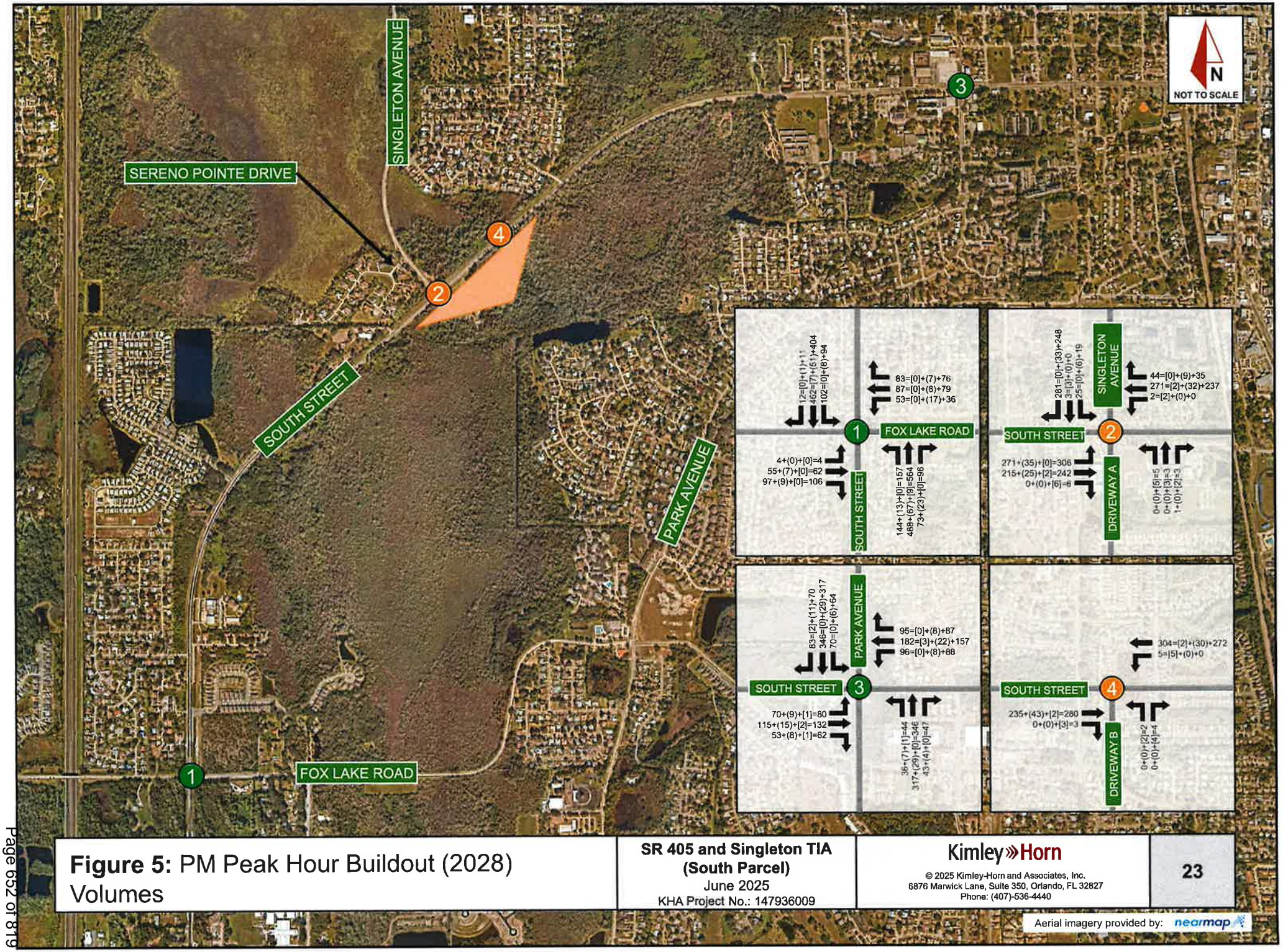

Figure 5: PM Peak Hour Buildout (2028) Volumes

SR 405 and Singleton TIA (South Parcel)
June 2025
KHA Project No.: 147936009

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6.3 BUILDOUT INGRESS TURN LANE ANALYSIS

The need for exclusive ingress right-turn and left-turn lanes at the proposed project driveways on SR 405/South Street were evaluated using the National Cooperative of Highway Research Program (NCHRP) Report 457 thresholds.

The need for an exclusive right-turn lane at the project driveways on SR 405/South Street were determined by comparing the right turning volumes with the approach volume. Based on the project volumes shown in **Figure 4** and **Figure 5** and thresholds specified by the NCHRP Report 457, ingress right-turn lanes are not warranted at either project driveway.

The need for an exclusive left-turn lane at the project driveways on SR 405/South Street were determined by comparing the left turning volumes with the approach and opposing volumes. Based on the project volumes shown in **Figure 4** and **Figure 5** and thresholds specified by the NCHRP Report 457, ingress left-turn lanes are not warranted at either project driveway.

NCHRP outputs are provided in **Appendix L.**

7.0 CONCLUSION

This traffic impact analysis was performed to analyze and document the traffic impacts associated with the development of SR 405 and Singleton (South Parcel) residential site in the City of Titusville, Florida. The ±66.5-acre site is generally located to the south of SR 405/South Street and east of Singleton Avenue. The applicant is proposing to develop a total of ±62 townhomes. Access to the site will be provided via two full access connections on SR 405/South Street, one of which aligns with Singleton Avenue.

A FLU analysis was performed to determine the potential transportation impacts associated with the proposed FLU amendment. The proposed FLU designation of Planned Unit Development (PUD) at maximum intensity generates fewer trips than the existing FLU designation at maximum intensity. Therefore, no additional traffic impacts are anticipated as a result of the proposed FLU amendment.

The proposed development is anticipated to generate 422 daily trips, 26 AM peak hour trips (8 inbound / 18 outbound) and 34 PM peak hour trips (19 inbound / 15 outbound) based on the 11th Edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*. Project trips were distributed onto the surrounding network using the latest adopted regional travel demand model and manually assigned at the study area intersections.

A roadway segment capacity analysis was performed for the roadway segments in the study area for existing, background, and buildout conditions. The analysis identifies no roadway segment capacity deficiencies.

An operational analysis was performed for existing, background, and buildout conditions at all driveways and intersections within the study area. The study area intersections are anticipated to operate at an acceptable LOS and a v/c ratio less than one (1.0) under buildout (2028) AM and PM peak hour conditions Therefore, no operational deficiencies were identified as a result of the proposed development.

The need for exclusive ingress left-turn and right-turn lanes at the proposed project driveway were evaluated based on the NCHRP Report 457 thresholds for the proposed project driveways on Singleton Avenue. Ingress right-turn lane nor left-turn lanes are warranted at the project driveway.

APPENDIX A
Methodology Statement

Forder, Harrison

From: Ofosu, Kwabena KB <Kwabena.Ofosu@Titusville.com>
Sent: Monday, May 19, 2025 5:33 PM
To: Forder, Harrison
Subject: RE: Titusville South Street Methodology - SOUTH PARCEL

Categories: External

Hello there.

I have no objections with your traffic methodology proposals.

Thanks.
KB

From: Forder, Harrison <Harrison.Forder@kimley-horn.com>
Sent: Wednesday, May 14, 2025 6:30 PM
To: Ofosu, Kwabena KB <Kwabena.Ofosu@Titusville.com>
Cc: Taylor, James <James.Taylor@kimley-horn.com>
Subject: Titusville South Street Methodology - SOUTH PARCEL

Good evening KB – I've included the methodology for the south parcel traffic study below. As previously mentioned, The South Street & Singleton Avenue project is back to life under a different developer, and we are moving forward with new TIAs for the project. You may recall that back in 2022 (report attached), we looked at a residential site on both sides of SR 405/South Street, and the north parcel of the development included a connection into the adjacent neighborhood. The site plan has changed, and we are back preparing a TIA for the new development plan, which is lower density (site plan for south parcel is attached). We will be preparing separate traffic studies for both the north and south parcels since they are going through separate public hearing processes. The south site is now proposed to consist of 62 residential units (down from 196 detached/attached units) with access to two (2) locations on South Street (SR 405), one aligning with Singleton Avenue and one just to the east of Singleton Avenue.

Comprehensive Plan Amendment (CPA) Transportation Evaluation
The goal of this study is to determine the impact of the change in Future Land Use on study area Cost Feasible roadway capacity. As part of the CPA transportation evaluation, the following assumptions and analysis will be conducted:

1. Existing Future Land Use
    a. Conservation (CONS) – No Anticipated Development – 38.15 acres
    b. Low Density Residential (LDR) – maximum development of 5.8 DU/AC (R-1B) – 28.34 acres
2. Proposed Future Land Use
    a. PUD – 62 townhomes
3. It is anticipated that the maximum development trip intensity will be reduced by the FLU amendment.

Traffic Impact Analysis
The basis for this study will be to evaluate the traffic operations of the adjacent roadway segments and intersections. As part of the traffic impact analysis for the proposed development, we will perform the following tasks:

1. Calculate Daily, AM, & PM peak hour trip generation calculations based on ITE's Trip Generation Manual (11th Edition).
2. Determine project traffic distribution and assignment using transportation modeling software and traffic volumes on the adjacent roadway segments.
3. Obtain available traffic data from the Space Coast Transportation Planning Organization, Brevard County, City of Titusville, and FDOT for roadway segments within the project study area (unless the City provides any alternate data).

4. Calculate background growth (review of historical count data and any vested trip data to be provided by the City). **Project trips associated with the north parcel will be included in the background traffic volumes to ensure all trips are captured.**
5. Perform AM & PM peak hour intersection LOS analysis of the study area intersections and project driveways.
    a. South Street & Singleton Avenue/New Site Driveway
    b. South Street & Fox Lake Road
    c. South Street & Park Avenue
    d. South Street & East Site Driveway
6. Perform roadway segment analysis for:
    a. Singleton Avenue, from South Street (SR 405) to Garden Street
    b. South Street (SR 405), from Fox Lake Road to Singleton Avenue
    c. South Street (SR 405), from Singleton Avenue to Park Avenue
7. Perform turning movement counts during the AM & PM peak hour at the following intersection in the study area:
    a. South Street & Singleton Avenue
    b. South Street & Fox Lake Road
    c. South Street & Park Avenue
8. Prepare a traffic impact analysis report summarizing the analysis to the City of Titusville.

Please let me know if you have any other information to provide.

Thank you for your time and let me know if a phone call is preferred.

Thanks,
Harrison

Harrison Forder, P.E. (FL,GA,AL), IMSA TS II
Kimley-Horn | 6876 Marwick Lane, Suite 350, Orlando, FL 32827
Direct: (470) 273-3817 | Mobile: (678) 267-4586
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APPENDIX B
Site Plan



GENERAL STATEMENT:

THE SUBJECT PROPERTY IS A 66.49 AC UNDEVELOPED PARCEL WITHIN THE CITY OF TITUSVILLE, LOCATED ON THE SOUTH SIDE OF SR 405/SOUTH STREET, JUST SOUTH OF THE INTERSECTION WITH SINGLETON AVENUE. THE PROPOSED PROJECT INCLUDES THE CONSTRUCTION OF 62 TOWNHOME UNITS (20' IN WIDTH), WHICH ARE TO BE INDIVIDUALLY PLATTED AND OWNED, AND ASSOCIATED ROADWAYS, INFRASTRUCTURE, SITE IMPROVEMENTS, LANDSCAPING, UTILITIES AND STORMWATER MANAGEMENT SYSTEMS TO SURVICE THE DEVELOPMENT. THE PARCEL CURRENTLY HAS MULTIPLE EXISTING ZONING DISTRICTS AND LAND USES WITHIN ITS LEGAL LIMITS. EXISTING ZONING DISTRICTS INCLUDE OPEN SPACE/RECREATION (OR) AND GENERAL USE (GU), AND THE EXISTING LAND USES ARE CONSERVATION, AND LOW DENSITY RESIDENTIAL. WITH THIS PROJECT, THE PROPOSED ZONING DISTRICT WILL BE PLANNED DEVELOPMENT (PD) AND THE PROPOSED LAND USES WILL BE LOW-DENSITY RESIDENTIAL AND CONSERVATION PLEASE REFER TO THE REZONING AND LAND USE EXHIBITS FOR ADDITIONAL INFORMATION AND SPECIFICS

THE MAXIMUM DENSITY ALLOWED FOR THIS PROJECT IS GOVERNED BY THE PROPOSED LOW DENSITY RESIDENTIAL LAND USE WHICH IS 5 DU AC AND THE PROJECT CURRENTLY PROPOSES 1 DU/AC

A LARGE MAJORITY OF THE FULL PARCEL ACREAGE IS DESIGNED AS WETLANDS, AND THE DEVELOPABLE ACREAGE IS CALCULATED TO BE 15.70 AC. THE PROJECT WAS DESIGNED IN EFFORTS TO MINIMIZE WETLAND IMPACTS. CURRENTLY THE PROPOSED DOES NOT PROPOSE ANY DIRECT WETLAND IMPACTS AND HAS PROVIDED AN AVERAGE 25' BUFFER (MINIMUM 15' BUFFER) AS SHOWN ON THIS CONCEPTUAL SITE PLAN WHICH MITIGATE AGAINST SECONDARY IMPACTS FOR DEVELOPING NEAR WETLANDS (PER THE ST. JOHNS WATER MANAGEMENT DISTRICT REQUIREMENTS)

STORMWATER AND UTILITIES STATEMENT:

THE PROPOSED PROJECT WILL BE SERVICED BY CITY OF TITUSVILLE WATER RESOURCES DEPARTMENT AND WILL CONNECT TO EXISTING WATER AND SEWER INFRASTRUCTURE LOCATED WITHIN THE ADJACENT RIGHT-OF-WAYS. THE ONSITE POTABLE WATER SYSTEM PROPOSES 2 CONNECTIONS TO THE EXISTING 16" DIP WATER MAIN ALONG THE NORTH SIDE OF SR405 SOUTH STREET TO ENSURE A LOOPED SYSTEM WITH ADEQUATE FLOWS.

ONSITE SANITARY SEWER WILL BE COLLECTED THROUGH A GRAVITY SEWER SYSTEM FEEDING TO A LIFT STATION AND WILL EXIT THROUGH A FORCE MAIN, ULTIMATELY CONNECTING TO THE EXISTING 6" FM ALONG SR 405/ SOUTH STREET. A PROPOSED FM EXTENSION WITHIN SR 405 RIGHT-OF-WAY FROM THE CURRENT STUB WEST OF THIS PROJECT WILL BE REQUIRED TO PROVIDE SANITARY SERVICE TO THE DEVELOPMENT, AND WILL BE DESIGNED AND PERMITTED CONCURRENTLY. NO RECLAIM INFRASTRUCTURE IS AVAILABLE IN THE AREA.

STORMWATER TREATMENT AND ATTENUATION WILL BE PROVIDED THROUGH DRY RETENTION PONDS, AND ONCE TREATMENT IS ACHIEVED STORMWATER ULTIMATELY DISCHARGES TO AN ONSITE WETLAND. PROPOSED DRY POND LOCATIONS, DELINEATED WETLAND LOCATIONS, AND APPROXIMATE ACREAGES ARE SHOWN ON THE MASTER CONCEPTUAL SITE PLAN. BASED ON EXISTING GRADES ON THE PROVIDED SURVEY, WATER CURRENTLY DISCHARGES TO THE ONSITE WETLANDS, WHICH ESTABLISHES A LEGAL POSITIVE OUTFALL FOR THE PROJECT.

SITE DATA:

PARCEL ID: 22-35-05-00-758; 22-35-05-00-759; 22-35-05-00-760; 22-35-05-00-752
TAX ID: 2203599; 3028883; 3028884; 3028885; 2202226
SECTION 5, TOWNSHIP 22, RANGE 35E

TOTAL SITE AREA:	66.49 AC
DEVELOPABLE SITE AREA:	15.70 AC
DEVELOPMENT TYPE:	MULTI-FAMILY RESIDENTIAL (TOWNHOMES)
EXISTING ZONING(S):	OPEN SPACE/RECREATION (OR), AND GENERAL USE (GU)
EXISTING LAND USE(S):	CONSERVATION, LOW DENSITY RESIDENTIAL
PROPOSED ZONING(S):	PLANNED DEVELOPMENT (PD)
PROPOSED LAND USE(S):	LOW DENSITY RESIDENTIAL, CONSERVATION
ALLOWABLE DENSITY:	5 DU/AC
PROPOSED PROJECT DENSITY:	1 DU/AC*
PROPOSED FLU DENSITY (LOW DENSITY RES):	5 DU/AC**
MAX. ALLOWABLE BUILDING HEIGHT:	50'
EXISTING IMPERVIOUS AREA:	0.00 AC (0%)
PROPOSED IMPERVIOUS AREA:	5.15 AC (33%)
PROPOSED LOTS:	62 UNITS
MINIMUM LOT SIZE:	N/A WITHIN PD
PROPOSED LOT SIZE:	20'X100', 30'X100'
PROPOSED WETLAND IMPACTS:	0.00 AC

*PROJECT DENSITY BASED ON TOTAL GROSS PROJECT ACREAGE (+/- 66.49 AC) PER CITY OF TITUSVILLE CODE.
**FLU DENSITY BASED ON TOTAL ACREAGE PROPOSED AS LOW DENSITY RESIDENTIAL WITHIN PD (+/- 15.70 AC)

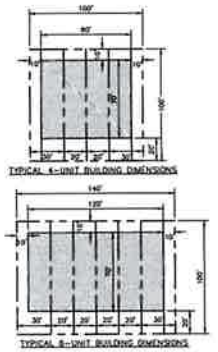
PARCEL BREAKDOWN

TOTAL PARCEL	66.49 AC
WETLAND	50.69 AC
TOTAL DEVELOPABLE AREA:	15.70 AC
TOTAL IMPERVIOUS AREA	5.15 AC
TOTAL PERVIOUS AREA:	10.55 AC
RIGHT-OF-WAY	2.32 AC
LOTS	3.47 AC
WETLAND BUFFER	2.75 AC

USEABLE OPENSPACE

REQUIRED (35% OF DEVELOPABLE SITE AREA)	5.50 AC
PROVIDED	5.55 AC

GRAPHIC SCALE IN FEET
0 65 130 260



Kimley»Horn
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7341 OFFICE PARK PLACE, SUITE 102, MELBOURNE, FL 32940
PHONE: 321-253-0010
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

NO.	REVISIONS	DATE	BY

KHA PROJECT 147936000
DATE 11/16/2023
SCALE AS SHOWN
DESIGNED BY
DRAWN BY
CHECKED BY

SITE PLAN EXHIBIT

SR 405 AND SINGLETON PD - SOUTH
PREPARED FOR
THE SINGLETON AVE 44 ACRE LAND TRUST, LLC
TITUSVILLE, FL

SHEET NUMBER
E-100

APPENDIX C
ITE Excerpts

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

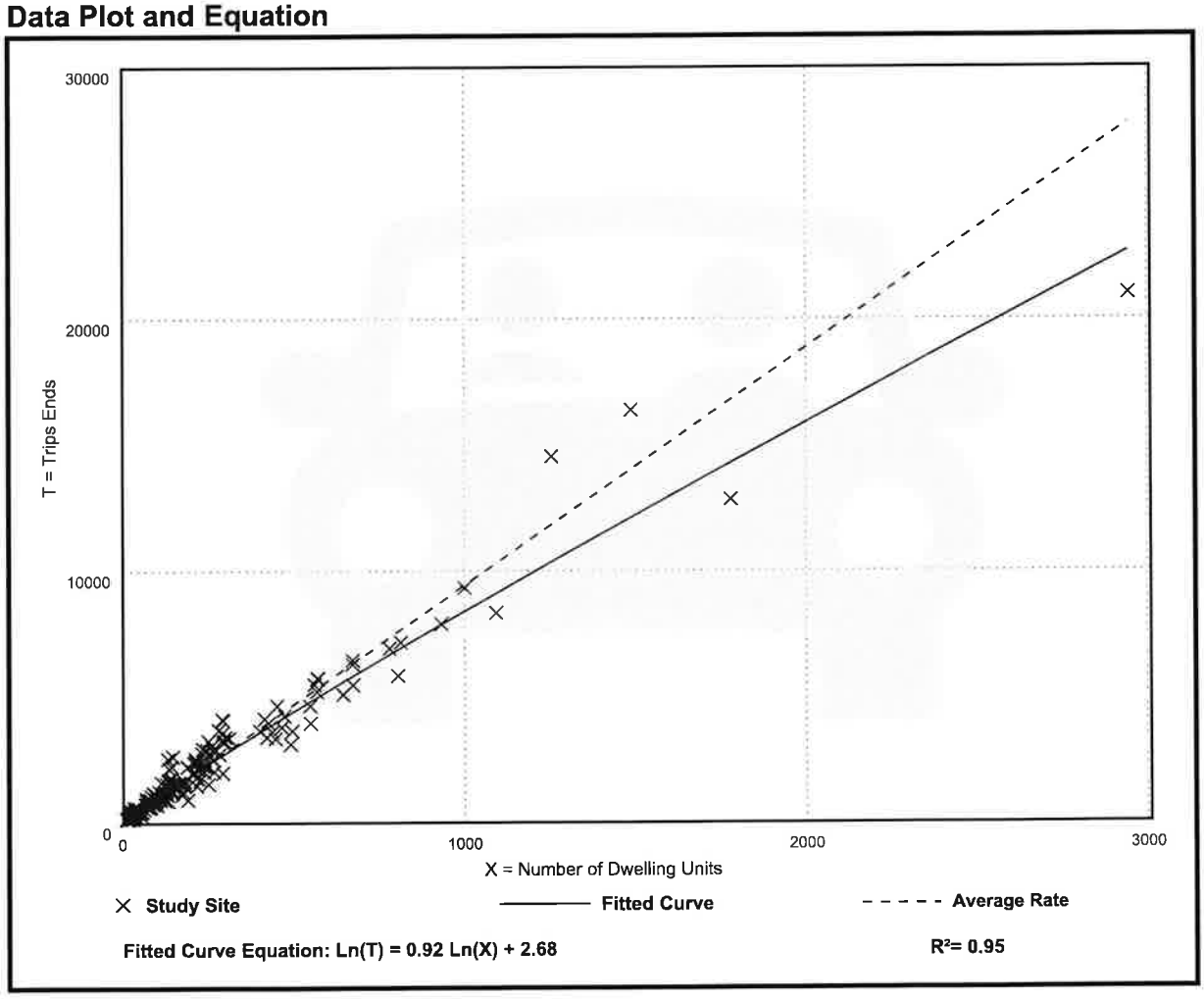
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

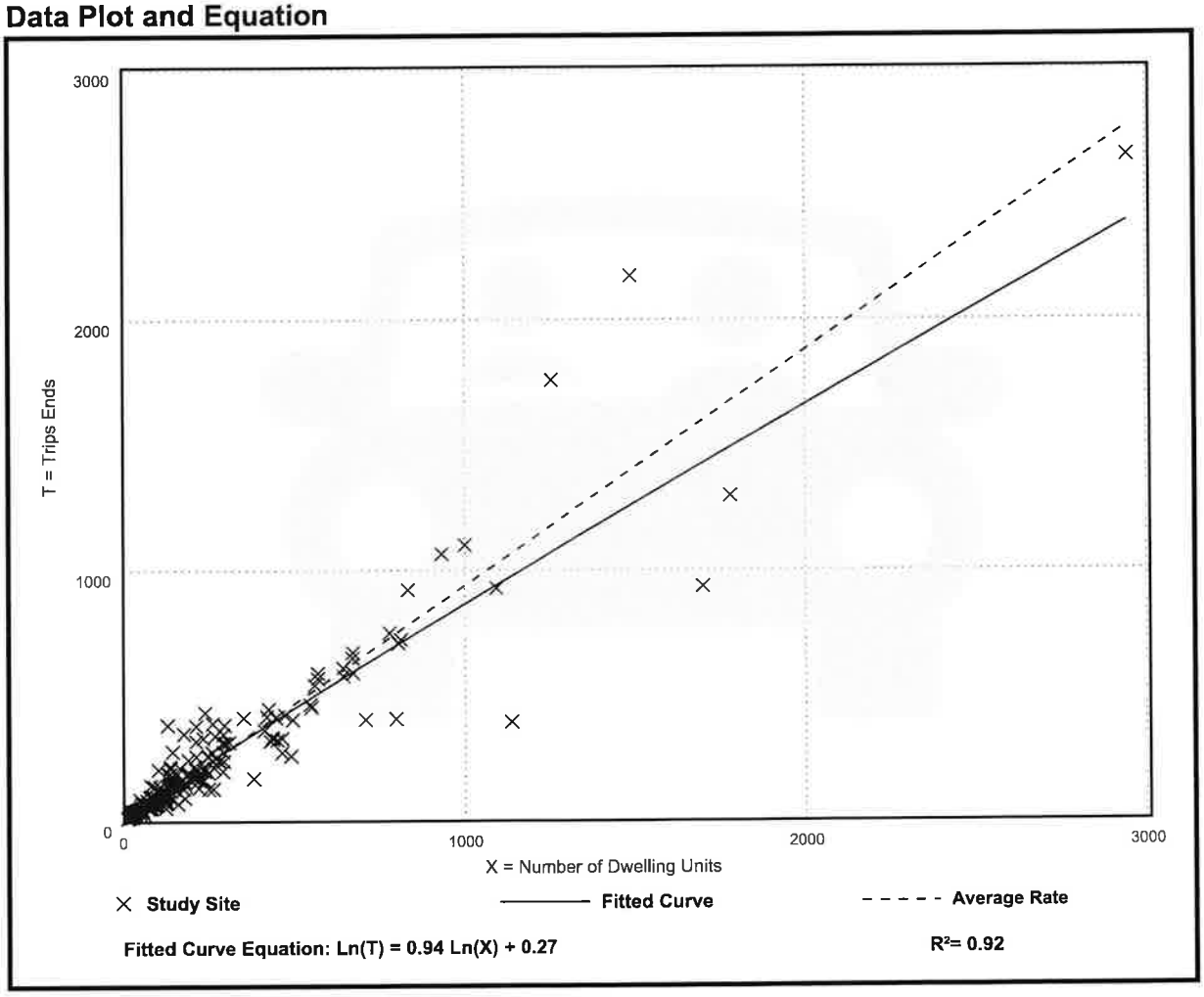
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

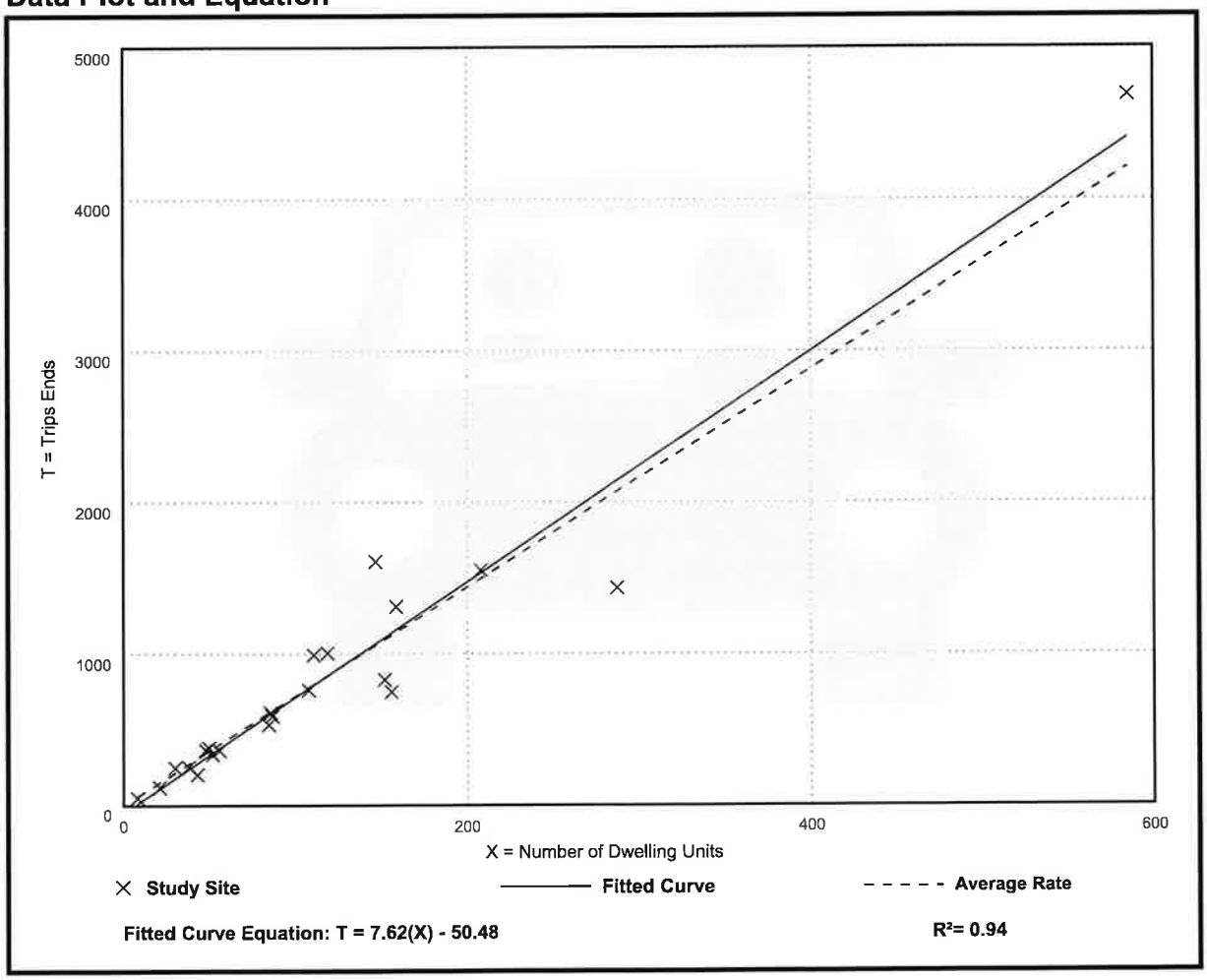
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



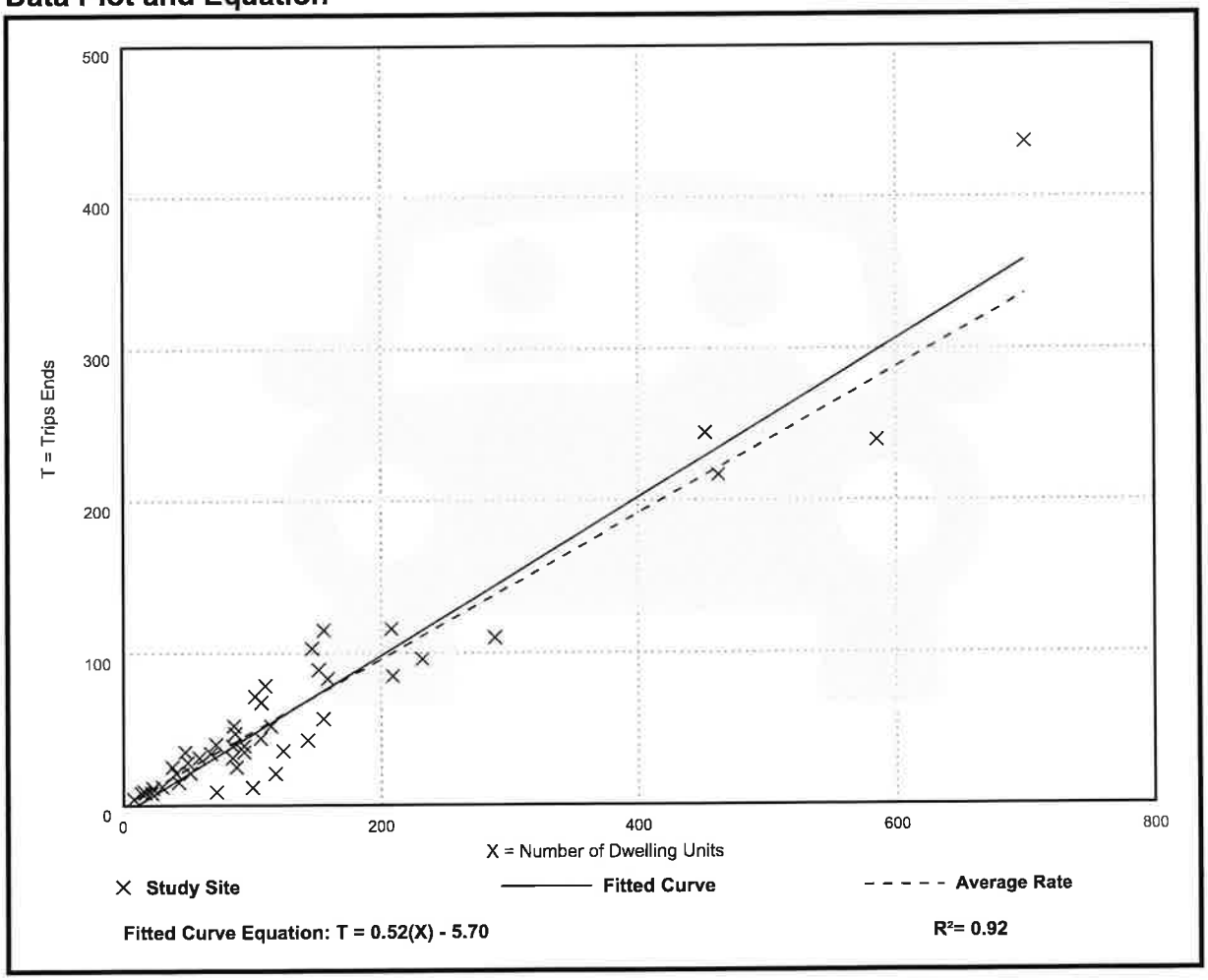
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



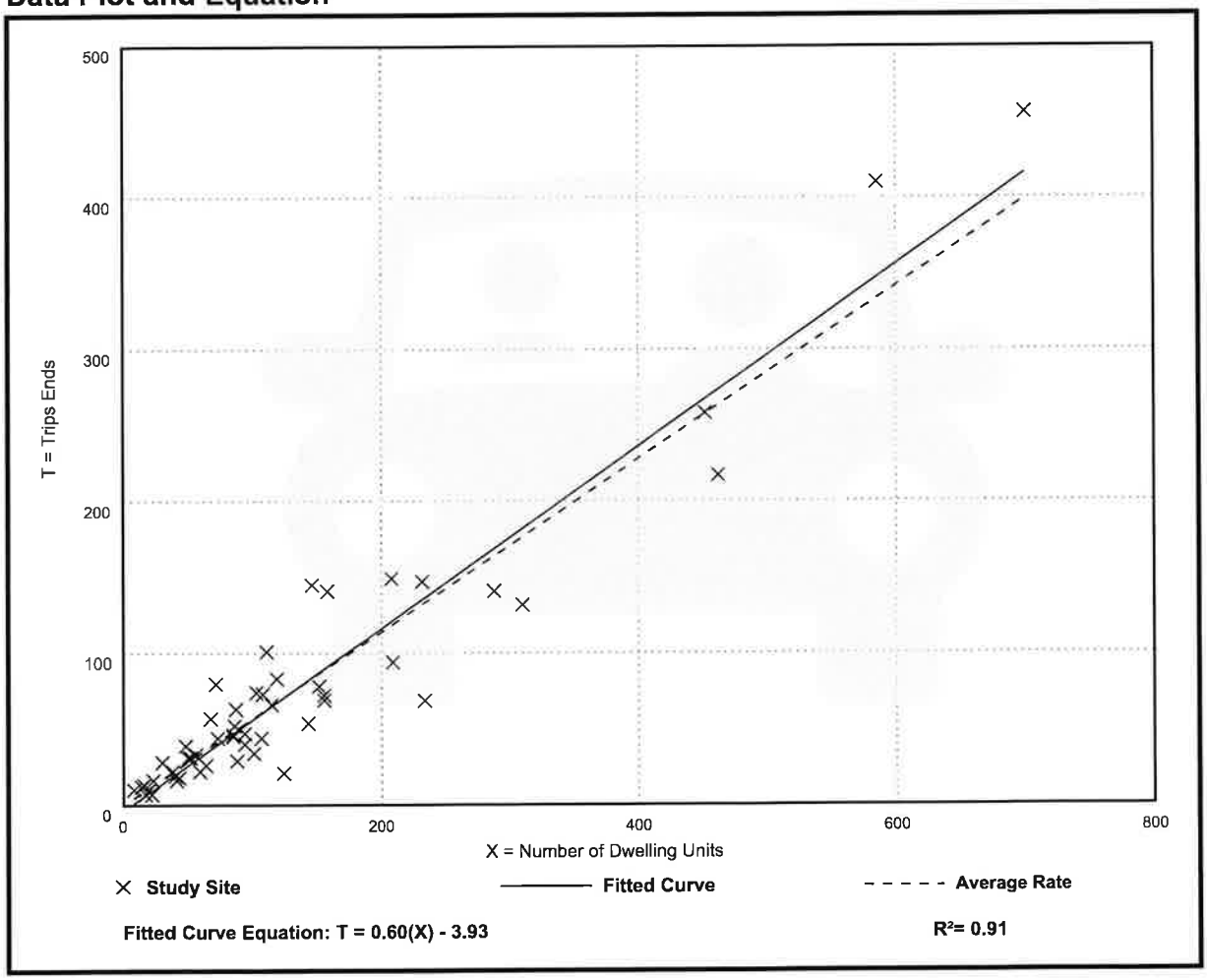
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



APPENDIX D

Space Coast TPO Traffic Counts

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2014 - 2023

ID	ROAD	FROM	TO	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	2023 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: NORTH																
208	BARNA AVE.	SR 405	SR 50	4,830	5,160	5,540	5,920	NC	6,400	5,830	5,830	5,160	4,640	15,600	10/18/23-10/19/23	Urban Major Collector
521	CAMP RD.	GRISSOM PKWY.	US 1	2,370	2,150	2,670	2,730	2,690	2,430	2,410	2,290	2,210	2,350	15,600	09/20/23-09/21/23	Urban Major Collector
	CITRUS BLVD./CANAVERAL GROVES BLVD.	PINE ST.	US 1	6,760	4,360	7,290	4,620	7,580	5,250	7,530	5,315	7,570				
522	CITRUS BLVD.	PINE ST.	LEE ST./CANAVERAL GROVES BLVD.	NC	3,380	NC	3,830	NC	4,500	NC	4,240	NC	3,890	15,600	09/20/23-09/21/23	Urban Major Collector
212	CANAVERAL GROVES BLVD.	LEE ST.	GRISSOM PKWY.	6,760	NC	7,290	NC	7,680	NC	7,530	NC	7,570	NC	15,600	12/19/22-12/20/22	Urban Major Collector
213	CANAVERAL GROVES BLVD.	GRISSOM PKWY.	US 1	NC	5,340	NC	5,410	NC	6,020	NC	6,390	NC	5,140	15,600	09/20/23-09/21/23	Urban Major Collector
	CARPENTER RD.	FOX LAKE RD.	SR 46	4,390	4,455	4,557	4,437	4,630	4,560	4,290	4,483	4,610	4,653			
185	CARPENTER RD.	FOX LAKE RD.	GARDEN ST.	3,540	3,520	3,480	3,690	3,830	3,560	3,410	3,410	3,670	3,540	15,600	09/20/23-09/21/23	Urban Major Collector
184	CARPENTER RD.	GARDEN ST.	DAIRY RD.	4,960	5,390	5,390	5,410	5,400	5,450	5,140	5,270	5,420	5,800	15,600	09/27/23-09/28/23	Urban Major Collector
183	CARPENTER RD.	DAIRY RD	SR 46	4,670	NC	4,890	4,210	4,660	4,670	4,320	4,710	4,740	4,620	15,600	09/27/23-09/28/23	Urban Major Collector
	DAIRY RD.	CARPENTER RD.	US 1	5,705	5,475	7,760	6,060	6,130	5,940	4,837	5,915	6,160	6,235			
188	DAIRY RD.	CARPENTER RD.	HOLDER RD.	NC	4,820	NC	5,030	NC	5,270	NC	5,180	NC	5,280	15,600	09/27/23-09/28/23	Urban Major Collector
523	DAIRY RD.	HOLDER RD.	SINGLETON AVE.	6,070	NC	7,760	NC	6,330	NC	5,870	NC	6,160	NC	15,600	11/28/22-11/29/22	Urban Major Collector
186	DAIRY RD.	SINGELTON AVE.	OLD DIXIE HWY.	NC	6,130	NC	6,930	NC	6,610	NC	6,650	NC	7,190	15,600	09/27/23-09/28/23	Urban Major Collector
187	DAIRY RD	OLD DIXIE HWY.	US 1	5,520	NC	NC	6,220	5,930	NC	5,490	NC	6,180	NC	15,600	11/28/22-11/29/22	Urban Major Collector
596	DEERING PKWY.	I-95	US 1	1,870	1,720	2,060	2,470	2,530	2,720	2,550	2,780	3,150	2,930	14,200	10/18/23-10/19/23	Rural Major Collector
	FAY BLVD.	GOLFVIEW AVE.	GRISSOM PKWY.	7,805	5,825	8,755	6,275	7,790	6,200	7,740	6,010	7,765	5,850			
649	FAY BLVD.	GOLFVIEW AVE.	HOMESTEAD AVE.	NC	2,880	NC	3,160	NC	3,120	NC	3,410	NC	3,060	15,600	09/20/23-09/21/23	Urban Major Collector
207	FAY BLVD.	HOMESTEAD AVE.	DEER LN.	6,460	NC	6,640	NC	6,740	NC	6,590	NC	6,630	NC	15,600	11/28/22-11/29/22	Urban Major Collector
220	FAY BLVD	DEER LN.	GRISSOM PKWY	9,150	8,770	10,890	9,390	8,780	9,260	8,890	8,610	8,940	8,540	15,600	10/18/23-10/19/23	Urban Major Collector
	FAY BLVD.	GRISSOM PKWY.	US 1	13,670	13,590	14,465	14,280	14,380	14,325	13,425	14,675	14,755	13,620			
209	FAY BLVD.	GRISSOM PKWY.	AREQUIPPA RD.	12,830	13,400	13,590	NC	13,090	NC	12,150	NC	13,270	NC	33,800	11/14/22-11/15/22	Urban Major Collector
209	FAY BLVD.	AREQUIPPA RD.	CAROLE AVE.	NC	12,350	NC	12,860	NC	12,900	NC	14,190	NC	12,350	33,800	10/18/23-10/19/23	Urban Major Collector
210	FAY BLVD.	CAROLE AVE	US 1	14,510	15,020	15,340	15,700	15,670	15,750	14,700	15,560	16,260	14,690	33,800	10/18/23-10/19/23	Urban Major Collector
235	FOX LAKE RD.	CARPENTER RD.	SOUTH ST.	NC	3,920	NC	NC	4,130	NC	NC	NC	NC	4,080	17,700	11/14/23-11/15/23	Urban Major Collector
	GRISSOM PKWY.	INDUSTRY RD.	PORT ST. JOHN PKWY	10,223	10,213	10,033	10,357	10,077	10,197	9,237	10,283	8,830	9,535			
634	GRISSOM PKWY.	INDUSTRY RD.	FED EX CENTER								12,750	NC	11,140	15,600	10/18/23-10/19/23	Urban Minor Arterial
197	GRISSOM PKWY.	FED EX CENTER	CANAVERAL GROVES BLVD.	11,540	11,720	11,300	11,160	10,800	10,640	9,480	NC	8,690	8,280	15,600	09/20/23-09/21/23	Urban Minor Arterial
195	GRISSOM PKWY.	CANAVERAL GROVES BLVD.	CAMP RD.	9,010	9,490	8,660	9,360	9,140	9,470	8,550	8,560	8,860	8,210	17,700	09/20/23-09/21/23	Urban Minor Arterial
196	GRISSOM PKWY.	CAMP RD	PORT ST. JOHN PKWY	10,120	9,430	10,140	10,550	10,290	10,480	9,680	9,520	8,940	9,710	17,700	12/06/23-12/07/23	Urban Minor Arterial
	GRISSOM PKWY.	PORT ST. JOHN PKWY.	KINGS HWY.	12,220	11,170	14,117	11,890	12,860	12,607	11,933	11,700	12,630	11,883			
194	GRISSOM PKWY.	PORT ST. JOHN PKWY.	BRIDGE RD.	13,840	NC	14,940	13,920	14,150	14,550	13,230	13,240	13,740	13,030	17,700	09/20/23-09/21/23	Urban Minor Arterial
193	GRISSOM PKWY.	BRIDGE RD.	FAY BLVD.	12,390	12,740	13,700	12,070	12,670	12,990	11,820	11,980	12,770	13,470	17,700	10/18/23-10/19/23	Urban Minor Arterial
192	GRISSOM PKWY.	FAY BLVD.	CURTIS BLVD.	NC	9,600	NC	9,680	NC	10,260	NC	9,860	NC	9,150	15,600	09/20/23-09/21/23	Urban Minor Arterial
191	GRISSOM PKWY.	CURTIS BLVD.	KINGS HWY.	10,430	NC	13,710	NC	11,160	NC	10,750	NC	11,380	NC	15,600	11/28/22-11/29/22	Urban Minor Arterial
	GRISSOM PKWY.	KINGS HWY.	SR 405	9,310	9,320	8,650	10,080	9,160	10,440	7,070	10,270	9,940	9,620			
189	GRISSOM PKWY.	KINGS HWY.	SHEPARD DR.	NC	9,320	NC	10,080	NC	10,440	NC	10,270	NC	9,620	30,400	10/31/23-11/01/23	Rural Minor Arterial
189	GRISSOM PKWY.	SHEPARD DR.	SR 405	9,310	NC	8,620	NC	9,160	NC	8,560	NC	9,940	NC	39,800	11/14/22-11/15/22	Urban Minor Arterial
524	GOLFVIEW AVE.	PORT ST. JOHN PKWY.	FAY BLVD.	4,530	NC	NC	5,570	5,580	NC	5,580	NC	5,700	NC	15,600	11/29/22-11/29/22	Urban Major Collector
526	HOLDER RD.	DAIRY RD.	SR 46	NC	NC	NC	2,840	NC	2,730	NC	2,680	NC	2,580	17,700	09/27/23-09/28/23	Urban Major Collector
	HOPKINS AVE.	SR 50	GRACE ST.	8,380	8,770	8,995	7,765	8,995	7,715	7,985	7,695	8,955	7,170			
583	HOPKINS AVE.	SR 50	KNOX MCRAE DR.	7,130	NC	7,190	NC	7,420	NC	6,840	NC	7,450	NC	15,600	11/28/22-11/29/22	Urban Minor Arterial
584	HOPKINS AVE.	KNOX MCRAE DR.	COUNTRY CLUB DR.	NC	9,090	NC	10,710	NC	10,360	NC	10,280	NC	9,230	15,600	09/26/23-09/27/23	Urban Minor Arterial
577	HOPKINS AVE.	COUNTRY CLUB DR.	HARRISON ST.	9,650	NC	10,800	NC	10,570	NC	9,130	NC	10,460	NC	15,600	11/28/22-11/29/22	Urban Minor Arterial
586	HOPKINS AVE.	HARRISON ST.	GRACE ST	NC	4,450	NC	4,820	NC	5,050	NC	5,050	5,140	5,110	15,600	09/26/23-09/27/23	Urban Minor Arterial
198	INDUSTRY RD. (SR 524)	SR 524	GRISSOM PKWY.	18,630	18,030	18,430	17,560	18,700	20,700	17,390	17,720	17,010	16,300	41,790	10/24/23-10/25/23	Urban Minor Arterial
594	INDUSTRY RD.	GRISSOM PKWY.	CIDCO RD.	4,360	NC	4,700	4,590	4,840	4,670	NC	4,790	4,170	3,850	15,600	10/31/23-11/01/23	Urban Local
245	KINGS HWY.	GRISSOM PKWY.	US 1	NC	4,060	NC	5,080	NC	5,200	NC	5,350	NC	5,270	15,600	10/18/23-10/19/23	Urban Major Collector
223	NASA CSWY.	US 1	SPACE COMMERCE WAY	11,110	10,170	12,070	12,260	13,400	14,380	8,870	9,930	13,730	13,650	30,400	10/31/23-11/01/23	Rural Principal Arterial Other
239	OLD DIXIE HWY.	GARDEN ST.	DAIRY RD.	1,190	NC	NC	NC	1,350	NC	1,060	1,170	1,180	NC	15,600	11/28/22-11/29/22	Urban Major Collector
240	OLD DIXIE HWY.	DAIRY RD.	PARRISH RD.	NC	860	NC	940	NC	820	NC	880	NC	820	15,600	09/27/23-09/28/23	Urban Major Collector
	PARRISH RD.	HOLDER RD.	US 1	780	1,240	890	1,210	840	1,110	690	1,120	NC	1,090			
242	PARRISH RD.	HOLDER RD.	SINGLETON AVE.	780	NC	840	NC	840	NC	690	NC	NC	NC	15,600	12/01/20-12/02/20	Urban Major Collector
241	PARRISH RD.	SINGLETON AVE	US 1	NC	1,240	NC	1,210	NC	1,110	NC	1,120	NC	1,050	15,600	10/18/23-10/19/23	Urban Major Collector
211	PT ST JOHN PKWY.	I-95	GRISSOM PKWY.	9,960	10,560	10,370	10,990	11,030	10,940	10,960	10,930	11,480	10,060	39,800	10/24/23-10/25/23	Urban Minor Arterial
	SINGLETON AVE.	SR 405 (SOUTH ST.)	SR 46	1,880			8,180	4,570	9,140	4,380	8,840	1,520	6,980			
578	SINGLETON AVE.	SR 405 (SOUTH ST.)	GARDEN ST.	NC	NC	NC	7,570	7,510	NC	7,230	NC	NC	NC	17,700	11/16/20-11/17/20	Urban Major Collector
238	SINGLETON AVE.	GARDEN ST.	DAIRY RD.	NC	NC	NC	8,790	NC	9,140	NC	8,840	NC	6,980	15,600	09/27/23-09/28/23	Urban Major Collector
547	SINGLETON AVE.	DAIRY RD.	SR 46	1,680	NC	NC	NC	1,830	NC	1,490	NC	1,520	NC	15,600	11/29/22-11/29/22	Urban Major Collector
	SISSON RD.	SR 405	SR 50	6,770	6,825	7,500	7,905	7,070	7,810	7,545	7,515	7,820	7,225			
234	SISSON RD.	SR 405	SAN MATEO BLVD.	5,870	5,980	6,450	6,980	7,330	6,810	6,570	6,150	6,290	5,890	15,600	09/20/23-09/21/23	Urban Major Collector
550	SISSON RD.	SAN MATEO BLVD.	SR 50	7,670	7,670	8,550	8,830	8,810	8,810	8,520	8,860	8,950	8,560	15,600	09/20/23-09/21/23	Urban Major Collector
201	SR 46	VOLUSIA CO.	FAWN LAKE BLVD.	6,970	6,880	7,230	7,070	7,660	8,620	8,130	6,360	6,750	6,620	8,400	11/14/23-11/15/23	Rural Principal Arterial Other
	SR 46	FAWN LAKE BLVD.	US 1	9,805	11,000	10,755	11,040	10,440	10,780	10,400	11,485	11,520	11,725			
200	SR 46	FAWN LAKE BLVD.	I-95	9,080	NC	9,930	10,360	10,440	10,050	9,360	10,520	10,540	10,660	14,160	10/18/23-10/19/23	Urban Principal Arterial-Other
199	SR 46	I-95	US 1	10,130	11,000	11,580	11,720	NC	11,510	11,420	12,450	12,500	12,790	14,160	09/27/23-09/28/23	Urban Principal Arterial-Other
231	SR 50	ORANGE CO.	I-95	10,190	10,270	10,470	11,600	12,370	13,260	11,180	12,010	13,510	14,580	40,300	10/18/23-10/19/23	Rural Principal Arterial Other

*Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts.
NC=Not Counted, UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2014 - 2023

ID	ROAD	FROM	TO	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	2023 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: NORTH																
	SR 50	I-95	US 1	18,467	21,715	20,208	21,568	24,043	23,148	20,596	21,905	22,328	20,936			
232	SR 50	I-95	SR 405	UC	27,980	23,810	30,320	34,830	31,190	28,760	29,350	31,490	29,480	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
164	SR 50	SR 405	BARNA AVE.	NC	24,080	NC	23,350	NC	23,940	NC	22,480	NC	20,520	41,790	09/28/23-09/27/23	Urban Minor Arterial
163	SR 50	BARNA AVE.	SISSON RD.	20,800	NC	21,360	NC	23,450	NC	18,740	NC	21,920	NC	41,790	11/28/22-11/29/22	Urban Minor Arterial
162	SR 50	SISSON RD.	HOPKINS AVE.	20,460	20,240	20,900	16,660	21,580	21,500	20,170	20,610	21,370	19,240	34,020	09/28/23-09/27/23	Urban Minor Arterial
161	SR 50	HOPKINS AVE.	US 1	14,200	14,560	15,000	15,940	16,310	15,960	13,720	15,210	14,530	14,510	34,020	09/28/23-09/27/23	Urban Minor Arterial
	SR 405 (COLUMBIA BLVD.)	SR 50	US 1	16,710	17,004	17,504	18,242	19,163	19,590	16,258	17,396	17,992	17,352			
218	SR 405 (COLUMBIA BLVD.)	SR 50	BARNA AVE.	18,070	18,500	19,110	20,210	20,330	20,540	18,790	21,070	21,540	18,520	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
219	SR 405 (COLUMBIA BLVD.)	BARNA AVE.	SR 407	16,850	17,740	17,950	18,510	19,530	19,670	17,220	17,800	18,500	19,060	41,790	11/14/23-11/15/23	Urban Principal Arterial-Other
220	SR 405 (COLUMBIA BLVD.)	SR 407	GRISSOM PKWY.	19,730	20,020	21,110	21,370	22,430	23,250	19,140	20,140	21,510	19,210	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
221	SR 405 (COLUMBIA BLVD.)	GRISSOM PKWY.	SISSON RD.	16,080	15,730	17,140	17,060	NC	18,920	14,940	15,970	14,640	17,510	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
222	SR 405 (COLUMBIA BLVD.)	SISSON RD.	US 1	11,820	12,030	12,710	14,310	14,360	15,370	11,200	12,000	13,670	12,460	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
	SR 405 (SOUTH ST.)	SR 50	SINGLETON AVE.	15,095	14,255	15,690	16,130	16,110	16,078	14,770	15,690	16,015	15,355			
217	SR 405 (SOUTH ST.)	SR 50	FOX LAKE RD.	17,720	16,910	18,210	18,840	18,770	18,950	17,070	18,480	19,180	18,790	18,590	10/18/23-10/19/23	Urban Minor Arterial
216	SR 405 (SOUTH ST.)	FOX LAKE RD.	SINGLETON AVE.	12,470	11,620	13,170	13,420	13,450	13,200	12,470	12,900	12,870	11,920	17,200	09/20/23-09/21/23	Urban Minor Arterial
	SR 405 (SOUTH ST.)	SINGLETON AVE.	WASHINGTON AVE.	6,070	6,930	6,480	6,830	6,240	6,800	5,810	6,350	5,990	6,350			
215	SR 405 (SOUTH ST.)	SINGLETON AVE.	PARK AVE.	6,680	6,930	6,960	6,630	7,010	6,800	6,300	6,350	6,590	6,350	37,810	09/26/23-09/27/23	Urban Minor Arterial
214	SR 405 (SOUTH ST.)	PARK AVE.	WASHINGTON AVE.	5,280	NC	5,520	NC	5,470	NC	4,920	NC	5,390	NC	34,020	11/29/22-11/29/22	Urban Minor Arterial
595	SR 406 (GARDEN ST.)	CARPENTER RD.	I-95	6,260	NC	6,360	NC	7,290	NC	7,240	NC	7,440	NC	15,600	11/28/22-11/29/22	Urban Major Collector
	SR 406 (GARDEN ST.)	I-95	WASHINGTON AVE.	11,690	12,833	13,613	13,243	13,763	14,050	12,443	12,913	13,745	13,033			
202	SR 406 (GARDEN ST.)	I-95	SINGLETON AVE.	12,800	13,850	14,510	14,730	16,310	15,700	14,820	15,300	16,130	15,220	41,790	09/27/23-09/28/23	Urban Principal Arterial-Other
203	SR 406 (GARDEN ST.)	SINGLETON AVE.	PARK AVE.	15,690	18,060	18,160	18,930	17,380	17,230	14,980	15,810	16,240	15,900	39,800	10/10/23-10/11/23	Urban Principal Arterial-Other
204	SR 406 (GARDEN ST.)	PARK AVE.	HOPKINS AVE.	10,960	10,940	13,780	10,930	11,480	12,910	11,210	11,380	11,890	11,550	39,800	09/27/23-09/28/23	Urban Principal Arterial-Other
205	SR 406 (GARDEN ST.)	HOPKINS AVE.	WASHINGTON AVE.	8,110	8,460	9,980	10,380	9,870	10,380	8,760	9,160	10,720	9,470	32,400	10/31/23-11/01/23	Urban Principal Arterial-Other
233	A. MAX BREWER MEMORIAL PKWY.	WASHINGTON AVE.	MAX BREWER MEMORIAL PKWY. (SR 402)	4,030	4,900	5,980	5,200	6,120	6,530	4,990	5,300	6,090	5,800	14,600	09/27/23-09/28/23	Urban Principal Arterial-Other
	SR 407	SR 528	SR 405	8,833	7,210	8,550	8,693	9,433	12,110	8,023	8,050	8,720	8,813			
225	SR 407	SR 528	I-95	8,830	7,220	8,750	9,150	9,970	12,640	7,520	6,860	7,270	5,710	8,820	10/18/23-10/19/23	Rural Principal Arterial - Freeways & Expressways
548	SR 407	I-95	SHEPARD DR.	7,460	7,660	9,190	8,980	10,090	12,850	9,370	9,890	10,470	11,230	24,200	11/14/23-11/15/23	Urban Principal Arterial - Freeways & Expressways
224	SR 407	SHEPARD DR.	SR 405	6,210	6,750	7,710	7,950	8,240	10,840	7,180	7,600	8,420	9,900	24,200	11/27/23-11/28/23	Urban Principal Arterial - Freeways & Expressways
	US 1	SR 528	SR 405	24,064	24,543	22,713	22,772	27,963	29,567	26,237	26,770	27,692	25,468			
226	US 1	SR 528	CANAVERAL GROVES BLVD.	UC	NC	29,100	31,820	31,420	32,820	28,080	27,850	28,860	26,900	41,790	11/14/23-11/15/23	Urban Principal Arterial-Other
159	US 1	CANAVERAL GROVES BLVD.	CAMP RD.	25,690	NC	28,610	25,590	29,950	30,680	26,290	26,840	27,670	30,420	41,790	11/27/23-11/28/23	Urban Principal Arterial-Other
160	US 1	CAMP RD.	BROADWAY BLVD.	24,890	24,300	28,130	29,170	29,210	30,290	26,300	25,880	27,230	24,270	41,790	11/14/23-11/15/23	Urban Principal Arterial-Other
227	US 1	BROADWAY BLVD.	FAY BLVD.	25,530	27,110	27,820	29,560	28,470	30,310	28,420	29,590	30,080	25,350	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
228	US 1	FAY BLVD.	KINGS HWY.	23,960	25,870	27,610	27,240	25,040	28,810	26,570	28,200	28,930	23,210	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
230	US 1	KINGS HWY.	SR 405	20,250	20,690	22,830	22,810	23,690	24,890	21,760	22,260	23,380	22,650	41,790	10/18/23-10/19/23	Urban Principal Arterial-Other
	US 1	SR 405	GRACE ST.	23,092	24,815	24,770	24,882	26,710	26,464	24,538	24,100	26,292	24,259			
169	US 1	SR 405	SR 50	19,870	20,130	21,390	20,310	23,280	23,550	21,000	21,210	22,790	21,210	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
170	US 1	SR 50	KNOX MCRAE DR.	23,660	25,210	25,030	25,130	28,180	27,110	25,500	24,410	25,910	25,750	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
172	US 1	KNOX MCRAE DR.	COUNTRY CLUB DR.	23,980	26,150	26,640	27,580	28,320	28,210	26,890	25,610	30,810	26,340	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
173	US 1	COUNTRY CLUB DR.	HARRISON ST.	24,930	26,420	26,580	26,700	28,120	27,920	26,450	25,210	26,110	24,520	41,790	09/28/23-09/27/23	Urban Principal Arterial-Other
174	US 1	HARRISON ST	GRACE ST.	23,220	25,180	24,110	23,690	25,690	25,550	24,550	24,060	25,840	23,490	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
	US 1 (NB WASHINGTON AVE.)	GRACE ST.	GARDEN ST.	11,457	11,100	12,477	12,228	12,487	12,825	11,063	11,800	12,423	11,020			
182	US 1 (NB WASHINGTON AVE.)	GRACE ST.	SOUTH ST.	12,300	NC	13,780	13,230	13,330	13,770	10,830	12,540	12,980	12,150	23,880	09/26/23-09/27/23	Urban Principal Arterial-Other
181	US 1 (NB WASHINGTON AVE.)	SOUTH ST.	MAIN ST.	11,480	NC	12,310	NC	12,530	NC	11,510	NC	12,620	NC	19,440	12/01/22-12/02/22	Urban Principal Arterial-Other
179	US 1 (NB WASHINGTON AVE.)	MAIN ST.	GARDEN ST.	10,590	11,100	11,340	11,230	11,600	11,880	10,750	11,060	11,580	9,890	19,440	10/31/23-11/01/23	Urban Principal Arterial-Other
	US 1 (SB HOPKINS AVE.)	GARDEN ST.	GRACE ST.	11,183	10,925	12,040	12,740	12,587	13,085	11,507	12,345	13,137	12,090			
176	US 1 (SB HOPKINS AVE.)	GARDEN ST.	MAIN ST.	9,870	8,900	11,110	11,970	11,880	12,090	10,850	11,450	12,120	11,650	19,440	10/18/23-10/19/23	Urban Principal Arterial-Other
178	US 1 (SB HOPKINS AVE.)	MAIN ST.	SOUTH ST.	11,060	NC	11,600	NC	12,260	NC	11,210	NC	12,350	NC	23,880	12/01/22-12/02/22	Urban Principal Arterial-Other
175	US 1 (SB HOPKINS AVE.)	SOUTH ST.	GRACE ST.	12,620	12,950	13,410	13,510	13,820	14,080	12,460	13,240	14,940	12,530	23,880	09/26/23-09/27/23	Urban Principal Arterial-Other
	US 1	GARDEN ST.	SR 46	18,010		19,300	17,830	19,710	20,010	18,370	17,985	19,485	18,590			
165	US 1	GARDEN ST.	DAIRY RD.	21,900	NC	22,490	20,270	22,680	23,060	21,240	20,400	21,630	21,670	41,790	10/10/23-10/11/23	Urban Principal Arterial-Other
166	US 1	DAIRY RD.	SR 46	14,120	NC	16,110	15,590	16,740	16,960	15,500	15,570	17,340	15,510	41,790	09/27/23-09/28/23	Urban Principal Arterial-Other
	US 1	SR 46	VOLUSIA CO.	7,583		8,010	8,123	8,217	8,390	7,943	7,980	8,783	8,047			
167	US 1	SR 46	LIONEL RD.	10,030	NC	10,370	10,310	10,810	11,010	10,400	10,420	11,400	10,800	41,790	10/18/23-10/19/23	Urban Principal Arterial-Other
168	US 1	LIONEL RD.	BURKHOLM RD.	9,040	NC	9,810	10,220	9,600	9,870	9,330	9,460	10,440	9,600	40,300	10/18/23-10/19/23	Urban Principal Arterial-Other
527	US 1	BURKHOLM RD.	VOLUSIA CO.	3,880	NC	3,850	3,840	4,240	4,290	4,100	4,060	4,450	3,740	40,300	10/18/23-10/19/23	Rural Principal Arterial Other

*Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts.
NC=Not Counted; UC=Under Construction

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

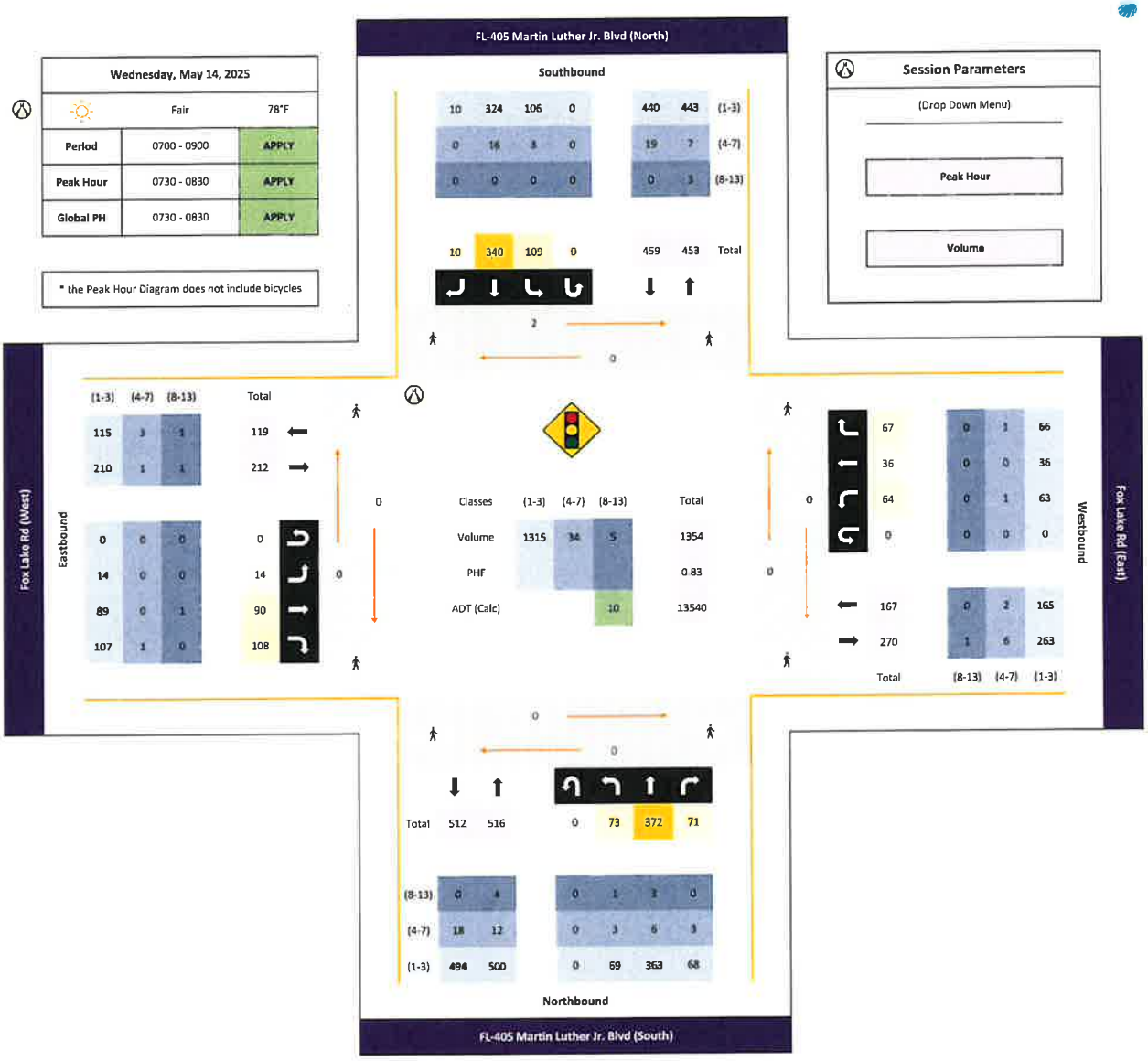
APPENDIX E
Turning Movement Counts

Peak Hour Turning Movement Count

Titusville, FL

Click here for Map

Marr Traffic DATA COLLECTION
www.marrtraffic.com



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	24	81	19	-	0	124	25	91	1	-	0	117	1	17	24	-	0	42	12	9	9	-	0	30	313
0745 - 0800	22	119	30	-	0	171	42	93	2	-	0	137	3	33	29	-	0	65	9	8	19	-	0	36	409
0800 - 0815	11	86	11	-	0	108	25	88	4	-	0	117	4	26	32	-	0	62	29	14	27	-	0	70	357
0815 - 0830	16	86	11	-	0	113	17	68	3	-	0	88	6	14	23	-	0	43	14	5	12	-	0	31	275
Total	73	372	71	0	0	516	109	340	10	0	0	459	14	90	108	0	0	212	64	36	67	0	0	167	1354
Approach %	14.15	72.09	13.76	0.00	0.00	-	23.75	74.07	2.18	0.00	0.00	-	6.60	42.45	50.94	0.00	0.00	-	38.32	21.56	40.12	0.00	0.00	-	
PHF	0.76	0.78	0.59	0.00	0.00	0.75	0.65	0.91	0.63	0.00	0.00	0.84	0.58	0.68	0.84	0.00	0.00	0.82	0.55	0.64	0.62	0.00	0.00	0.60	0.83

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	23	80	17	-	0	120	25	86	1	-	0	112	1	17	24	-	0	42	12	9	9	-	0	30	304
0745 - 0800	20	116	29	-	0	165	40	89	2	-	0	131	3	33	28	-	0	64	9	8	18	-	0	35	395
0800 - 0815	10	83	11	-	0	104	24	84	4	-	0	112	4	26	32	-	0	62	28	14	27	-	0	69	347
0815 - 0830	16	84	11	-	0	111	17	65	3	-	0	85	6	13	23	-	0	42	14	5	12	-	0	31	269
Total	69	363	68	0	0	500	106	324	10	0	0	440	14	89	107	0	0	210	63	36	66	0	0	165	1315
Approach %	13.80	72.60	13.60	0.00	0.00	-	24.09	73.64	2.27	0.00	0.00	-	6.67	42.38	50.95	0.00	0.00	-	38.18	21.82	40.00	0.00	0.00	-	
PHF	0.75	0.78	0.59	0.00	0.00	0.76	0.66	0.91	0.63	0.00	0.00	0.84	0.58	0.67	0.84	0.00	0.00	0.82	0.56	0.64	0.61	0.00	0.00	0.60	0.83

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	0	1	2	-	0	3	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	8
0745 - 0800	2	2	1	-	0	5	2	4	0	-	0	6	0	0	1	-	0	1	0	0	1	-	0	1	13
0800 - 0815	1	2	0	-	0	3	1	4	0	-	0	5	0	0	0	-	0	0	1	0	0	-	0	1	9
0815 - 0830	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
Total	3	6	3	0	0	12	3	16	0	0	0	19	0	0	1	0	0	1	1	0	1	0	0	2	34
Approach %	25.00	50.00	25.00	0.00	0.00	-	15.79	84.21	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.38	0.75	0.38	0.00	0.00	0.60	0.38	0.80	0.00	0.00	0.00	0.79	0.00	0.00	0.25	0.00	0.00	0.25	0.25	0.00	0.25	0.00	0.00	0.50	0.65

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0815 - 0830	0	1	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	2
Total	1	3	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5
Approach %	25.00	75.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.75	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.63

Click here for Map

Peak Hour Turning Movement Count

Titusville, FL

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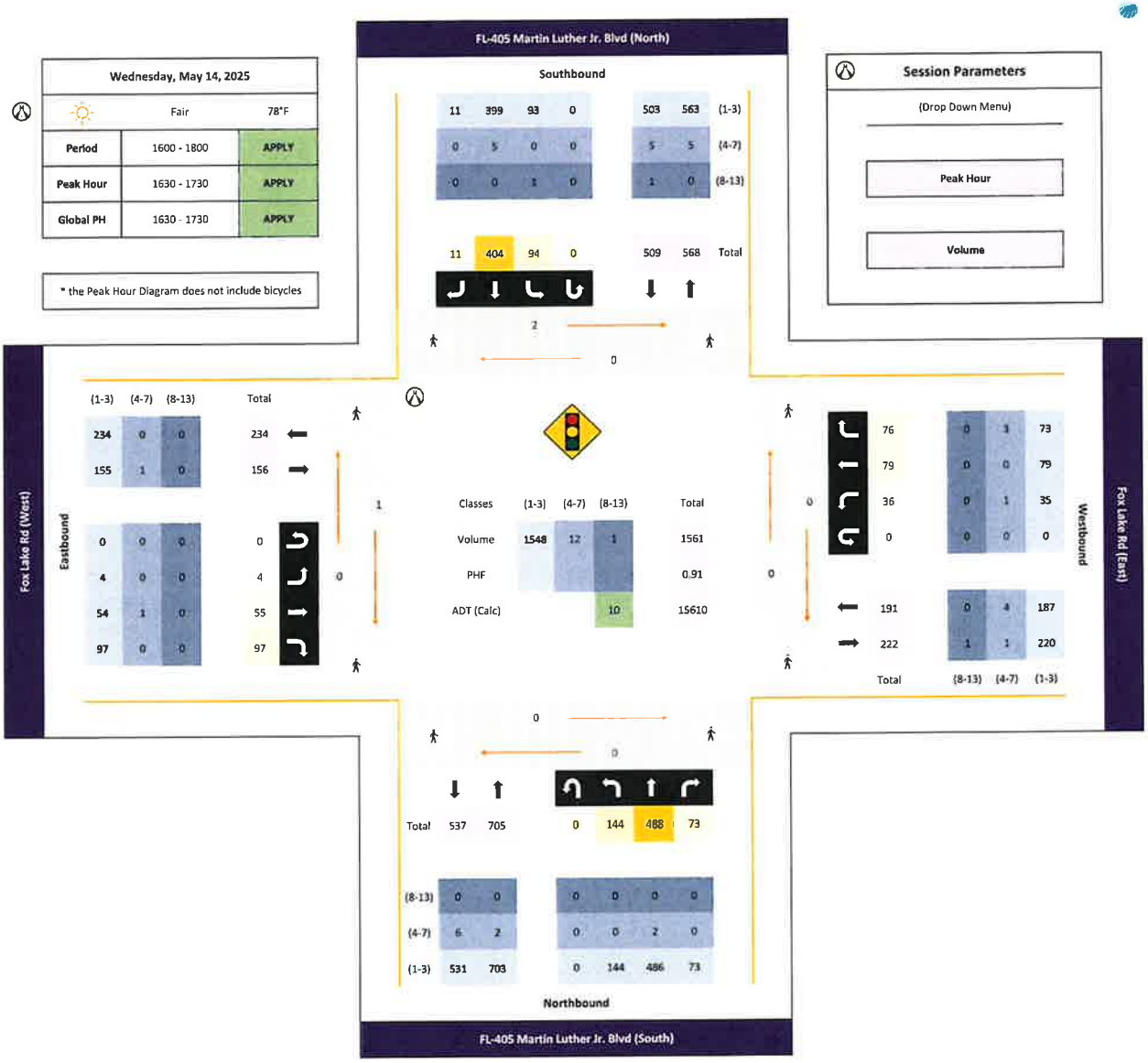

All vehicles

Time	Northbound FL-405 Martin Luther Jr. Blvd (South)						Southbound FL-405 Martin Luther Jr. Blvd (North)						Eastbound Fox Lake Rd (West)						Westbound Fox Lake Rd (East)						Int Total
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1630 - 1645	32	131	15	-	0	178	24	127	4	-	0	155	0	17	24	-	0	41	7	23	23	-	0	53	427
1645 - 1700	32	102	21	-	0	155	14	80	1	-	0	95	2	18	24	-	0	44	8	17	18	-	0	43	337
1700 - 1715	37	141	18	-	0	196	26	82	1	-	0	109	0	8	24	-	0	32	9	21	20	-	0	50	387
1715 - 1730	43	114	19	-	0	176	30	115	5	-	0	150	2	12	25	-	0	39	12	18	15	-	0	45	410
Total	144	488	73	0	0	705	94	404	11	0	0	509	4	55	97	0	0	156	36	79	76	0	0	191	1561
Approach %	20.43	69.22	10.35	0.00	0.00	-	18.47	79.37	2.16	0.00	0.00	-	2.56	35.26	62.18	0.00	0.00	-	18.85	41.36	39.79	0.00	0.00	-	
PHF	0.84	0.87	0.87	0.00	0.00	0.90	0.78	0.80	0.55	0.00	0.00	0.82	0.50	0.76	0.97	0.00	0.00	0.89	0.75	0.86	0.83	0.00	0.00	0.90	0.91

Bicycles

Time	Northbound FL-405 Martin Luther Jr. Blvd (South)						Southbound FL-405 Martin Luther Jr. Blvd (North)						Eastbound Fox Lake Rd (West)						Westbound Fox Lake Rd (East)						Int Total
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound FL-405 Martin Luther Jr. Blvd (South)						Southbound FL-405 Martin Luther Jr. Blvd (North)						Eastbound Fox Lake Rd (West)						Westbound Fox Lake Rd (East)						Int Total
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1630 - 1645	32	131	15	-	0	178	23	124	4	-	0	151	0	16	24	-	0	40	7	23	20	-	0	50	419
1645 - 1700	32	102	21	-	0	155	14	78	1	-	0	93	2	18	24	-	0	44	7	17	18	-	0	42	334
1700 - 1715	37	140	18	-	0	195	26	82	1	-	0	109	0	8	24	-	0	32	9	21	20	-	0	50	386
1715 - 1730	43	113	19	-	0	175	30	115	5	-	0	150	2	12	25	-	0	39	12	18	15	-	0	45	409
Total	144	486	73	0	0	703	93	399	11	0	0	503	4	54	97	0	0	155	35	79	73	0	0	187	1548
Approach %	20.48	69.13	10.38	0.00	0.00	-	18.49	79.32	2.19	0.00	0.00	-	2.58	34.84	62.58	0.00	0.00	-	18.72	42.25	39.04	0.00	0.00	-	
PHF	0.84	0.87	0.87	0.00	0.00	0.90	0.78	0.80	0.55	0.00	0.00	0.83	0.50	0.75	0.97	0.00	0.00	0.88	0.73	0.86	0.91	0.00	0.00	0.94	0.92

Single Unit Trucks (4-7)

Time	Northbound FL-405 Martin Luther Jr. Blvd (South)						Southbound FL-405 Martin Luther Jr. Blvd (North)						Eastbound Fox Lake Rd (West)						Westbound Fox Lake Rd (East)						Int Total
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1630 - 1645	0	0	0	-	0	0	0	3	0	-	0	3	0	1	0	-	0	1	0	0	3	-	0	3	7
1645 - 1700	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	3
1700 - 1715	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	2	0	0	0	2	0	5	0	0	0	5	0	1	0	0	0	1	1	0	3	0	0	4	12
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.42	0.00	0.00	0.00	0.42	0.00	0.25	0.00	0.00	0.00	0.25	0.25	0.00	0.25	0.00	0.00	0.33	0.43

Combination Trucks (8-13)

Time	Northbound FL-405 Martin Luther Jr. Blvd (South)						Southbound FL-405 Martin Luther Jr. Blvd (North)						Eastbound Fox Lake Rd (West)						Westbound Fox Lake Rd (East)						Int Total
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1630 - 1645	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Classified Turn Movement Count || All vehicles

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Titusville, FL

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
All vehicles

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	9	37	3	0	49	4	80	2	0	86	2	13	29	0	44	16	2	5	0	23	202
0715 - 0730	17	74	11	0	102	14	64	3	0	81	2	14	21	0	37	17	11	6	0	34	254
0730 - 0745	24	81	19	0	124	25	91	1	0	117	1	17	24	0	42	12	9	9	0	30	313
0745 - 0800	22	119	30	0	171	42	93	2	0	137	3	33	29	0	65	9	8	19	0	36	409
Hourly Total	72	311	63	0	446	85	328	8	0	421	8	77	103	0	188	54	30	39	0	123	1178
0800 - 0815	11	86	11	0	108	25	88	4	0	117	4	26	32	0	62	29	14	27	0	70	357
0815 - 0830	16	86	11	0	113	17	68	3	0	88	6	14	23	0	43	14	5	12	0	31	275
0830 - 0845	12	79	9	0	100	17	73	1	0	91	4	13	29	0	46	12	9	15	0	36	273
0845 - 0900	16	77	6	0	99	14	79	2	0	95	3	14	25	0	42	9	6	12	0	27	263
Hourly Total	55	328	37	0	420	73	308	10	0	391	17	67	109	0	193	64	34	66	0	164	1168
Grand Total	127	639	100	0	866	158	636	18	0	812	25	144	212	0	381	118	64	105	0	287	2346
Approach %	14.67	73.79	11.55	0.00	-	19.46	78.33	2.22	0.00	-	6.56	37.80	55.64	0.00	-	41.11	22.30	36.59	0.00	-	
Intersection %	5.41	27.24	4.26	0.00	36.91	6.73	27.11	0.77	0.00	34.61	1.07	6.14	9.04	0.00	16.24	5.03	2.73	4.48	0.00	12.23	
Heavy Vehicle %	5	2	5	-	3	3	4	6	-	4	0	1	3	-	2	1	2	2	-	1	3
PHF	0.76	0.78	0.59	0.00	0.75	0.65	0.91	0.63	0.00	0.84	0.58	0.68	0.84	0.00	0.82	0.55	0.64	0.62	0.00	0.60	0.83
Peak Hour Total	73	372	71	0	516	109	340	10	0	459	14	90	108	0	212	64	36	67	0	167	1354
Peak Hour HV %	5	2	4	0	3	3	5	0	0	4	0	1	1	0	1	2	0	1	0	1	3

1600 - 1800 (Weekday 2h Session) (05-14-2025)
All vehicles

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	22	107	15	0	144	19	106	5	0	130	1	16	17	0	34	10	13	10	0	33	341
1615 - 1630	36	110	11	0	157	14	99	6	0	119	1	18	12	0	31	13	19	18	0	50	357
1630 - 1645	32	131	15	0	178	24	127	4	0	155	0	17	24	0	41	7	23	23	0	53	427
1645 - 1700	32	102	21	0	155	14	80	1	0	95	2	18	24	0	44	8	17	18	0	43	337
Hourly Total	122	450	62	0	634	71	412	16	0	499	4	69	77	0	150	38	72	69	0	179	1462
1700 - 1715	37	141	18	0	196	26	82	1	0	109	0	8	24	0	32	9	21	20	0	50	387
1715 - 1730	43	114	19	0	176	30	115	5	0	150	2	12	25	0	39	12	18	15	0	45	410
1730 - 1745	41	92	18	0	151	14	100	4	0	118	3	16	25	0	44	10	15	23	0	48	361
1745 - 1800	52	116	20	0	188	19	80	2	0	101	0	17	15	0	32	14	15	15	0	44	365
Hourly Total	173	463	75	0	711	89	377	12	0	478	5	53	89	0	147	45	69	73	0	187	1523
Grand Total	295	913	137	0	1345	160	789	28	0	977	9	122	166	0	297	83	141	142	0	366	2985
Approach %	21.93	67.88	10.19	0.00	-	16.38	80.76	2.87	0.00	-	3.03	41.08	55.89	0.00	-	22.68	38.52	38.80	0.00	-	
Intersection %	9.88	30.59	4.59	0.00	45.06	5.36	26.43	0.94	0.00	32.73	0.30	4.09	5.56	0.00	9.95	2.78	4.72	4.76	0.00	12.26	
Heavy Vehicle %	0	1	1	-	1	1	1	4	-	1	0	1	1	-	1	1	0	3	-	1	1
PHF	0.84	0.87	0.87	0.00	0.90	0.78	0.80	0.55	0.00	0.82	0.50	0.76	0.97	0.00	0.89	0.75	0.86	0.83	0.00	0.90	0.91
Peak Hour Total	144	488	73	0	705	94	404	11	0	509	4	55	97	0	156	36	79	76	0	191	1561
Peak Hour HV %	0	0	0	0	0	1	1	0	0	1	0	2	0	0	1	3	0	4	0	2	1

Classified Turn Movement Count || Bicycles

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Titusville, FL

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Titusville, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	9	36	2	0	47	4	78	2	0	84	2	13	29	0	44	16	2	5	0	23	198
0715 - 0730	16	74	10	0	100	13	61	2	0	76	2	14	20	0	36	17	11	5	0	33	245
0730 - 0745	23	80	17	0	120	25	86	1	0	112	1	17	24	0	42	12	9	9	0	30	304
0745 - 0800	20	116	29	0	165	40	89	2	0	131	3	33	28	0	64	9	8	18	0	35	395
Hourly Total	68	306	58	0	432	82	314	7	0	403	8	77	101	0	186	54	30	37	0	121	1142
0800 - 0815	10	83	11	0	104	24	84	4	0	112	4	26	32	0	62	28	14	27	0	69	347
0815 - 0830	16	84	11	0	111	17	65	3	0	85	6	13	23	0	42	14	5	12	0	31	269
0830 - 0845	12	77	9	0	98	16	67	1	0	84	4	12	26	0	42	12	9	15	0	36	260
0845 - 0900	15	75	6	0	96	14	78	2	0	94	3	14	23	0	40	9	5	11	0	25	255
Hourly Total	53	319	37	0	409	71	294	10	0	375	17	65	104	0	186	63	33	65	0	161	1131
Grand Total	121	625	95	0	841	153	608	17	0	778	25	142	205	0	372	117	63	102	0	282	2273
Approach %	14.39	74.32	11.30	0.00	-	19.67	78.15	2.19	0.00	-	6.72	38.17	55.11	0.00	-	41.49	22.34	36.17	0.00	-	
Intersection %	5.32	27.50	4.18	0.00	37.00	6.73	26.75	0.75	0.00	34.23	1.10	6.25	9.02	0.00	16.37	5.15	2.77	4.49	0.00	12.41	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	22	107	15	0	144	18	105	4	0	127	1	16	17	0	34	10	13	10	0	33	338
1615 - 1630	36	109	11	0	156	14	97	6	0	117	1	18	11	0	30	13	19	18	0	50	353
1630 - 1645	32	131	15	0	178	23	124	4	0	151	0	16	24	0	40	7	23	20	0	50	419
1645 - 1700	32	102	21	0	155	14	78	1	0	93	2	18	24	0	44	7	17	18	0	42	334
Hourly Total	122	449	62	0	633	69	404	15	0	488	4	68	76	0	148	37	72	66	0	175	1444
1700 - 1715	37	140	18	0	195	26	82	1	0	109	0	8	24	0	32	9	21	20	0	50	386
1715 - 1730	43	113	19	0	175	30	115	5	0	150	2	12	25	0	39	12	18	15	0	45	409
1730 - 1745	41	90	18	0	149	14	99	4	0	117	3	16	25	0	44	10	15	23	0	48	358
1745 - 1800	51	115	19	0	185	19	79	2	0	100	0	17	15	0	32	14	15	14	0	43	360
Hourly Total	172	458	74	0	704	89	375	12	0	476	5	53	89	0	147	45	69	72	0	186	1513
Grand Total	294	907	136	0	1337	158	779	27	0	964	9	121	165	0	295	82	141	138	0	361	2957
Approach %	21.99	67.84	10.17	0.00	-	16.39	80.81	2.80	0.00	-	3.05	41.02	55.93	0.00	-	22.71	39.06	38.23	0.00	-	
Intersection %	9.94	30.67	4.60	0.00	45.21	5.34	26.34	0.91	0.00	32.60	0.30	4.09	5.58	0.00	9.98	2.77	4.77	4.67	0.00	12.21	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Marr Traffic DATA COLLECTION
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Titusville, FL

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Single Unit Trucks (4-7)

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	1	0	1	0	2	1	3	1	0	5	0	0	1	0	1	0	0	0	0	0	8
0730 - 0745	0	1	2	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
0745 - 0800	2	2	1	0	5	2	4	0	0	6	0	0	1	0	1	0	0	1	0	1	13
Hourly Total	3	3	5	0	11	3	14	1	0	18	0	0	2	0	2	0	0	1	0	1	32
0800 - 0815	1	2	0	0	3	1	4	0	0	5	0	0	0	0	0	1	0	0	0	1	9
0815 - 0830	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0830 - 0845	0	1	0	0	1	1	5	0	0	6	0	1	2	0	3	0	0	0	0	0	10
0845 - 0900	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	5
Hourly Total	2	4	0	0	6	2	13	0	0	15	0	1	3	0	4	1	1	1	0	3	28
Grand Total	5	7	5	0	17	5	27	1	0	33	0	1	5	0	6	1	1	2	0	4	60
Approach %	29.41	41.18	29.41	0.00	-	15.15	81.82	3.03	0.00	-	0.00	16.67	83.33	0.00	-	25.00	25.00	50.00	0.00	-	
Intersection %	8.33	11.67	8.33	0.00	28.33	8.33	45.00	1.67	0.00	55.00	0.00	1.67	8.33	0.00	10.00	1.67	1.67	3.33	0.00	6.67	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Single Unit Trucks (4-7)

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1630 - 1645	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	3	0	3	7
1645 - 1700	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
Hourly Total	0	1	0	0	1	1	8	0	0	9	0	1	0	0	1	1	0	3	0	4	15
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5
Hourly Total	1	5	1	0	7	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	10
Grand Total	1	6	1	0	8	1	10	0	0	11	0	1	0	0	1	1	0	4	0	5	25
Approach %	12.50	75.00	12.50	0.00	-	9.09	90.91	0.00	0.00	-	0.00	100.00	0.00	0.00	-	20.00	0.00	80.00	0.00	-	
Intersection %	4.00	24.00	4.00	0.00	32.00	4.00	40.00	0.00	0.00	44.00	0.00	4.00	0.00	0.00	4.00	4.00	0.00	16.00	0.00	20.00	

Classified Turn Movement Count || Combination Trucks (8-13)

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Titusville, FL

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
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Fox Lake Rd (East)

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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Combination Trucks (8-13)

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
0830 - 0845	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
0845 - 0900	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Hourly Total	0	5	0	0	5	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	9
Grand Total	1	7	0	0	8	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	12
Approach %	12.50	87.50	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	33.33	66.67	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	8.33	58.33	0.00	0.00	66.67	0.00	8.33	0.00	0.00	8.33	0.00	8.33	16.67	0.00	25.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Combination Trucks (8-13)

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	3
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	33.33	0.00	33.33	0.00	66.67	0.00	0.00	33.33	0.00	33.33	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Titusville, FL

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0700 - 0900 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0715 - 0730	1	0	1	0	2	1	3	1	0	5	0	0	1	0	1	0	0	0	0	0	8
0730 - 0745	1	1	2	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
0745 - 0800	2	3	1	0	6	2	4	0	0	6	0	0	1	0	1	0	0	1	0	1	14
Hourly Total	4	5	5	0	14	3	14	1	0	18	0	0	2	0	2	0	0	1	0	1	35
0800 - 0815	1	3	0	0	4	1	4	0	0	5	0	0	0	0	0	1	0	0	0	1	10
0815 - 0830	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	6
0830 - 0845	0	2	0	0	2	1	6	0	0	7	0	1	3	0	4	0	0	0	0	0	13
0845 - 0900	1	2	0	0	3	0	1	0	0	1	0	0	2	0	2	0	1	1	0	2	8
Hourly Total	2	9	0	0	11	2	14	0	0	16	0	2	5	0	7	1	1	1	0	3	37
Grand Total	6	14	5	0	25	5	28	1	0	34	0	2	7	0	9	1	1	2	0	4	72
Approach %	24.00	56.00	20.00	0.00	-	14.71	82.35	2.94	0.00	-	0.00	22.22	77.78	0.00	-	25.00	25.00	50.00	0.00	-	
Intersection %	8.33	19.44	6.94	0.00	34.72	6.94	38.89	1.39	0.00	47.22	0.00	2.78	9.72	0.00	12.50	1.39	1.39	2.78	0.00	5.56	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound FL-405 Martin Luther Jr. Blvd (South)					Southbound FL-405 Martin Luther Jr. Blvd (North)					Eastbound Fox Lake Rd (West)					Westbound Fox Lake Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	3
1615 - 1630	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	4
1630 - 1645	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	0	0	3	0	3	8
1645 - 1700	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
Hourly Total	0	1	0	0	1	2	8	1	0	11	0	1	1	0	2	1	0	3	0	4	18
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5
Hourly Total	1	5	1	0	7	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	10
Grand Total	1	6	1	0	8	2	10	1	0	13	0	1	1	0	2	1	0	4	0	5	28
Approach %	12.50	75.00	12.50	0.00	-	15.38	76.92	7.69	0.00	-	0.00	50.00	50.00	0.00	-	20.00	0.00	80.00	0.00	-	
Intersection %	3.57	21.43	3.57	0.00	28.57	7.14	35.71	3.57	0.00	46.43	0.00	3.57	3.57	0.00	7.14	3.57	0.00	14.29	0.00	17.86	

Crosswalk Counts || Pedestrians

Titusville, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound FL-405 Martin Luther Jr. Blvd (South)			Southbound FL-405 Martin Luther Jr. Blvd (North)			Eastbound Fox Lake Rd (West)			Westbound Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	1	1	2	0	0	0	0	0	0	2
0715 - 0730	0	0	0	1	0	1	0	0	0	0	0	0	1
0730 - 0745	0	0	0	1	0	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	3	1	4	0	0	0	0	0	0	4
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	1	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	3	1	4	0	0	0	0	1	1	5
Approach %	0.00	0.00	-	75.00	25.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	60.00	20.00	80.00	0.00	0.00	0.00	0.00	20.00	20.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound FL-405 Martin Luther Jr. Blvd (South)			Southbound FL-405 Martin Luther Jr. Blvd (North)			Eastbound Fox Lake Rd (West)			Westbound Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	1	1	0	0	0	1	0	1	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	1	0	1	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	1	0	1	1	0	1	0	0	0	3
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	1	0	1	1	0	1	0	0	0	3
Approach %	0.00	100.00	-	100.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	33.33	33.33	33.33	0.00	33.33	33.33	0.00	33.33	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Titusville, FL

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FL-405 Martin Luther Jr. Blvd (South)
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound FL-405 Martin Luther Jr. Blvd (South)			Southbound FL-405 Martin Luther Jr. Blvd (North)			Eastbound Fox Lake Rd (West)			Westbound Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	2	0	2	0	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	1	0	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	3	0	3	0	0	0	0	0	0	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	1	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	1	0	0	0	0	0	0	1
Grand Total	0	0	0	3	1	4	0	0	0	0	0	0	4
Approach %	0.00	0.00	-	75.00	25.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	75.00	25.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound FL-405 Martin Luther Jr. Blvd (South)			Southbound FL-405 Martin Luther Jr. Blvd (North)			Eastbound Fox Lake Rd (West)			Westbound Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	1	1	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	1	1	2	0	0	0	0	0	0	2
1700 - 1715	0	0	0	0	0	0	0	1	1	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	1	1	2	0	1	1	0	0	0	3
Approach %	0.00	0.00	-	50.00	50.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	33.33	33.33	66.67	0.00	33.33	33.33	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION
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Titusville, FL

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
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78°F
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound FL-405 Martin Luther Jr. Blvd (South)			Southbound FL-405 Martin Luther Jr. Blvd (North)			Eastbound Fox Lake Rd (West)			Westbound Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound FL-405 Martin Luther Jr. Blvd (South)			Southbound FL-405 Martin Luther Jr. Blvd (North)			Eastbound Fox Lake Rd (West)			Westbound Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/14/2025	Fox Lake Rd (West) Eastbound			Fox Lake Rd (East) Westbound			L-405 Martin Luther Jr. Blvd (South) Northbound			L-405 Martin Luther Jr. Blvd (North) Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	2	13	29	16	2	5	9	37	3	4	80	2	202
07:15 AM - 07:30 AM	2	14	21	17	11	6	17	74	11	14	64	3	254
07:30 AM - 07:45 AM	1	17	24	12	9	9	24	81	19	25	91	1	313
07:45 AM - 08:00 AM	3	33	29	9	8	19	22	119	30	42	93	2	409
08:00 AM - 08:15 AM	4	26	32	29	14	27	11	86	11	25	88	4	357
08:15 AM - 08:30 AM	6	14	23	14	5	12	16	86	11	17	68	3	275
08:30 AM - 08:45 AM	4	13	29	12	9	15	12	79	9	17	73	1	273
08:45 AM - 09:00 AM	3	14	25	9	6	12	16	77	6	14	79	2	263
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	1	16	17	10	13	10	22	107	15	19	106	5	341
04:15 PM - 04:30 PM	1	18	12	13	19	18	36	110	11	14	99	6	357
04:30 PM - 04:45 PM	0	17	24	7	23	23	32	131	15	24	127	4	427
04:45 PM - 05:00 PM	2	18	24	8	17	18	32	102	21	14	80	1	337
05:00 PM - 05:15 PM	0	8	24	9	21	20	37	141	18	26	82	1	387
05:15 PM - 05:30 PM	2	12	25	12	18	15	43	114	19	30	115	5	410
05:30 PM - 05:45 PM	3	16	25	10	15	23	41	92	18	14	100	4	361
05:45 PM - 06:00 PM	0	17	15	14	15	15	52	116	20	19	80	2	365
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Titusville, FL

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Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	0	0	-	0	0	3	0	58	-	0	61	39	47	0	-	0	86	0	39	10	-	0	49	196
0745 - 0800	0	0	0	-	0	0	6	0	64	-	0	70	66	65	0	-	0	131	1	51	4	-	0	56	257
0800 - 0815	0	0	1	-	0	1	10	0	61	-	0	71	61	55	0	-	0	116	0	43	7	-	0	50	238
0815 - 0830	0	0	0	-	0	0	6	0	46	-	0	52	44	52	0	-	0	96	1	34	5	-	0	40	188
Total	0	0	1	0	0	1	25	0	229	0	0	254	210	219	0	0	0	429	2	167	26	0	0	195	879
Approach %	0.00	0.00	100.00	0.00	0.00	-	9.84	0.00	90.16	0.00	0.00	-	48.95	51.05	0.00	0.00	0.00	-	1.03	85.64	13.33	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	0.25	0.63	0.00	0.89	0.00	0.00	0.89	0.80	0.84	0.00	0.00	0.00	0.82	0.50	0.82	0.65	0.00	0.00	0.87	0.86

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	0	0	-	0	0	3	0	54	-	0	57	38	47	0	-	0	85	0	38	10	-	0	48	190
0745 - 0800	0	0	0	-	0	0	5	0	62	-	0	67	63	64	0	-	0	127	0	47	4	-	0	51	245
0800 - 0815	0	0	0	-	0	0	9	0	60	-	0	69	61	52	0	-	0	113	0	39	7	-	0	46	228
0815 - 0830	0	0	0	-	0	0	6	0	44	-	0	50	43	50	0	-	0	93	1	33	3	-	0	37	180
Total	0	0	0	0	0	0	23	0	220	0	0	243	205	213	0	0	0	418	1	157	24	0	0	182	843
Approach %	0.00	0.00	0.00	0.00	0.00	-	9.47	0.00	90.53	0.00	0.00	-	49.04	50.96	0.00	0.00	0.00	-	0.55	86.26	13.19	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0.00	0.89	0.00	0.00	0.88	0.81	0.83	0.00	0.00	0.00	0.82	0.25	0.84	0.60	0.00	0.00	0.89	0.86

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	4	-	0	4	1	0	0	-	0	1	0	1	0	-	0	1	6
0745 - 0800	0	0	0	-	0	0	1	0	2	-	0	3	2	1	0	-	0	3	1	4	0	-	0	5	11
0800 - 0815	0	0	1	-	0	1	1	0	1	-	0	2	0	2	0	-	0	2	0	4	0	-	0	4	9
0815 - 0830	0	0	0	-	0	0	0	0	2	-	0	2	1	0	0	-	0	1	0	1	2	-	0	3	6
Total	0	0	1	0	0	1	2	0	9	0	0	11	4	3	0	0	0	7	1	10	2	0	0	13	32
Approach %	0.00	0.00	100.00	0.00	0.00	-	18.18	0.00	81.82	0.00	0.00	-	57.14	42.86	0.00	0.00	0.00	-	7.69	76.92	15.38	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	0.25	0.50	0.00	0.56	0.00	0.00	0.69	0.50	0.38	0.00	0.00	0.00	0.58	0.25	0.63	0.25	0.00	0.00	0.65	0.73

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	1
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.50	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.75

Peak Hour Turning Movement Count

Titusville, FL

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Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1630 - 1645	0	0	0	-	0	0	4	0	86	-	0	90	74	56	0	-	0	130	0	65	5	-	0	70	290
1645 - 1700	0	0	1	-	0	1	5	0	39	-	0	44	65	45	0	-	0	110	0	44	8	-	0	52	207
1700 - 1715	0	0	0	-	0	0	2	0	40	-	0	42	82	56	0	-	0	138	0	61	15	-	0	76	256
1715 - 1730	0	0	0	-	0	0	8	0	83	-	0	91	50	58	0	-	1	109	0	67	7	-	0	74	274
Total	0	0	1	0	0	1	19	0	248	0	0	267	271	215	0	0	1	487	0	237	35	0	0	272	1027
Approach %	0.00	0.00	100.00	0.00	0.00	-	7.12	0.00	92.88	0.00	0.00	-	55.65	44.15	0.00	0.00	0.21	-	0.00	87.13	12.87	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	0.25	0.59	0.00	0.72	0.00	0.00	0.73	0.83	0.93	0.00	0.00	0.25	0.88	0.00	0.88	0.58	0.00	0.00	0.89	0.89

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1630 - 1645	0	0	0	-	0	0	4	0	85	-	0	89	74	54	0	-	0	128	0	62	5	-	0	67	284
1645 - 1700	0	0	1	-	0	1	5	0	39	-	0	44	65	45	0	-	0	110	0	42	8	-	0	50	205
1700 - 1715	0	0	0	-	0	0	2	0	40	-	0	42	82	55	0	-	0	137	0	61	15	-	0	76	255
1715 - 1730	0	0	0	-	0	0	8	0	83	-	0	91	50	57	0	-	1	108	0	67	7	-	0	74	273
Total	0	0	1	0	0	1	19	0	247	0	0	266	271	211	0	0	1	483	0	232	35	0	0	267	1017
Approach %	0.00	0.00	100.00	0.00	0.00	-	7.14	0.00	92.86	0.00	0.00	-	56.11	43.69	0.00	0.00	0.21	-	0.00	86.99	13.11	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	0.25	0.59	0.00	0.73	0.00	0.00	0.73	0.83	0.93	0.00	0.00	0.25	0.88	0.00	0.87	0.58	0.00	0.00	0.88	0.90

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1630 - 1645	0	0	0	-	0	0	0	0	1	-	0	1	0	2	0	-	0	2	0	2	0	-	0	2	5
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	0	4	0	4	0	0	0	4	9
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.50	0.45

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
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Titusville, FL

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)

All vehicles

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	7	0	32	0	39	20	23	0	0	43	0	30	4	0	34	116
0715 - 0730	0	0	0	0	0	5	0	37	0	42	38	41	0	0	79	0	25	4	0	29	150
0730 - 0745	0	0	0	0	0	3	0	58	0	61	39	47	0	0	86	0	39	10	0	49	196
0745 - 0800	0	0	0	0	0	6	0	64	0	70	66	65	0	0	131	1	51	4	0	56	257
Hourly Total	0	0	0	0	0	21	0	191	0	212	163	176	0	0	339	1	145	22	0	168	719
0800 - 0815	0	0	1	0	1	10	0	61	0	71	61	55	0	0	116	0	43	7	0	50	238
0815 - 0830	0	0	0	0	0	6	0	46	0	52	44	52	0	0	96	1	34	5	0	40	188
0830 - 0845	0	0	0	0	0	3	0	56	0	59	38	52	0	0	90	0	31	11	0	42	191
0845 - 0900	0	0	0	0	0	8	0	46	0	54	45	57	0	0	102	0	36	8	0	44	200
Hourly Total	0	0	1	0	1	27	0	209	0	236	188	216	0	0	404	1	144	31	0	176	817
Grand Total	0	0	1	0	1	48	0	400	0	448	351	392	0	0	743	2	289	53	0	344	1536
Approach %	0.00	0.00	100.00	0.00	-	10.71	0.00	89.29	0.00	-	47.24	52.76	0.00	0.00	-	0.58	84.01	15.41	0.00	-	
Intersection %	0.00	0.00	0.07	0.00	0.07	3.13	0.00	26.04	0.00	29.17	22.85	25.52	0.00	0.00	48.37	0.13	18.82	3.45	0.00	22.40	
Heavy Vehicle %	-	-	100	-	100	8	-	4	-	5	2	2	-	-	2	50	5	8	-	6	4
PHF	0.00	0.00	0.25	0.00	0.25	0.63	0.00	0.89	0.00	0.89	0.80	0.84	0.00	0.00	0.82	0.50	0.82	0.65	0.00	0.87	0.86
Peak Hour Total	0	0	1	0	1	25	0	229	0	254	210	219	0	0	429	2	167	26	0	195	879
Peak Hour HV %	0	0	100	0	100	8	0	4	0	4	2	2	0	0	2	50	6	8	0	7	4

1600 - 1800 (Weekday 2h Session) (05-14-2025)

All vehicles

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	2	0	60	0	62	69	50	0	1	120	0	62	11	0	73	255
1615 - 1630	0	0	0	0	0	7	0	58	0	65	55	45	0	0	100	0	48	10	0	58	223
1630 - 1645	0	0	0	0	0	4	0	86	0	90	74	56	0	0	130	0	65	5	0	70	290
1645 - 1700	0	0	1	0	1	5	0	39	0	44	65	45	0	0	110	0	44	8	0	52	207
Hourly Total	0	0	1	0	1	18	0	243	0	261	263	196	0	1	460	0	219	34	0	253	975
1700 - 1715	0	0	0	0	0	2	0	40	0	42	82	56	0	0	138	0	61	15	0	76	256
1715 - 1730	0	0	0	0	0	8	0	83	0	91	50	58	0	1	109	0	67	7	0	74	274
1730 - 1745	0	0	0	0	0	6	0	62	0	68	55	40	0	0	95	0	50	8	0	58	221
1745 - 1800	0	0	0	0	0	6	0	52	0	58	70	53	0	0	123	0	39	14	0	53	234
Hourly Total	0	0	0	0	0	22	0	237	0	259	257	207	0	1	465	0	217	44	0	261	985
Grand Total	0	0	1	0	1	40	0	480	0	520	520	403	0	2	925	0	436	78	0	514	1960
Approach %	0.00	0.00	100.00	0.00	-	7.69	0.00	92.31	0.00	-	56.22	43.57	0.00	0.22	-	0.00	84.82	15.18	0.00	-	
Intersection %	0.00	0.00	0.05	0.00	0.05	2.04	0.00	24.49	0.00	26.53	26.53	20.56	0.00	0.10	47.19	0.00	22.24	3.98	0.00	26.22	
Heavy Vehicle %	-	-	0	-	0	0	-	1	-	1	0	2	-	0	1	-	2	0	-	1	1
PHF	0.00	0.00	0.25	0.00	0.25	0.59	0.00	0.72	0.00	0.73	0.83	0.93	0.00	0.25	0.88	0.00	0.88	0.58	0.00	0.89	0.89
Peak Hour Total	0	0	1	0	1	19	0	248	0	267	271	215	0	1	487	0	237	35	0	272	1027
Peak Hour HV %	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	2	0	0	2	1

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Titusville, FL

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Titusville, FL

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	7	0	32	0	39	20	22	0	0	42	0	30	4	0	34	115
0715 - 0730	0	0	0	0	0	5	0	34	0	39	38	41	0	0	79	0	23	4	0	27	145
0730 - 0745	0	0	0	0	0	3	0	54	0	57	38	47	0	0	85	0	38	10	0	48	190
0745 - 0800	0	0	0	0	0	5	0	62	0	67	63	64	0	0	127	0	47	4	0	51	245
Hourly Total	0	0	0	0	0	20	0	182	0	202	159	174	0	0	333	0	138	22	0	160	695
0800 - 0815	0	0	0	0	0	9	0	60	0	69	61	52	0	0	113	0	39	7	0	46	228
0815 - 0830	0	0	0	0	0	6	0	44	0	50	43	50	0	0	93	1	33	3	0	37	180
0830 - 0845	0	0	0	0	0	1	0	51	0	52	36	52	0	0	88	0	29	10	0	39	179
0845 - 0900	0	0	0	0	0	8	0	46	0	54	44	55	0	0	99	0	36	7	0	43	196
Hourly Total	0	0	0	0	0	24	0	201	0	225	184	209	0	0	393	1	137	27	0	165	783
Grand Total	0	0	0	0	0	44	0	383	0	427	343	383	0	0	726	1	275	49	0	325	1478
Approach %	0.00	0.00	0.00	0.00	-	10.30	0.00	89.70	0.00	-	47.25	52.75	0.00	0.00	-	0.31	84.62	15.08	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	2.98	0.00	25.91	0.00	28.89	23.21	25.91	0.00	0.00	49.12	0.07	18.61	3.32	0.00	21.99	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	2	0	59	0	61	69	50	0	1	120	0	61	11	0	72	253
1615 - 1630	0	0	0	0	0	7	0	56	0	63	55	43	0	0	98	0	48	10	0	58	219
1630 - 1645	0	0	0	0	0	4	0	85	0	89	74	54	0	0	128	0	62	5	0	67	284
1645 - 1700	0	0	1	0	1	5	0	39	0	44	65	45	0	0	110	0	42	8	0	50	205
Hourly Total	0	0	1	0	1	18	0	239	0	257	263	192	0	1	456	0	213	34	0	247	961
1700 - 1715	0	0	0	0	0	2	0	40	0	42	82	55	0	0	137	0	61	15	0	76	255
1715 - 1730	0	0	0	0	0	8	0	83	0	91	50	57	0	1	108	0	67	7	0	74	273
1730 - 1745	0	0	0	0	0	6	0	61	0	67	55	38	0	0	93	0	50	8	0	58	218
1745 - 1800	0	0	0	0	0	6	0	52	0	58	70	53	0	0	123	0	38	14	0	52	233
Hourly Total	0	0	0	0	0	22	0	236	0	258	257	203	0	1	461	0	216	44	0	260	979
Grand Total	0	0	1	0	1	40	0	475	0	515	520	395	0	2	917	0	429	78	0	507	1940
Approach %	0.00	0.00	100.00	0.00	-	7.77	0.00	92.23	0.00	-	56.71	43.08	0.00	0.22	-	0.00	84.62	15.38	0.00	-	
Intersection %	0.00	0.00	0.05	0.00	0.05	2.06	0.00	24.48	0.00	26.55	26.80	20.36	0.00	0.10	47.27	0.00	22.11	4.02	0.00	26.13	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Marr Traffic DATA COLLECTION
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Titusville, FL

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
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Lat/Long
28.601286°, -80.837744°
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Weather
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5
0730 - 0745	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	0	1	0	0	1	6
0745 - 0800	0	0	0	0	0	1	0	2	0	3	2	1	0	0	3	1	4	0	0	5	11
Hourly Total	0	0	0	0	0	1	0	9	0	10	3	1	0	0	4	1	7	0	0	8	22
0800 - 0815	0	0	1	0	1	1	0	1	0	2	0	2	0	0	2	0	4	0	0	4	9
0815 - 0830	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	1	2	0	3	6
0830 - 0845	0	0	0	0	0	2	0	4	0	6	1	0	0	0	1	0	2	1	0	3	10
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Hourly Total	0	0	1	0	1	3	0	7	0	10	2	3	0	0	5	0	7	4	0	11	27
Grand Total	0	0	1	0	1	4	0	16	0	20	5	4	0	0	9	1	14	4	0	19	49
Approach %	0.00	0.00	100.00	0.00	-	20.00	0.00	80.00	0.00	-	55.56	44.44	0.00	0.00	-	5.26	73.68	21.05	0.00	-	
Intersection %	0.00	0.00	2.04	0.00	2.04	8.16	0.00	32.65	0.00	40.82	10.20	8.16	0.00	0.00	18.37	2.04	28.57	8.16	0.00	38.78	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	3
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	5
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	0	0	0	3	0	3	0	3	0	0	3	0	5	0	0	5	11
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	6
Grand Total	0	0	0	0	0	0	0	4	0	4	0	7	0	0	7	0	6	0	0	6	17
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.53	0.00	23.53	0.00	41.18	0.00	0.00	41.18	0.00	35.29	0.00	0.00	35.29	

Classified Turn Movement Count || Combination Trucks (8-13)

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Titusville, FL

Site 1
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	6
Grand Total	0	0	0	0	0	0	0	1	0	1	3	4	0	0	7	0	0	0	0	0	8
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	42.86	57.14	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.50	0.00	12.50	37.50	50.00	0.00	0.00	87.50	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Titusville, FL

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5
0730 - 0745	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	0	1	0	0	1	6
0745 - 0800	0	0	0	0	0	1	0	2	0	3	3	1	0	0	4	1	4	0	0	5	12
Hourly Total	0	0	0	0	0	1	0	9	0	10	4	2	0	0	6	1	7	0	0	8	24
0800 - 0815	0	0	1	0	1	1	0	1	0	2	0	3	0	0	3	0	4	0	0	4	10
0815 - 0830	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	0	1	2	0	3	7
0830 - 0845	0	0	0	0	0	2	0	5	0	7	2	0	0	0	2	0	2	1	0	3	12
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	4
Hourly Total	0	0	1	0	1	3	0	8	0	11	4	6	0	0	10	0	7	4	0	11	33
Grand Total	0	0	1	0	1	4	0	17	0	21	8	8	0	0	16	1	14	4	0	19	57
Approach %	0.00	0.00	100.00	0.00	-	19.05	0.00	80.95	0.00	-	50.00	50.00	0.00	0.00	-	5.26	73.68	21.05	0.00	-	
Intersection %	0.00	0.00	1.75	0.00	1.75	7.02	0.00	29.82	0.00	36.84	14.04	14.04	0.00	0.00	28.07	1.75	24.56	7.02	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound (Forest Hills Baptist Church Driveway)					Southbound (S Singleton Ave)					Eastbound (FL-405 Martin Luther King Jr Blvd (West))					Westbound (FL-405 Martin Luther King Jr Blvd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
1615 - 1630	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	3
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	3	0	0	3	6
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	0	0	0	4	0	4	0	3	0	0	3	0	6	0	0	6	13
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	6
Grand Total	0	0	0	0	0	0	0	5	0	5	0	7	0	0	7	0	7	0	0	7	19
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.32	0.00	26.32	0.00	36.84	0.00	0.00	36.84	0.00	36.84	0.00	0.00	36.84	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION
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Titusville, FL

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
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Lat/Long
28.601286°, -80.837744°
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION
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Titusville, FL

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	1	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Crosswalk Counts || Motorized Vehicles

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Titusville, FL

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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Start Date: 5/14/2025	405 Martin Luther King Jr Blvd (We			405 Martin Luther King Jr Blvd (Ea			Forest Hills Baptist Church Drivewa			S Singleton Ave			
	Eastbound			Westbound			Northbound			Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	20	23	0	0	30	4	0	0	0	7	0	32	116
07:15 AM - 07:30 AM	38	41	0	0	25	4	0	0	0	5	0	37	150
07:30 AM - 07:45 AM	39	47	0	0	39	10	0	0	0	3	0	58	196
07:45 AM - 08:00 AM	66	65	0	1	51	4	0	0	0	6	0	64	257
08:00 AM - 08:15 AM	61	55	0	0	43	7	0	0	1	10	0	61	238
08:15 AM - 08:30 AM	44	52	0	1	34	5	0	0	0	6	0	46	188
08:30 AM - 08:45 AM	38	52	0	0	31	11	0	0	0	3	0	56	191
08:45 AM - 09:00 AM	45	57	0	0	36	8	0	0	0	8	0	46	200
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	69	50	0	0	62	11	0	0	0	2	0	60	254
04:15 PM - 04:30 PM	55	45	0	0	48	10	0	0	0	7	0	58	223
04:30 PM - 04:45 PM	74	56	0	0	65	5	0	0	0	4	0	86	290
04:45 PM - 05:00 PM	65	45	0	0	44	8	0	0	1	5	0	39	207
05:00 PM - 05:15 PM	82	56	0	0	61	15	0	0	0	2	0	40	256
05:15 PM - 05:30 PM	50	58	0	0	67	7	0	0	0	8	0	83	273
05:30 PM - 05:45 PM	55	40	0	0	50	8	0	0	0	6	0	62	221
05:45 PM - 06:00 PM	70	53	0	0	39	14	0	0	0	6	0	52	234
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Titusville, FL

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0730 - 0745	9	69	21	-	0	99	10	86	9	-	0	105	17	28	10	-	0	55	9	20	8	-	0	37	296
0745 - 0800	12	115	38	-	0	165	13	84	17	-	0	114	21	44	7	-	0	72	12	19	9	-	0	40	391
0800 - 0815	6	96	32	-	0	134	14	65	18	-	0	97	14	41	11	-	0	66	8	18	15	-	0	41	338
0815 - 0830	10	79	30	-	0	119	11	46	15	-	0	72	16	41	12	-	0	69	8	15	11	-	0	34	294
Total	37	359	121	0	0	517	48	281	59	0	0	388	68	154	40	0	0	262	37	72	43	0	0	152	1319
Approach %	7.16	69.44	23.40	0.00	0.00	-	12.37	72.42	15.21	0.00	0.00	-	25.95	58.78	15.27	0.00	0.00	-	24.34	47.37	28.29	0.00	0.00	-	
PHF	0.77	0.78	0.80	0.00	0.00	0.78	0.86	0.82	0.82	0.00	0.00	0.85	0.81	0.88	0.83	0.00	0.00	0.91	0.77	0.90	0.72	0.00	0.00	0.93	0.84

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0730 - 0745	9	68	19	-	0	96	10	82	9	-	0	101	17	28	10	-	0	55	9	19	8	-	0	36	288
0745 - 0800	11	110	38	-	0	159	11	80	16	-	0	107	20	43	7	-	0	70	12	16	9	-	0	37	373
0800 - 0815	6	92	30	-	0	128	14	63	17	-	0	94	13	39	10	-	0	62	8	16	15	-	0	39	323
0815 - 0830	9	78	29	-	0	116	11	44	14	-	0	69	16	40	12	-	0	68	8	14	10	-	0	32	285
Total	35	348	116	0	0	499	46	269	56	0	0	371	66	150	39	0	0	255	37	65	42	0	0	144	1269
Approach %	7.01	69.74	23.25	0.00	0.00	-	12.40	72.51	15.09	0.00	0.00	-	25.88	58.82	15.29	0.00	0.00	-	25.69	45.14	29.17	0.00	0.00	-	
PHF	0.80	0.79	0.76	0.00	0.00	0.78	0.82	0.82	0.82	0.00	0.00	0.87	0.83	0.87	0.81	0.00	0.00	0.91	0.77	0.86	0.70	0.00	0.00	0.92	0.85

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0730 - 0745	0	1	2	-	0	3	0	3	0	-	0	3	0	0	0	-	0	0	0	1	0	-	0	1	7
0745 - 0800	1	5	0	-	0	6	2	4	1	-	0	7	1	1	0	-	0	2	0	3	0	-	0	3	18
0800 - 0815	0	3	2	-	0	5	0	1	1	-	0	2	1	2	0	-	0	3	0	2	0	-	0	2	12
0815 - 0830	1	1	1	-	0	3	0	2	1	-	0	3	0	0	0	-	0	0	0	1	0	-	0	1	7
Total	2	10	5	0	0	17	2	10	3	0	0	15	2	3	0	0	0	5	0	7	0	0	0	7	44
Approach %	11.76	58.82	29.41	0.00	0.00	-	13.33	66.67	20.00	0.00	0.00	-	40.00	60.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.50	0.50	0.63	0.00	0.00	0.71	0.25	0.63	0.75	0.00	0.00	0.54	0.50	0.38	0.00	0.00	0.00	0.42	0.00	0.58	0.00	0.00	0.00	0.58	0.61

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	1	0	-	0	1	0	1	0	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	3
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	1	1	0	0	2	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.25	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.42

Peak Hour Turning Movement Count

Titusville, FL

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1630 - 1645	12	84	12	-	0	108	15	76	22	-	0	113	19	26	14	-	0	59	29	37	14	-	0	80	360
1645 - 1700	7	64	10	-	0	81	19	70	17	-	0	106	9	25	12	-	0	46	21	36	26	-	0	83	316
1700 - 1715	7	72	9	-	0	88	14	83	14	-	0	111	21	30	13	-	0	64	23	49	20	-	0	92	355
1715 - 1730	10	97	12	-	0	119	16	89	17	-	0	122	21	34	14	-	0	69	15	35	27	-	0	77	387
Total	36	317	43	0	0	396	64	318	70	0	0	452	70	115	53	0	0	238	88	157	87	0	0	332	1418
Approach %	9.09	80.05	10.86	0.00	0.00	-	14.16	70.35	15.49	0.00	0.00	-	29.41	48.32	22.27	0.00	0.00	-	26.51	47.29	26.20	0.00	0.00	-	
PHF	0.75	0.82	0.90	0.00	0.00	0.83	0.84	0.89	0.80	0.00	0.00	0.93	0.83	0.85	0.95	0.00	0.00	0.86	0.76	0.80	0.81	0.00	0.00	0.90	0.92

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1630 - 1645	11	82	11	-	0	104	15	75	20	-	0	110	18	25	14	-	0	57	28	37	14	-	0	79	350
1645 - 1700	7	63	9	-	0	79	19	70	17	-	0	106	9	25	12	-	0	46	21	34	26	-	0	81	312
1700 - 1715	7	69	9	-	0	85	14	83	14	-	0	111	20	29	13	-	0	62	23	49	20	-	0	92	350
1715 - 1730	10	95	12	-	0	117	16	89	17	-	0	122	20	34	14	-	0	68	15	35	26	-	0	76	383
Total	35	309	41	0	0	385	64	317	68	0	0	449	67	113	53	0	0	233	87	155	86	0	0	328	1395
Approach %	9.09	80.26	10.65	0.00	0.00	-	14.25	70.60	15.14	0.00	0.00	-	28.76	48.50	22.75	0.00	0.00	-	26.52	47.26	26.22	0.00	0.00	-	
PHF	0.80	0.81	0.85	0.00	0.00	0.82	0.84	0.89	0.85	0.00	0.00	0.92	0.84	0.83	0.95	0.00	0.00	0.86	0.78	0.79	0.83	0.00	0.00	0.89	0.91

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1630 - 1645	1	2	1	-	0	4	0	1	1	-	0	2	1	1	0	-	0	2	1	0	0	-	0	1	9
1645 - 1700	0	1	1	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	4
1700 - 1715	0	3	0	-	0	3	0	0	0	-	0	0	1	1	0	-	0	2	0	0	0	-	0	0	5
1715 - 1730	0	2	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	0	0	1	-	0	1	4
Total	1	8	2	0	0	11	0	1	1	0	0	2	3	2	0	0	0	5	1	2	1	0	0	4	22
Approach %	9.09	72.73	18.18	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	60.00	40.00	0.00	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	
PHF	0.25	0.67	0.50	0.00	0.00	0.69	0.00	0.25	0.25	0.00	0.00	0.25	0.75	0.50	0.00	0.00	0.00	0.63	0.25	0.25	0.25	0.00	0.00	0.50	0.61

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1630 - 1645	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
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Titusville, FL

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)

All vehicles

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	9	47	5	0	61	11	38	7	0	56	7	26	5	0	38	4	8	4	0	16	171
0715 - 0730	4	51	16	0	71	6	52	14	0	72	24	22	5	0	51	6	11	7	0	24	218
0730 - 0745	9	69	21	0	99	10	86	9	0	105	17	28	10	0	55	9	20	8	0	37	296
0745 - 0800	12	115	38	0	165	13	84	17	0	114	21	44	7	0	72	12	19	9	0	40	391
Hourly Total	34	282	80	0	396	40	260	47	0	347	69	120	27	0	216	31	58	28	0	117	1076
0800 - 0815	6	96	32	0	134	14	65	18	0	97	14	41	11	0	66	8	18	15	0	41	338
0815 - 0830	10	79	30	0	119	11	46	15	0	72	16	41	12	0	69	8	15	11	0	34	294
0830 - 0845	10	59	13	0	82	15	54	11	0	80	10	41	6	0	57	9	14	13	0	36	255
0845 - 0900	6	52	14	0	72	8	51	11	0	70	19	31	6	0	56	14	23	12	0	49	247
Hourly Total	32	286	89	0	407	48	216	55	0	319	59	154	35	0	248	39	70	51	0	160	1134
Grand Total	66	568	169	0	803	88	476	102	0	666	128	274	62	0	464	70	128	79	0	277	2210
Approach %	8.22	70.73	21.05	0.00	-	13.21	71.47	15.32	0.00	-	27.59	59.05	13.36	0.00	-	25.27	46.21	28.52	0.00	-	
Intersection %	2.99	25.70	7.65	0.00	36.33	3.98	21.54	4.62	0.00	30.14	5.79	12.40	2.81	0.00	21.00	3.17	5.79	3.57	0.00	12.53	
Heavy Vehicle %	6	2	5	-	3	5	4	5	-	4	2	3	5	-	3	1	8	5	-	5	4
PHF	0.77	0.78	0.80	0.00	0.78	0.86	0.82	0.82	0.00	0.85	0.81	0.88	0.83	0.00	0.91	0.77	0.90	0.72	0.00	0.93	0.84
Peak Hour Total	37	359	121	0	517	48	281	59	0	388	68	154	40	0	262	37	72	43	0	152	1319
Peak Hour HV %	5	3	4	0	3	4	4	5	0	4	3	3	3	0	3	0	10	0	0	5	4

1600 - 1800 (Weekday 2h Session) (05-14-2025)

All vehicles

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	16	59	13	0	88	21	72	17	0	110	19	25	7	0	51	22	34	19	0	75	324
1615 - 1630	10	58	7	0	75	20	89	22	0	131	16	20	9	0	45	16	31	11	0	58	309
1630 - 1645	12	84	12	0	108	15	76	22	0	113	19	26	14	0	59	29	37	14	0	80	360
1645 - 1700	7	64	10	0	81	19	70	17	0	106	9	25	12	0	46	21	36	26	0	83	316
Hourly Total	45	265	42	0	352	75	307	78	0	460	63	96	42	0	201	88	138	70	0	296	1309
1700 - 1715	7	72	9	0	88	14	83	14	0	111	21	30	13	0	64	23	49	20	0	92	355
1715 - 1730	10	97	12	0	119	16	89	17	0	122	21	34	14	0	69	15	35	27	0	77	387
1730 - 1745	11	57	16	0	84	15	74	18	0	107	18	29	9	0	56	13	41	20	0	74	321
1745 - 1800	10	77	13	0	100	11	83	8	0	102	10	31	11	0	52	20	32	15	0	67	321
Hourly Total	38	303	50	0	391	56	329	57	0	442	70	124	47	0	241	71	157	82	0	310	1384
Grand Total	83	568	92	0	743	131	636	135	0	902	133	220	89	0	442	159	295	152	0	606	2693
Approach %	11.17	76.45	12.38	0.00	-	14.52	70.51	14.97	0.00	-	30.09	49.77	20.14	0.00	-	26.24	48.68	25.08	0.00	-	
Intersection %	3.08	21.09	3.42	0.00	27.59	4.86	23.62	5.01	0.00	33.49	4.94	8.17	3.30	0.00	16.41	5.90	10.95	5.64	0.00	22.50	
Heavy Vehicle %	1	2	5	-	2	1	0	1	-	1	3	1	1	-	2	2	1	3	-	2	2
PHF	0.75	0.82	0.90	0.00	0.83	0.84	0.89	0.80	0.00	0.93	0.83	0.85	0.95	0.00	0.86	0.76	0.80	0.81	0.00	0.90	0.92
Peak Hour Total	36	317	43	0	396	64	318	70	0	452	70	115	53	0	238	88	157	87	0	332	1418
Peak Hour HV %	3	3	5	0	3	0	0	3	0	1	4	2	0	0	2	1	1	1	0	1	2

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION
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Titusville, FL

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
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78°F
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION
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Titusville, FL

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

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28.607846°, -80.818611°
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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Passenger Vehicles (1-3)

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	9	47	4	0	60	9	36	7	0	52	7	25	5	0	37	4	8	2	0	14	163
0715 - 0730	3	49	16	0	68	6	51	13	0	70	24	22	5	0	51	6	11	6	0	23	212
0730 - 0745	9	68	19	0	96	10	82	9	0	101	17	28	10	0	55	9	19	8	0	36	288
0745 - 0800	11	110	38	0	159	11	80	16	0	107	20	43	7	0	70	12	16	9	0	37	373
Hourly Total	32	274	77	0	383	36	249	45	0	330	68	118	27	0	213	31	54	25	0	110	1036
0800 - 0815	6	92	30	0	128	14	63	17	0	94	13	39	10	0	62	8	16	15	0	39	323
0815 - 0830	9	78	29	0	116	11	44	14	0	69	16	40	12	0	68	8	14	10	0	32	285
0830 - 0845	9	59	13	0	81	14	52	10	0	76	10	41	4	0	55	9	13	12	0	34	246
0845 - 0900	6	51	12	0	69	8	50	11	0	69	19	29	6	0	54	13	21	12	0	46	238
Hourly Total	30	280	84	0	394	47	209	52	0	308	58	149	32	0	239	38	64	49	0	151	1092
Grand Total	62	554	161	0	777	83	458	97	0	638	126	267	59	0	452	69	118	74	0	261	2128
Approach %	7.98	71.30	20.72	0.00	-	13.01	71.79	15.20	0.00	-	27.88	59.07	13.05	0.00	-	26.44	45.21	28.35	0.00	-	
Intersection %	2.91	26.03	7.57	0.00	36.51	3.90	21.52	4.56	0.00	29.98	5.92	12.55	2.77	0.00	21.24	3.24	5.55	3.48	0.00	12.27	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Passenger Vehicles (1-3)

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	16	57	13	0	86	21	71	17	0	109	19	25	7	0	51	21	33	19	0	73	319
1615 - 1630	10	57	6	0	73	20	89	22	0	131	16	20	8	0	44	15	31	9	0	55	303
1630 - 1645	11	82	11	0	104	15	75	20	0	110	18	25	14	0	57	28	37	14	0	79	350
1645 - 1700	7	63	9	0	79	19	70	17	0	106	9	25	12	0	46	21	34	26	0	81	312
Hourly Total	44	259	39	0	342	75	305	76	0	456	62	95	41	0	198	85	135	68	0	288	1284
1700 - 1715	7	69	9	0	85	14	83	14	0	111	20	29	13	0	62	23	49	20	0	92	350
1715 - 1730	10	95	12	0	117	16	89	17	0	122	20	34	14	0	68	15	35	26	0	76	383
1730 - 1745	11	57	15	0	83	14	74	18	0	106	17	28	9	0	54	13	41	19	0	73	316
1745 - 1800	10	77	12	0	99	11	83	8	0	102	10	31	11	0	52	20	31	15	0	66	319
Hourly Total	38	298	48	0	384	55	329	57	0	441	67	122	47	0	236	71	156	80	0	307	1368
Grand Total	82	557	87	0	726	130	634	133	0	897	129	217	88	0	434	156	291	148	0	595	2652
Approach %	11.29	76.72	11.98	0.00	-	14.49	70.68	14.83	0.00	-	29.72	50.00	20.28	0.00	-	26.22	48.91	24.87	0.00	-	
Intersection %	3.09	21.00	3.28	0.00	27.38	4.90	23.91	5.02	0.00	33.82	4.86	8.18	3.32	0.00	16.37	5.88	10.97	5.58	0.00	22.44	

Classified Turn Movement Count || Single Unit Trucks (4-7)

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Titusville, FL

Site 2
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S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	6
0715 - 0730	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	5
0730 - 0745	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	7
0745 - 0800	1	5	0	0	6	2	4	1	0	7	1	1	0	0	2	0	3	0	0	3	18
Hourly Total	2	7	3	0	12	3	10	2	0	15	1	1	0	0	2	0	4	3	0	7	36
0800 - 0815	0	3	2	0	5	0	1	1	0	2	1	2	0	0	3	0	2	0	0	2	12
0815 - 0830	1	1	1	0	3	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	7
0830 - 0845	1	0	0	0	1	0	1	1	0	2	0	0	2	0	2	0	1	1	0	2	7
0845 - 0900	0	1	2	0	3	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	7
Hourly Total	2	5	5	0	12	0	5	3	0	8	1	3	2	0	6	0	6	1	0	7	33
Grand Total	4	12	8	0	24	3	15	5	0	23	2	4	2	0	8	0	10	4	0	14	69
Approach %	16.67	50.00	33.33	0.00	-	13.04	65.22	21.74	0.00	-	25.00	50.00	25.00	0.00	-	0.00	71.43	28.57	0.00	-	
Intersection %	5.80	17.39	11.59	0.00	34.78	4.35	21.74	7.25	0.00	33.33	2.90	5.80	2.90	0.00	11.59	0.00	14.49	5.80	0.00	20.29	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	5
1615 - 1630	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	5
1630 - 1645	1	2	1	0	4	0	1	1	0	2	1	1	0	0	2	1	0	0	0	1	9
1645 - 1700	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Hourly Total	1	6	3	0	10	0	2	1	0	3	1	1	1	0	3	2	3	2	0	7	23
1700 - 1715	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
1715 - 1730	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	4
1730 - 1745	0	0	1	0	1	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	4
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Hourly Total	0	5	2	0	7	1	0	0	0	1	3	2	0	0	5	0	1	1	0	2	15
Grand Total	1	11	5	0	17	1	2	1	0	4	4	3	1	0	8	2	4	3	0	9	38
Approach %	5.88	64.71	29.41	0.00	-	25.00	50.00	25.00	0.00	-	50.00	37.50	12.50	0.00	-	22.22	44.44	33.33	0.00	-	
Intersection %	2.63	28.95	13.16	0.00	44.74	2.63	5.26	2.63	0.00	10.53	10.53	7.89	2.63	0.00	21.05	5.26	10.53	7.89	0.00	23.68	

Classified Turn Movement Count || Combination Trucks (8-13)

Titusville, FL

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Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
Fair
78°F
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
0800 - 0815	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Hourly Total	0	1	0	0	1	1	2	0	0	3	0	2	1	0	3	1	0	0	0	1	8
Grand Total	0	2	0	0	2	1	3	0	0	4	0	3	1	0	4	1	0	0	0	1	11
Approach %	0.00	100.00	0.00	0.00	-	25.00	75.00	0.00	0.00	-	0.00	75.00	25.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	18.18	0.00	0.00	18.18	9.09	27.27	0.00	0.00	36.36	0.00	27.27	9.09	0.00	36.36	9.09	0.00	0.00	0.00	9.09	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.33	0.00	33.33	0.00	0.00	0.00	0.00	0.00	33.33	0.00	33.33	0.00	66.67	

Classified Turn Movement Count || All Trucks (4-13)

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Titusville, FL

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
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Weather
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	1	2	0	0	3	0	1	0	0	1	0	0	2	0	2	7
0715 - 0730	1	2	0	0	3	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	6
0730 - 0745	0	1	2	0	3	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	8
0745 - 0800	1	5	0	0	6	2	4	1	0	7	1	1	0	0	2	0	3	0	0	3	18
Hourly Total	2	8	3	0	13	3	11	2	0	16	1	2	0	0	3	0	4	3	0	7	39
0800 - 0815	0	4	2	0	6	0	2	1	0	3	1	2	1	0	4	0	2	0	0	2	15
0815 - 0830	1	1	1	0	3	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	8
0830 - 0845	1	0	0	0	1	1	2	1	0	4	0	0	2	0	2	0	1	1	0	2	9
0845 - 0900	0	1	2	0	3	0	1	0	0	1	0	2	0	0	2	1	2	0	0	3	9
Hourly Total	2	6	5	0	13	1	7	3	0	11	1	5	3	0	9	1	6	1	0	8	41
Grand Total	4	14	8	0	26	4	18	5	0	27	2	7	3	0	12	1	10	4	0	15	80
Approach %	15.38	53.85	30.77	0.00	-	14.81	66.67	18.52	0.00	-	16.67	58.33	25.00	0.00	-	6.67	66.67	26.67	0.00	-	
Intersection %	5.00	17.50	10.00	0.00	32.50	5.00	22.50	6.25	0.00	33.75	2.50	8.75	3.75	0.00	15.00	1.25	12.50	5.00	0.00	18.75	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound S Park Ave (South)					Southbound S Park Ave (North)					Eastbound FL-405 Martin Luther King Jr Blvd (West)					Westbound FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	5
1615 - 1630	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	1	0	2	0	3	6
1630 - 1645	1	2	1	0	4	0	1	2	0	3	1	1	0	0	2	1	0	0	0	1	10
1645 - 1700	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Hourly Total	1	6	3	0	10	0	2	2	0	4	1	1	1	0	3	3	3	2	0	8	25
1700 - 1715	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
1715 - 1730	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	4
1730 - 1745	0	0	1	0	1	1	0	0	0	1	1	1	0	0	2	0	0	1	0	1	5
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Hourly Total	0	5	2	0	7	1	0	0	0	1	3	2	0	0	5	0	1	2	0	3	16
Grand Total	1	11	5	0	17	1	2	2	0	5	4	3	1	0	8	3	4	4	0	11	41
Approach %	5.88	64.71	29.41	0.00	-	20.00	40.00	40.00	0.00	-	50.00	37.50	12.50	0.00	-	27.27	36.36	36.36	0.00	-	
Intersection %	2.44	26.83	12.20	0.00	41.46	2.44	4.88	4.88	0.00	12.20	9.76	7.32	2.44	0.00	19.51	7.32	9.76	9.76	0.00	26.83	

Crosswalk Counts || Pedestrians

Titusville, FL

Marr Traffic DATA COLLECTION
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Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Pedestrians

	Northbound S Park Ave (South)			Southbound S Park Ave (North)			Eastbound FL-405 Martin Luther King Jr Blvd (West)			Westbound FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	1	0	1	0	0	0	0	0	0	0	1	1	2
0730 - 0745	0	0	0	0	0	0	1	0	1	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	1	1	2	2
Hourly Total	1	0	1	0	0	0	1	0	1	2	2	4	6
0800 - 0815	0	1	1	0	1	1	0	0	0	1	0	1	3
0815 - 0830	0	0	0	0	0	0	0	2	2	0	0	0	2
0830 - 0845	0	0	0	0	0	0	1	0	1	0	1	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	1	1	1	2	3	1	1	2	7
Grand Total	1	1	2	0	1	1	2	2	4	3	3	6	13
Approach %	50.00	50.00	-	0.00	100.00	-	50.00	50.00	-	50.00	50.00	-	
Intersection %	7.69	7.69	15.38	0.00	7.69	7.69	15.38	15.38	30.77	23.08	23.08	46.15	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Pedestrians

	Northbound S Park Ave (South)			Southbound S Park Ave (North)			Eastbound FL-405 Martin Luther King Jr Blvd (West)			Westbound FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	1	0	1	1	2	3	4
1630 - 1645	1	0	1	0	0	0	0	1	1	1	0	1	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0	1	1	2	2	2	4	7
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	2	2	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	2	2
Grand Total	1	0	1	0	0	0	1	1	2	2	4	6	9
Approach %	100.00	0.00	-	0.00	0.00	-	50.00	50.00	-	33.33	66.67	-	
Intersection %	11.11	0.00	11.11	0.00	0.00	0.00	11.11	11.11	22.22	22.22	44.44	66.67	

Crosswalk Counts || Bicycles

Titusville, FL

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Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Bicycles

	Northbound S Park Ave (South)			Southbound S Park Ave (North)			Eastbound FL-405 Martin Luther King Jr Blvd (West)			Westbound FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Bicycles

	Northbound S Park Ave (South)			Southbound S Park Ave (North)			Eastbound FL-405 Martin Luther King Jr Blvd (West)			Westbound FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	1	1	2	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	1	2	2
1700 - 1715	0	1	1	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	0	0	1	1	2	3
Grand Total	0	1	1	0	0	0	0	0	0	1	1	2	
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	0.00	33.33	33.33	0.00	0.00	0.00	0.00	0.00	0.00	33.33	33.33	66.67	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION
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Titusville, FL

Site 2
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S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound S Park Ave (South)			Southbound S Park Ave (North)			Eastbound FL-405 Martin Luther King Jr Blvd (West)			Westbound FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	1	0	0	0	0	0	0	0	0	0	1
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound S Park Ave (South)			Southbound S Park Ave (North)			Eastbound FL-405 Martin Luther King Jr Blvd (West)			Westbound FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	1	0	1	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	1	0	0	0	1
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	

Start Date: 5/14/2025	405 Martin Luther King Jr Blvd (W			405 Martin Luther King Jr Blvd (Ea			S Park Ave (South)			S Park Ave (North)			
	Eastbound			Westbound			Northbound			Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	7	26	5	4	8	4	9	47	5	11	38	7	171
07:15 AM - 07:30 AM	24	22	5	6	11	7	4	51	16	6	52	14	218
07:30 AM - 07:45 AM	17	28	10	9	20	8	9	69	21	10	86	9	296
07:45 AM - 08:00 AM	21	44	7	12	19	9	12	115	38	13	84	17	391
08:00 AM - 08:15 AM	14	41	11	8	18	15	6	96	32	14	65	18	338
08:15 AM - 08:30 AM	16	41	12	8	15	11	10	79	30	11	46	15	294
08:30 AM - 08:45 AM	10	41	6	9	14	13	10	59	13	15	54	11	255
08:45 AM - 09:00 AM	19	31	6	14	23	12	6	52	14	8	51	11	247
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	19	25	7	22	34	19	16	59	13	21	72	17	324
04:15 PM - 04:30 PM	16	20	9	16	31	11	10	58	7	20	89	22	309
04:30 PM - 04:45 PM	19	26	14	29	37	14	12	84	12	15	76	22	360
04:45 PM - 05:00 PM	9	25	12	21	36	26	7	64	10	19	70	17	316
05:00 PM - 05:15 PM	21	30	13	23	49	20	7	72	9	14	83	14	355
05:15 PM - 05:30 PM	21	34	14	15	35	27	10	97	12	16	89	17	387
05:30 PM - 05:45 PM	18	29	9	13	41	20	11	57	16	15	74	18	321
05:45 PM - 06:00 PM	10	31	11	20	32	15	10	77	13	11	83	8	321
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX F

FDOT's Florida Traffic Online (FTO) Data

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7000 BREVARD COUNTYWIDE

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.08	1.17
2	01/07/2024 - 01/13/2024	1.06	1.15
3	01/14/2024 - 01/20/2024	1.03	1.12
4	01/21/2024 - 01/27/2024	1.00	1.09
5	01/28/2024 - 02/03/2024	0.97	1.05
* 6	02/04/2024 - 02/10/2024	0.95	1.03
* 7	02/11/2024 - 02/17/2024	0.92	1.00
* 8	02/18/2024 - 02/24/2024	0.91	0.99
* 9	02/25/2024 - 03/02/2024	0.90	0.98
*10	03/03/2024 - 03/09/2024	0.89	0.97
*11	03/10/2024 - 03/16/2024	0.88	0.96
*12	03/17/2024 - 03/23/2024	0.89	0.97
*13	03/24/2024 - 03/30/2024	0.90	0.98
*14	03/31/2024 - 04/06/2024	0.91	0.99
*15	04/07/2024 - 04/13/2024	0.92	1.00
*16	04/14/2024 - 04/20/2024	0.93	1.01
*17	04/21/2024 - 04/27/2024	0.94	1.02
*18	04/28/2024 - 05/04/2024	0.96	1.04
19	05/05/2024 - 05/11/2024	0.97	1.05
20	05/12/2024 - 05/18/2024	0.99	1.08
21	05/19/2024 - 05/25/2024	1.00	1.09
22	05/26/2024 - 06/01/2024	1.01	1.10
23	06/02/2024 - 06/08/2024	1.02	1.11
24	06/09/2024 - 06/15/2024	1.03	1.12
25	06/16/2024 - 06/22/2024	1.03	1.12
26	06/23/2024 - 06/29/2024	1.03	1.12
27	06/30/2024 - 07/06/2024	1.03	1.12
28	07/07/2024 - 07/13/2024	1.02	1.11
29	07/14/2024 - 07/20/2024	1.02	1.11
30	07/21/2024 - 07/27/2024	1.03	1.12
31	07/28/2024 - 08/03/2024	1.05	1.14
32	08/04/2024 - 08/10/2024	1.06	1.15
33	08/11/2024 - 08/17/2024	1.07	1.16
34	08/18/2024 - 08/24/2024	1.07	1.16
35	08/25/2024 - 08/31/2024	1.07	1.16
36	09/01/2024 - 09/07/2024	1.07	1.16
37	09/08/2024 - 09/14/2024	1.07	1.16
38	09/15/2024 - 09/21/2024	1.07	1.16
39	09/22/2024 - 09/28/2024	1.08	1.17
40	09/29/2024 - 10/05/2024	1.09	1.18
41	10/06/2024 - 10/12/2024	1.09	1.18
42	10/13/2024 - 10/19/2024	1.10	1.20
43	10/20/2024 - 10/26/2024	1.09	1.18
44	10/27/2024 - 11/02/2024	1.08	1.17
45	11/03/2024 - 11/09/2024	1.07	1.16
46	11/10/2024 - 11/16/2024	1.06	1.15
47	11/17/2024 - 11/23/2024	1.06	1.15
48	11/24/2024 - 11/30/2024	1.07	1.16
49	12/01/2024 - 12/07/2024	1.07	1.16
50	12/08/2024 - 12/14/2024	1.08	1.17
51	12/15/2024 - 12/21/2024	1.08	1.17
52	12/22/2024 - 12/28/2024	1.06	1.15
53	12/29/2024 - 12/31/2024	1.03	1.12

* PEAK SEASON

APPENDIX G
Turning Movement Volume Worksheets

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	1	*Existing Year:*	2025
Major Street:	SR 405 / South S	N/S	*Buildout Year:* 2028
Minor Street:	Fox Lake Road	E/W	*Seasonal Factor:* 1.00

TMC Year: 2025

AM Peak Hour Trips: IN = 8 OUT = 18

PHF: 0.83

Weekday AM Peak Hour 7:30-8:30	SR 405 / South Street								Fox Lake Road							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	73	372	71	0	109	340	10	0	14	90	108	0	64	36	67
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	5%	2%	4%	0%	3%	5%	0%	0%	0%	1%	1%	0%	2%	0%	1%
Peak Hour Factor			0.83				0.83				0.83				0.83	
Existing (2025)	**0**	**73**	**372**	**71**	**0**	**109**	**340**	**10**	**0**	**14**	**90**	**108**	**0**	**64**	**36**	**67**
Growth Rates			3.00%				3.00%				3.00%				3.00%	
Growth Factor			1.09				1.09				1.09				1.09	
Vested Trips[1]	0	0	5	5	0	0	15	0	0	0	0	0	0	15	2	6
North Parcel Project Trips	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0
Background (2028)	**0**	**80**	**413**	**82**	**0**	**119**	**394**	**11**	**0**	**15**	**98**	**118**	**0**	**85**	**41**	**79**
Project Assignment																
Ingress			45%							1%						2%
Egress						2%	45%	1%								
Project Trips (SP)	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0
Project Buildout	**0**	**80**	**417**	**82**	**0**	**119**	**402**	**11**	**0**	**15**	**98**	**118**	**0**	**85**	**41**	**79**

PM Peak Hour Trips: IN = 19 OUT = 15

PHF: 0.91

Weekday PM Peak Hour 16:30 - 17:30	SR 405 / South Street								Fox Lake Road							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	144	488	73	0	94	404	11	0	4	55	97	0	36	79	76
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	2%	0%	0%	3%	0%	4%
Peak Hour Factor			0.91				0.91				0.91				0.91	
Existing (2025)	**0**	**144**	**488**	**73**	**0**	**94**	**404**	**11**	**0**	**4**	**55**	**97**	**0**	**36**	**79**	**76**
Growth Rates			3.00%				3.00%				3.00%				3.00%	
Growth Factor			1.09				1.09				1.09				1.09	
Vested Trips[1]	0	0	15	16	0	0	9	0	0	0	2	0	0	9	1	0
North Parcel Project Trips	0	0	8	0	0	0	6	0	0	0	0	0	0	5	0	0
Background (2028)	**0**	**157**	**555**	**96**	**0**	**102**	**455**	**12**	**0**	**4**	**62**	**106**	**0**	**53**	**87**	**83**
Project Assignment																
Ingress			45%							1%						2%
Egress						2%	45%	1%								
Project Trips	0	0	9	0	0	0	7	0	0	0	0	0	0	0	0	0
Project Buildout	**0**	**157**	**564**	**96**	**0**	**102**	**462**	**12**	**0**	**4**	**62**	**106**	**0**	**53**	**87**	**83**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	2		
Major Street:	SR 405 / South Str	E/W	
Minor Street:	Project Driveway	N/S	

Existing Year: 2025
Buildout Year: 2028
Seasonal Factor: 1.00

TMC Year: 2025

AM Peak Hour Trips: IN = 8 OUT = 18

PHF: 0.86

Weekday AM Peak Hour 7:30 - 8:30	Project Driveway A / Singleton Avenue								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	0	0	0	0	25	0	229	0	210	218	0	0	2	167	26
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	8%	0%	4%	0%	2%	2%	0%	0%	50%	6%	8%
Peak Hour Factor		0.86				0.86				0.86				0.86		
Existing (2025)	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**229**	**0**	**210**	**218**	**0**	**0**	**2**	**167**	**26**
Growth Factor																
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	0	0	0	0	0	0	2	0	5	10	0	0	0	3	0
North Parcel Project Trips	0	0	0	0	0	6	0	8	0	3	0	0	0	0	0	2
Background (2028)	**0**	**0**	**0**	**0**	**0**	**33**	**0**	**260**	**0**	**237**	**248**	**0**	**0**	**2**	**185**	**30**
Project Assignment																
Ingress							17%				10%	33%		10%		
Egress		33%	17%	10%											16%	
Project Trips	0	6	3	2	0	0	1	0	0	0	1	3	0	1	3	0
Project Buildout	**0**	**6**	**3**	**2**	**0**	**33**	**1**	**260**	**0**	**237**	**249**	**3**	**0**	**3**	**188**	**30**

PM Peak Hour Trips: IN = 19 OUT = 15

PHF: 0.89

Weekday PM Peak Hour 16:30 - 17:30	Project Driveway A / Singleton Avenue								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	0	0	1	0	19	0	248	1	271	215	0	0	0	237	35
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor		0.89				0.89				0.89				0.89		
Existing (2025)	**0**	**0**	**0**	**1**	**0**	**19**	**0**	**248**	**1**	**271**	**215**	**0**	**0**	**0**	**237**	**35**
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	0	0	0	0	0	0	5	0	3	6	0	0	0	11	0
North Parcel Project Trips	0	0	0	0	0	4	0	6	0	8	0	0	0	0	0	6
Background (2028)	**0**	**0**	**0**	**1**	**0**	**25**	**0**	**281**	**1**	**306**	**240**	**0**	**0**	**0**	**269**	**44**
Project Assignment																
Ingress							17%				10%	33%		10%		
Egress		33%	17%	10%											16%	
Project Trips	0	5	3	2	0	0	3	0	0	0	2	6	0	2	2	0
Project Buildout	**0**	**5**	**3**	**3**	**0**	**25**	**3**	**281**	**1**	**306**	**242**	**6**	**0**	**2**	**271**	**44**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	3		*Existing Year:*	2025	*TMC Year:* 2025
Major Street:	SR 405 / South Str	E/W	*Buildout Year:*	2028	
Minor Street:	Park Avenue	N/S	*Seasonal Factor:*	1.00	

AM Peak Hour Trips: IN = 8 OUT = 18

PHF: 0.84

Weekday AM Peak Hour 7:30 - 8:30	Park Avenue								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	37	359	121	0	48	281	59	0	68	154	40	0	37	72	42
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	5%	3%	4%	0%	4%	4%	5%	0%	3%	3%	3%	0%	0%	10%	0%
Peak Hour Factor			0.84				0.84				0.84				0.84	
Existing (2025)	**0**	**37**	**359**	**121**	**0**	**48**	**281**	**59**	**0**	**68**	**154**	**40**	**0**	**37**	**72**	**42**
Growth Rates			3.00%				3.00%				3.00%				3.00%	
Growth Factor			1.09				1.09				1.09				1.09	
Vested Trips[1]	0	1	0	0	0	0	0	1	0	3	5	3	0	0	2	0
North Parcel Project Trips	0	0	0	0	0	0	0	1	0	2	3	1	0	0	1	0
Background (2028)	**0**	**41**	**391**	**132**	**0**	**52**	**306**	**66**	**0**	**79**	**176**	**48**	**0**	**40**	**81**	**46**
Project Assignment																
Ingress		7%						9%							16%	
Egress										9%	16%	7%				
Project Trips	0	1	0	0	0	0	0	1	0	2	3	1	0	0	1	0
Project Buildout	**0**	**42**	**391**	**132**	**0**	**52**	**306**	**67**	**0**	**81**	**179**	**49**	**0**	**40**	**82**	**46**

PM Peak Hour Trips: IN = 19 OUT = 15

PHF: 0.92

Weekday PM Peak Hour 16:30 - 17:30	Park Avenue								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	36	317	43	0	64	317	70	0	70	115	53	0	88	157	87
Seasonal Factor			1.00				1.00				1.00				1.00	
Heavy Vehicle (%)	0%	3%	3%	5%	0%	0%	0%	3%	0%	4%	2%	0%	0%	1%	1%	1%
Peak Hour Factor			0.92				0.92				0.92				0.92	
Existing (2025)	**0**	**36**	**317**	**43**	**0**	**64**	**317**	**70**	**0**	**70**	**115**	**53**	**0**	**88**	**157**	**87**
Growth Rates			3.00%				3.00%				3.00%				3.00%	
Growth Factor			1.09				1.09				1.09				1.09	
Vested Trips[1]	0	3	0	0	0	0	0	3	0	2	3	2	0	0	5	0
North Parcel Project Trips	0	1	0	0	0	0	0	2	0	1	2	1	0	0	3	0
Background (2028)	**0**	**43**	**346**	**47**	**0**	**70**	**346**	**81**	**0**	**79**	**130**	**61**	**0**	**96**	**179**	**95**
Project Assignment																
Ingress		7%						9%							16%	
Egress										9%	16%	7%				
Project Trips	0	1	0	0	0	0	0	2	0	1	2	1	0	0	3	0
Project Buildout	**0**	**44**	**346**	**47**	**0**	**70**	**346**	**83**	**0**	**80**	**132**	**62**	**0**	**96**	**182**	**95**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	4		*Existing Year:*	2025	*TMC Year:* 2025
Major Street:	SR 405 / South Str	E/W	*Buildout Year:*	2028	
Minor Street:	Project Driveway I	N/S	*Seasonal Factor:*	1.00	

AM Peak Hour Trips: IN = 8 OUT = 18

PHF: 0.86

Weekday AM Peak Hour 7:30 - 8:30	Project Driveway B								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	0	0	0	0	0	0	0	0	0	243	0	0	0	195	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	7%	0%
Peak Hour Factor		0.86				0.86				0.86				0.86		
Existing (2025)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**243**	**0**	**0**	**0**	**195**	**0**
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	0	0	0	0	0	0	0	0	0	3	0	0	0	10	0
North Parcel Project Trips	0	0	0	0	0	0	0	0	0	0	14	0	0	0	2	0
Background (2028)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**282**	**0**	**0**	**0**	**225**	**0**
Project Assignment																
Ingress												16%		24%	10%	
Egress		16%		24%							10%					
Project Trips	0	3	0	4	0	0	0	0	0	0	2	1	0	2	1	0
Project Buildout	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**284**	**1**	**0**	**2**	**226**	**0**

PM Peak Hour Trips: IN = 19 OUT = 15

PHF: 0.89

Weekday PM Peak Hour 16:30 - 17:30	Project Driveway B								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	0	0	0	0	0	0	0	0	0	235	0	0	0	272	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor		0.89				0.89				0.89				0.89		
Existing (2025)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**235**	**0**	**0**	**0**	**272**	**0**
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	0	0	0	0	0	0	0	0	0	11	0	0	0	6	0
North Parcel Project Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0
Background (2028)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**278**	**0**	**0**	**0**	**302**	**0**
Project Assignment																
Ingress												16%		24%	10%	
Egress		16%		24%							10%					
Project Trips	0	2	0	4	0	0	0	0	0	0	2	3	0	5	2	0
Project Buildout	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**280**	**3**	**0**	**5**	**304**	**0**

APPENDIX H
Signal Timings

Controller Database Timing Sheet

Station: 5530 - SR 405 at Park Ave (east) (Standard-2/22/2024 8:26:26 AM)

Type: Scout Ethernet v85.3/v85.4 **Firmware:** 85.3.0

Created By: LarryDorilus **Modified By:** **Reviewed By:**

Phase Times and Options(1.1.1/1.1.2/1.1.4)																																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Table - 1																																
MIN GRN	0	14	0	8	0	14	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Ext	0	3.5	1	3.5	1	3.5	1	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MAX 1	0	29	0	36	0	29	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	40	0	20	0	40	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Clr	3.5	4.1	3.5	4	3.5	4	3.5	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clr	0	16	0	20	0	14	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Init	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Init	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Time To	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce ReduceBy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DyMaxLim	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enable P	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lock Calls	.	.	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Phase Times and Options(1.1.1/1.1.2/1.1.4)																															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Auto Flash Entry	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Simul Gap	.	X	.	.	.	X	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Guarantd Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Condit'l Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non-Actuated 1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non-Actuated 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Added Init Calc	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Hold to Max	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
C 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Times and Options(1.1.1/1.1.2/1.1.4)																															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
C 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unit Parms(1.2.1)	
	Value
InetdRestart	0
Web	X

Ped Parms(1.2.1.Ped)	
	Value
Table - 1	
AudioPedTime	0

Channel Parms(1.2.1/1.8.3)	
	Value
Table - 1	
TOD Dim Enable	.
Chan 17-24 Mapping	DEFAULT

Ring Sequences(1.2.4)								
	1	2	3	4	5	6	7	8
Table - 1								
1	1	5	0	0	0	0	0	0
2	2	6	0	0	0	0	0	0
3	3	7	0	0	0	0	0	0
4	4	8	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0

Logging Purdue(1.9.5)	
	Value
MaxBlocks	0
MaxDuration	0
LogHistory	0
ResyncFreq	0
COLOR	.
Dets	.
Peds	.
COORD	.
Control	.
Preempt	.
Overlaps	.
Cabinet	.

Coordination Modes/Plus(2.1/1.4.1)	
	Value
Table - 1	
OpMode	0
ForceOffMode	FIXED
CorrectionMode	SHRT/LNG
MaximumMode	MAX INH
Force-Off Plus	RESERVED
Closed Loop	.
External	.
Latch Sec Frc	.
Stop In Walk	.
Walk Recycle	NO_RECYCLE
FreeOnSeqChang	.
ExtPattern	.
DynShortway	.
SyncPulsetime	0
Plan A	0
Plan C	0
Easy Float	.
Auto Err Reset	.
NTCIP Yield Sign	+
NTCIP Yield	0
Leave Walk Before	TIMED

Preempt LP(3.4.X)				
	1	2	3	4
Enable	.	.	.	.
CoorPlusPre	.	.	.	.
LockMode	MAX	MAX	MAX	MAX
NoSkip	.	.	.	.
QJump	.	.	.	.
Min	0	0	0	0
Max	0	0	0	0
Lock	0	0	0	0
AltTable	0	0	0	0
HoldDwell	.	.	.	.
Priority P1	0	0	0	0
Priority P2	0	0	0	0
Priority P3	0	0	0	0
Priority P4	0	0	0	0
Headway	0	0	0	0
GrpLock	.	.	.	.
FreeMod	.	.	.	.

Adv Schedule(4.3)

	Table-1	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
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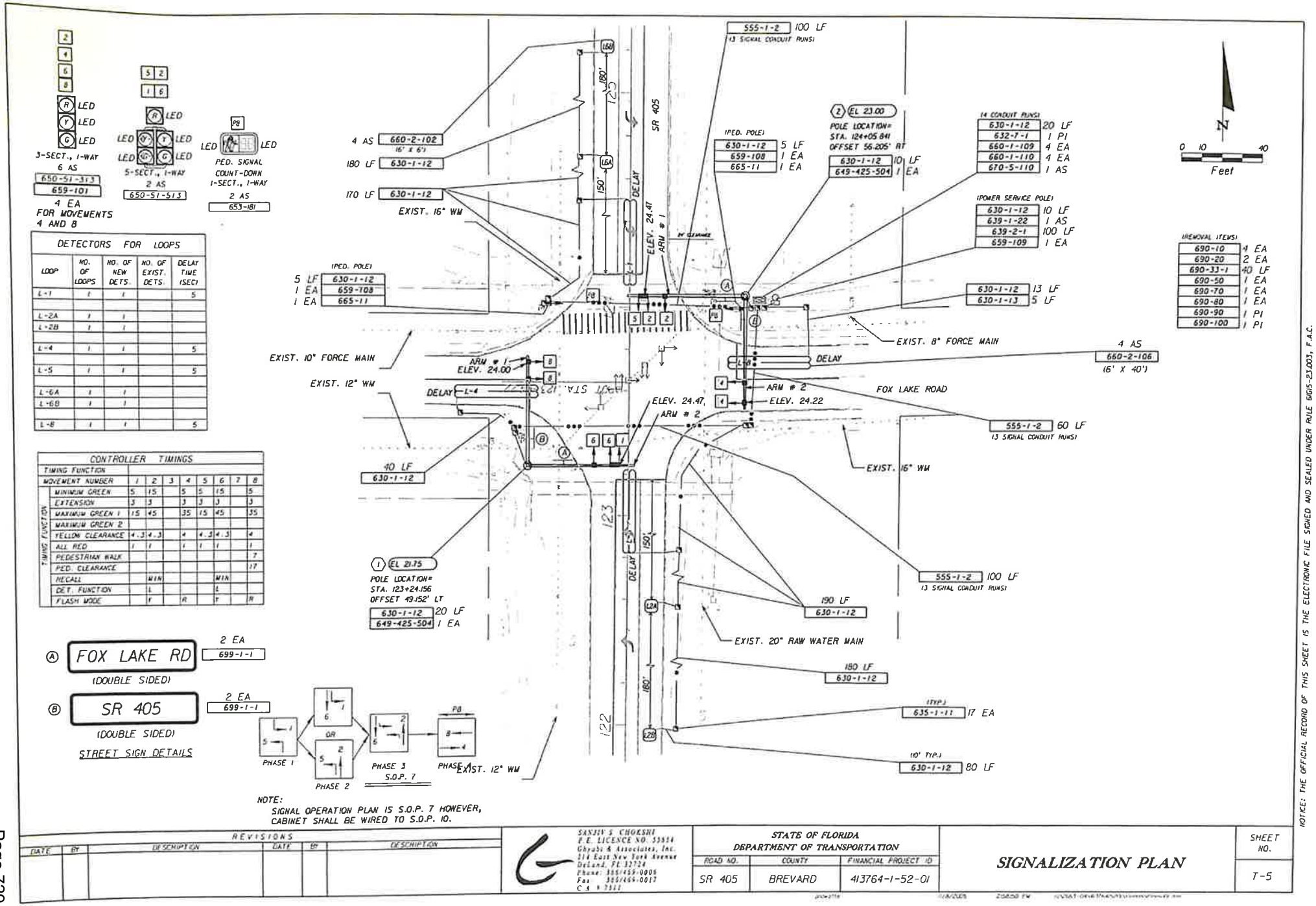


DETECTORS FOR LOOPS

LOOP	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. DETS.	DELAY TIME (SEC)
L-1	1	1		5
L-2A	1	1		
L-2B	1	1		
L-4	1	1		5
L-5	1	1		5
L-6A	1	1		
L-6B	1	1		
L-8	1	1		5

CONTROLLER TIMINGS

TIMING FUNCTION	MOVEMENT NUMBER	1	2	3	4	5	6	7	8
	MINIMUM GREEN	5	15		5	5	15		15
	EXTENSION	3	3		3	3	3		3
	MAXIMUM GREEN 1	15	45		35	15	45		35
	MAXIMUM GREEN 2								
	YELLOW CLEARANCE	4.3	4.3		4	4.3	4.3		4
	ALL RED	1	1		1	1	1		1
	PEDESTRIAN WALK								7
	PED. CLEARANCE								17
	RECALL		MIN			MIN			
	DET. FUNCTION		L			L			
	FLASH MODE		Y		R		Y		R

Ⓐ FOX LAKE RD (DOUBLE SIDED) 2 EA 699-1-1

Ⓑ SR 405 (DOUBLE SIDED) 2 EA 699-1-1

STREET SIGN DETAILS

NOTE:
SIGNAL OPERATION PLAN IS S.O.P. 7 HOWEVER, CABINET SHALL BE WIRED TO S.O.P. 10.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SANJIV S. CHOKSHI
P.E. LICENSE NO. 53534
Chokshi & Associates, Inc.
314 East New York Avenue
DeLand, FL 32724
Phone: 386/459-0005
Fax 386/466-0017
C.A. # 7511

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 405	BREVARD	413764-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-5

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

APPENDIX I

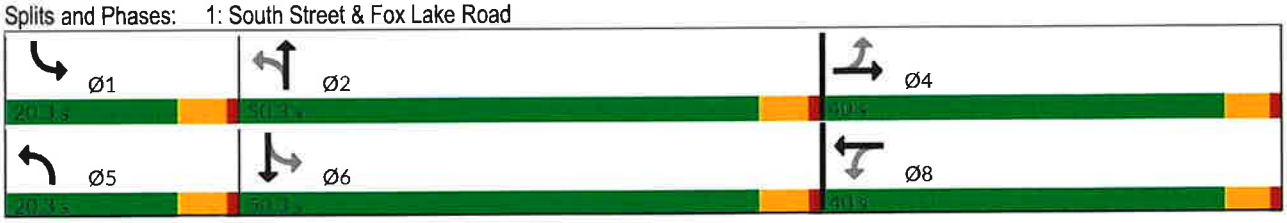
Synchro Outputs

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	90	108	64	36	67	73	372	71	109	340	10
Future Volume (vph)	14	90	108	64	36	67	73	372	71	109	340	10
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	2%	4%	3%	5%	2%
Adj. Flow (vph)	17	108	130	77	43	81	88	448	86	131	410	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	255	0	0	201	0	88	534	0	131	422	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary

Cycle Length: 110.6
Actuated Cycle Length: 85.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	90	108	64	36	67	73	372	71	109	340	10
Future Volume (veh/h)	14	90	108	64	36	67	73	372	71	109	340	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1870	1841	1856	1826	1870
Adj Flow Rate, veh/h	17	108	130	77	43	81	88	448	86	131	410	12
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	5	2	4	3	5	2
Cap, veh/h	59	145	162	138	73	100	597	859	165	525	1004	29
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.05	0.56	0.56	0.06	0.57	0.57
Sat Flow, veh/h	60	794	889	416	401	552	1739	1525	293	1767	1765	52
Grp Volume(v), veh/h	255	0	0	201	0	0	88	0	534	131	0	422
Grp Sat Flow(s),veh/h/ln	1744	0	0	1370	0	0	1739	0	1818	1767	0	1817
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	1.6	0.0	14.5	2.4	0.0	10.4
Cycle Q Clear(g_c), s	11.0	0.0	0.0	11.4	0.0	0.0	1.6	0.0	14.5	2.4	0.0	10.4
Prop In Lane	0.07		0.51	0.38		0.40	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	365	0	0	312	0	0	597	0	1024	525	0	1034
V/C Ratio(X)	0.70	0.00	0.00	0.64	0.00	0.00	0.15	0.00	0.52	0.25	0.00	0.41
Avail Cap(c_a), veh/h	792	0	0	676	0	0	830	0	1024	752	0	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	0.0	31.1	0.0	0.0	6.9	0.0	10.8	7.7	0.0	9.7
Incr Delay (d2), s/veh	2.4	0.0	0.0	2.2	0.0	0.0	0.1	0.0	1.9	0.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0	3.7	0.0	0.0	0.5	0.0	5.2	0.7	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	0.0	0.0	33.3	0.0	0.0	7.0	0.0	12.7	7.9	0.0	10.9
LnGrp LOS	C			C			A		B	A		B
Approach Vol, veh/h		255			201			622			553	
Approach Delay, s/veh		33.7			33.3			11.9			10.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	50.3		19.5	9.6	50.7		19.5				
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0				
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	4.4	16.5		13.0	3.6	12.4		13.4				
Green Ext Time (p_c), s	0.2	3.3		1.4	0.1	2.5		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.4									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	210	218	167	26	25	229
Future Vol, veh/h	210	218	167	26	25	229
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	345	-	-	250	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	6	8	8	4
Mvmt Flow	244	253	194	30	29	266

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	224	0	-	0	936	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	742	-
Critical Hdwy	4.12	-	-	-	6.48	6.24
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.336
Pot Cap-1 Maneuver	1344	-	-	-	287	842
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	235	842
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	460	-

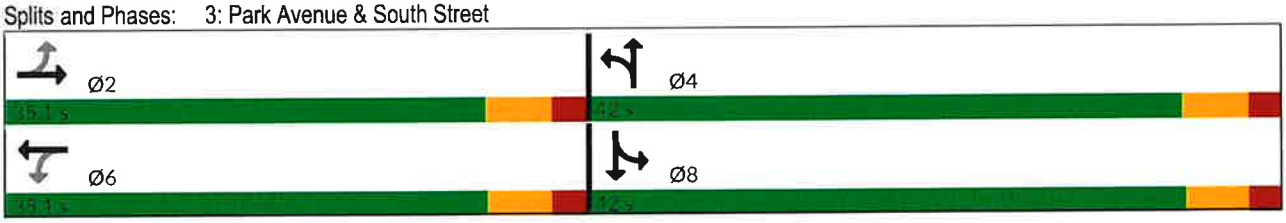
Approach	EB	WB	SB
HCM Control Delay, s/v	4.06	0	12.35
HCM LOS			B

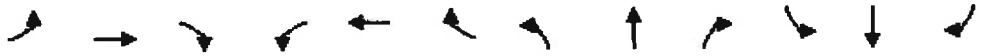
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1344	-	-	-	235	842
HCM Lane V/C Ratio	0.182	-	-	-	0.124	0.316
HCM Control Delay (s/veh)	8.3	-	-	-	22.5	11.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.4	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	154	40	37	72	42	37	359	121	48	281	59
Future Volume (vph)	68	154	40	37	72	42	37	359	121	48	281	59
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	2%	10%	2%	5%	3%	4%	4%	4%	5%
Adj. Flow (vph)	81	183	48	44	86	50	44	427	144	57	335	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	231	0	44	136	0	44	571	0	57	405	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 47.4
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	154	40	37	72	42	37	359	121	48	281	59
Future Volume (veh/h)	68	154	40	37	72	42	37	359	121	48	281	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1752	1870	1826	1856	1841	1841	1841	1826
Adj Flow Rate, veh/h	81	183	48	44	86	50	44	427	144	57	335	70
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	2	10	2	5	3	4	4	4	5
Cap, veh/h	487	834	213	441	625	339	419	585	197	300	651	136
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1243	2780	711	1149	2084	1129	957	1327	448	828	1477	309
Grp Volume(v), veh/h	81	114	117	44	67	69	44	0	571	57	0	405
Grp Sat Flow(s),veh/h/ln	1243	1763	1728	1149	1664	1549	957	0	1775	828	0	1785
Q Serve(g_s), s	2.4	2.3	2.4	1.4	1.4	1.5	1.6	0.0	12.4	2.8	0.0	7.7
Cycle Q Clear(g_c), s	3.9	2.3	2.4	3.8	1.4	1.5	9.3	0.0	12.4	15.2	0.0	7.7
Prop In Lane	1.00		0.41	1.00		0.73	1.00		0.25	1.00		0.17
Lane Grp Cap(c), veh/h	487	529	518	441	499	464	419	0	783	300	0	787
V/C Ratio(X)	0.17	0.22	0.23	0.10	0.14	0.15	0.10	0.00	0.73	0.19	0.00	0.51
Avail Cap(c_a), veh/h	886	1095	1073	813	1037	965	735	0	1369	578	0	1388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	12.2	12.3	13.7	11.9	12.0	12.8	0.0	10.8	17.0	0.0	9.4
Incr Delay (d2), s/veh	0.2	0.2	0.3	0.1	0.1	0.2	0.1	0.0	1.6	0.4	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.8	0.8	0.3	0.4	0.4	0.3	0.0	3.9	0.5	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.6	12.5	12.5	13.8	12.1	12.1	12.9	0.0	12.4	17.4	0.0	10.1
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		312			180			615			462	
Approach Delay, s/veh		12.8			12.5			12.4			11.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	26.6	20.1	26.6
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	5.9	14.4	5.8	17.2
Green Ext Time (p_c), s	1.8	4.9	1.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

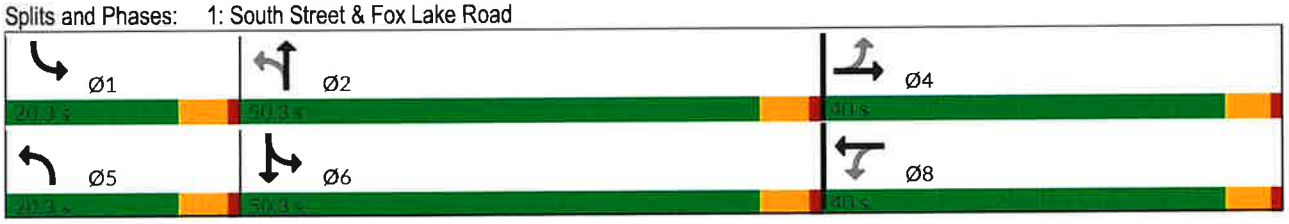
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	55	97	36	79	76	144	488	73	94	404	11
Future Volume (vph)	4	55	97	36	79	76	144	488	73	94	404	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	3%	2%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	60	107	40	87	84	158	536	80	103	444	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	171	0	0	211	0	158	616	0	103	456	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary

Cycle Length: 110.6
Actuated Cycle Length: 84.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	55	97	36	79	76	144	488	73	94	404	11
Future Volume (veh/h)	4	55	97	36	79	76	144	488	73	94	404	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	60	107	40	87	84	158	536	80	103	444	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	2	4	2	2	2	2	2	2
Cap, veh/h	50	97	165	91	126	107	619	931	139	497	1052	28
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	0.59	0.59	0.06	0.58	0.58
Sat Flow, veh/h	13	619	1057	229	805	684	1781	1590	237	1781	1813	49
Grp Volume(v), veh/h	171	0	0	211	0	0	158	0	616	103	0	456
Grp Sat Flow(s),veh/h/ln	1689	0	0	1718	0	0	1781	0	1828	1781	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	2.7	0.0	16.3	1.7	0.0	10.6
Cycle Q Clear(g_c), s	7.4	0.0	0.0	8.9	0.0	0.0	2.7	0.0	16.3	1.7	0.0	10.6
Prop In Lane	0.02		0.63	0.19		0.40	1.00		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	311	0	0	323	0	0	619	0	1070	497	0	1080
V/C Ratio(X)	0.55	0.00	0.00	0.65	0.00	0.00	0.26	0.00	0.58	0.21	0.00	0.42
Avail Cap(c_a), veh/h	802	0	0	794	0	0	853	0	1070	739	0	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	0.0	31.3	0.0	0.0	6.3	0.0	10.1	7.3	0.0	9.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	2.2	0.0	0.0	0.2	0.0	2.3	0.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	3.8	0.0	0.0	0.8	0.0	5.7	0.5	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	0.0	0.0	33.6	0.0	0.0	6.5	0.0	12.3	7.5	0.0	10.3
LnGrp LOS	C			C			A		B	A		B
Approach Vol, veh/h		171			211			774			559	
Approach Delay, s/veh		32.3			33.6			11.1			9.7	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	50.7		17.1	10.1	50.3		17.1				
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0				
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	3.7	18.3		9.4	4.7	12.6		10.9				
Green Ext Time (p_c), s	0.2	4.0		0.9	0.3	2.7		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	271	215	237	35	19	248
Future Vol, veh/h	271	215	237	35	19	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	345	-	-	250	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	304	242	266	39	21	279

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	306	0	-	0	1117	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	851	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1255	-	-	-	229	772
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	174	772
Mov Cap-2 Maneuver	-	-	-	-	174	-
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.9	0	13.43
HCM LOS			B

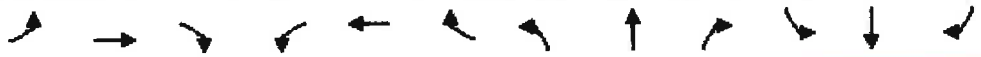
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1255	-	-	-	174	772
HCM Lane V/C Ratio	0.243	-	-	-	0.123	0.361
HCM Control Delay (s/veh)	8.8	-	-	-	28.6	12.3
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	1	-	-	-	0.4	1.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	115	53	88	157	87	36	317	43	64	317	70
Future Volume (vph)	70	115	53	88	157	87	36	317	43	64	317	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	3%	3%	5%	2%	2%	3%
Adj. Flow (vph)	76	125	58	96	171	95	39	345	47	70	345	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	183	0	96	266	0	39	392	0	70	421	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 41.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	115	53	88	157	87	36	317	43	64	317	70
Future Volume (veh/h)	70	115	53	88	157	87	36	317	43	64	317	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1870	1870	1870	1870	1856	1856	1826	1870	1870	1856
Adj Flow Rate, veh/h	76	125	58	96	171	95	39	345	47	70	345	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	2	2	2	2	3	3	5	2	2	3
Cap, veh/h	479	807	356	531	756	400	348	596	81	371	553	122
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1096	2399	1058	1201	2245	1188	958	1599	218	992	1484	327
Grp Volume(v), veh/h	76	91	92	96	134	132	39	0	392	70	0	421
Grp Sat Flow(s),veh/h/ln	1096	1777	1680	1201	1777	1657	958	0	1816	992	0	1811
Q Serve(g_s), s	2.2	1.5	1.6	2.5	2.2	2.4	1.4	0.0	7.2	2.5	0.0	7.9
Cycle Q Clear(g_c), s	4.6	1.5	1.6	4.1	2.2	2.4	9.3	0.0	7.2	9.7	0.0	7.9
Prop In Lane	1.00		0.63	1.00		0.72	1.00		0.12	1.00		0.18
Lane Grp Cap(c), veh/h	479	598	565	531	598	557	348	0	677	371	0	675
V/C Ratio(X)	0.16	0.15	0.16	0.18	0.22	0.24	0.11	0.00	0.58	0.19	0.00	0.62
Avail Cap(c_a), veh/h	874	1239	1171	967	1243	1159	820	0	1572	867	0	1581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	9.7	9.7	11.1	9.9	10.0	14.5	0.0	10.4	14.3	0.0	10.7
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.2	0.2	0.3	0.2	0.0	0.9	0.3	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.5	0.6	0.7	0.7	0.3	0.0	2.3	0.5	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	9.8	9.8	11.3	10.1	10.2	14.7	0.0	11.4	14.6	0.0	11.8
LnGrp LOS	B	A	A	B	B	B	B		B	B		B
Approach Vol, veh/h		259			362			431			491	
Approach Delay, s/veh		10.4			10.5			11.7			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	21.5	20.1	21.5
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	6.6	11.3	6.1	11.7
Green Ext Time (p_c), s	1.5	3.2	2.2	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B

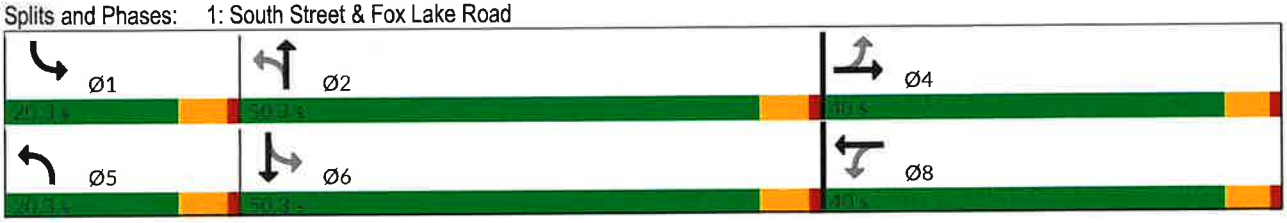
Notes

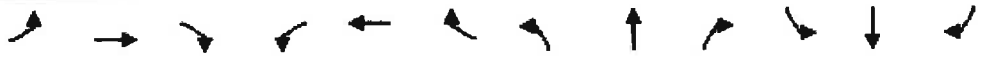
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	98	118	85	41	79	80	413	82	119	394	11
Future Volume (vph)	15	98	118	85	41	79	80	413	82	119	394	11
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	2%	4%	3%	5%	2%
Adj. Flow (vph)	18	118	142	102	49	95	96	498	99	143	475	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	278	0	0	246	0	96	597	0	143	488	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary
Cycle Length: 110.6
Actuated Cycle Length: 93
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	98	118	85	41	79	80	413	82	119	394	11
Future Volume (veh/h)	15	98	118	85	41	79	80	413	82	119	394	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1870	1841	1856	1826	1870
Adj Flow Rate, veh/h	18	118	142	102	49	95	96	498	99	143	475	13
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	5	2	4	3	5	2
Cap, veh/h	58	180	202	161	78	112	501	802	159	434	949	26
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.05	0.53	0.53	0.06	0.54	0.54
Sat Flow, veh/h	57	793	888	444	343	495	1739	1515	301	1767	1769	48
Grp Volume(v), veh/h	278	0	0	246	0	0	96	0	597	143	0	488
Grp Sat Flow(s),veh/h/ln	1738	0	0	1282	0	0	1739	0	1816	1767	0	1817
Q Serve(g_s), s	0.0	0.0	0.0	3.4	0.0	0.0	2.1	0.0	19.6	3.1	0.0	14.5
Cycle Q Clear(g_c), s	12.5	0.0	0.0	15.9	0.0	0.0	2.1	0.0	19.6	3.1	0.0	14.5
Prop In Lane	0.06		0.51	0.41		0.39	1.00		0.17	1.00		0.03
Lane Grp Cap(c), veh/h	440	0	0	351	0	0	501	0	961	434	0	975
V/C Ratio(X)	0.63	0.00	0.00	0.70	0.00	0.00	0.19	0.00	0.62	0.33	0.00	0.50
Avail Cap(c_a), veh/h	747	0	0	607	0	0	716	0	961	640	0	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	0.0	31.4	0.0	0.0	9.1	0.0	14.0	10.5	0.0	12.5
Incr Delay (d2), s/veh	1.5	0.0	0.0	2.5	0.0	0.0	0.2	0.0	3.0	0.4	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	4.9	0.0	0.0	0.7	0.0	7.5	1.0	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.8	0.0	0.0	33.9	0.0	0.0	9.3	0.0	17.1	11.0	0.0	14.3
LnGrp LOS	C			C			A		B	B		B
Approach Vol, veh/h		278			246			693			631	
Approach Delay, s/veh		31.8			33.9			16.0			13.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	50.3		24.3	9.8	50.9		24.3				
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0				
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	5.1	21.6		14.5	4.1	16.5		17.9				
Green Ext Time (p_c), s	0.2	3.7		1.5	0.1	2.9		1.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.9									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	237	248	185	30	33	260
Future Vol, veh/h	237	248	185	30	33	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	345	-	-	250	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	6	8	8	4
Mvmt Flow	276	288	215	35	38	302

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	250	0	-	0	1055	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	840	-
Critical Hdwy	4.12	-	-	-	6.48	6.24
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.336
Pot Cap-1 Maneuver	1316	-	-	-	244	820
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	414	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1316	-	-	-	193	820
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	414	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.13	0	13.78
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1316	-	-	-	193	820
HCM Lane V/C Ratio	0.209	-	-	-	0.199	0.369
HCM Control Delay (s/veh)	8.5	-	-	-	28.3	11.9
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.8	-	-	-	0.7	1.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	176	48	40	81	46	41	391	132	52	306	66
Future Volume (vph)	79	176	48	40	81	46	41	391	132	52	306	66
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	2%	10%	2%	5%	3%	4%	4%	4%	5%
Adj. Flow (vph)	94	210	57	48	96	55	49	465	157	62	364	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	267	0	48	151	0	49	622	0	62	443	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 50.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	176	48	40	81	46	41	391	132	52	306	66
Future Volume (veh/h)	79	176	48	40	81	46	41	391	132	52	306	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1752	1870	1826	1856	1841	1841	1841	1826
Adj Flow Rate, veh/h	94	210	57	48	96	55	49	465	157	62	364	79
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	2	10	2	5	3	4	4	4	5
Cap, veh/h	450	785	208	396	596	319	418	623	210	291	688	149
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1227	2756	730	1112	2093	1121	924	1327	448	790	1465	318
Grp Volume(v), veh/h	94	132	135	48	75	76	49	0	622	62	0	443
Grp Sat Flow(s),veh/h/ln	1227	1763	1724	1112	1664	1550	924	0	1775	790	0	1783
Q Serve(g_s), s	3.1	2.9	3.0	1.7	1.7	1.8	1.9	0.0	14.1	3.4	0.0	8.6
Cycle Q Clear(g_c), s	4.9	2.9	3.0	4.7	1.7	1.8	10.6	0.0	14.1	17.5	0.0	8.6
Prop In Lane	1.00		0.42	1.00		0.72	1.00		0.25	1.00		0.18
Lane Grp Cap(c), veh/h	450	502	491	396	474	441	418	0	833	291	0	837
V/C Ratio(X)	0.21	0.26	0.27	0.12	0.16	0.17	0.12	0.00	0.75	0.21	0.00	0.53
Avail Cap(c_a), veh/h	824	1040	1017	737	985	917	661	0	1299	503	0	1317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	13.6	13.6	15.5	13.2	13.2	12.9	0.0	10.7	17.8	0.0	9.2
Incr Delay (d2), s/veh	0.3	0.3	0.4	0.2	0.2	0.2	0.1	0.0	1.6	0.4	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	1.0	0.4	0.5	0.6	0.4	0.0	4.4	0.6	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.3	13.9	14.0	15.6	13.4	13.5	13.1	0.0	12.3	18.3	0.0	9.8
LnGrp LOS	B	B	B	B	B	B	B		B	B		A
Approach Vol, veh/h		361			199			671			505	
Approach Delay, s/veh		14.3			13.9			12.4			10.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	29.1	20.1	29.1
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	6.9	16.1	6.7	19.5
Green Ext Time (p_c), s	2.2	5.3	1.2	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

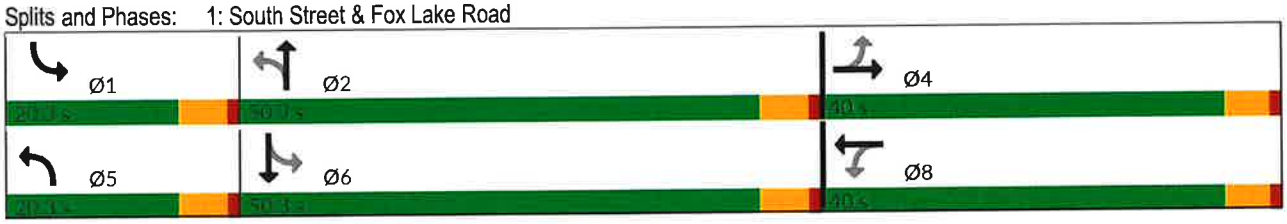
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	62	106	53	87	83	157	555	96	102	455	12
Future Volume (vph)	4	62	106	53	87	83	157	555	96	102	455	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	3%	2%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	68	116	58	96	91	173	610	105	112	500	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	245	0	173	715	0	112	513	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary

Cycle Length: 110.6
Actuated Cycle Length: 87.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	62	106	53	87	83	157	555	96	102	455	12
Future Volume (veh/h)	4	62	106	53	87	83	157	555	96	102	455	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	68	116	58	96	91	173	610	105	112	500	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	2	4	2	2	2	2	2	2
Cap, veh/h	48	116	190	109	135	112	555	883	152	404	1012	26
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.57	0.57	0.06	0.56	0.56
Sat Flow, veh/h	11	637	1045	298	743	615	1781	1555	268	1781	1815	47
Grp Volume(v), veh/h	188	0	0	245	0	0	173	0	715	112	0	513
Grp Sat Flow(s),veh/h/ln	1693	0	0	1657	0	0	1781	0	1822	1781	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	3.3	0.0	22.5	2.1	0.0	13.6
Cycle Q Clear(g_c), s	8.3	0.0	0.0	11.2	0.0	0.0	3.3	0.0	22.5	2.1	0.0	13.6
Prop In Lane	0.02		0.62	0.24		0.37	1.00		0.15	1.00		0.03
Lane Grp Cap(c), veh/h	353	0	0	356	0	0	555	0	1035	404	0	1039
V/C Ratio(X)	0.53	0.00	0.00	0.69	0.00	0.00	0.31	0.00	0.69	0.28	0.00	0.49
Avail Cap(c_a), veh/h	773	0	0	750	0	0	766	0	1035	633	0	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	0.0	31.5	0.0	0.0	7.7	0.0	12.4	9.8	0.0	10.9
Incr Delay (d2), s/veh	1.3	0.0	0.0	2.4	0.0	0.0	0.3	0.0	3.8	0.4	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	4.6	0.0	0.0	1.0	0.0	8.3	0.6	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	0.0	0.0	33.9	0.0	0.0	8.0	0.0	16.2	10.2	0.0	12.6
LnGrp LOS	C			C			A		B	B		B
Approach Vol, veh/h		188			245			888			625	
Approach Delay, s/veh		31.7			33.9			14.6			12.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	51.1		19.6	10.7	50.3		19.6				
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0				
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	4.1	24.5		10.3	5.3	15.6		13.2				
Green Ext Time (p_c), s	0.2	4.6		1.0	0.3	3.1		1.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.9									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	306	240	269	44	25	281
Future Vol, veh/h	306	240	269	44	25	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	345	-	-	250	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	344	270	302	49	28	316

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	352	0	-	0	1260	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	957	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1207	-	-	-	188	737
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	373	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1207	-	-	-	135	737
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	373	-

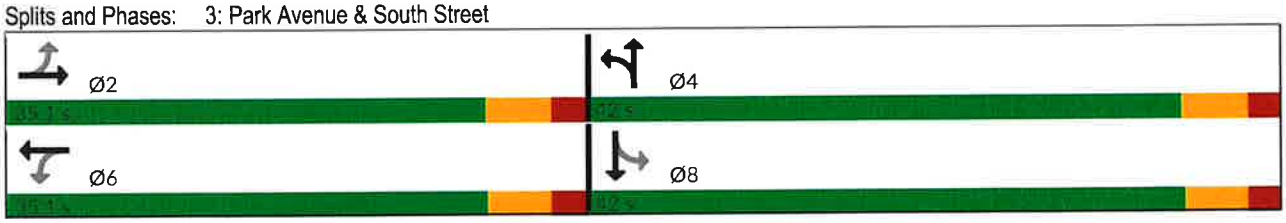
Approach	EB	WB	SB
HCM Control Delay, s/v	5.14	0	15.54
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1207	-	-	-	135	737
HCM Lane V/C Ratio	0.285	-	-	-	0.209	0.428
HCM Control Delay (s/veh)	9.2	-	-	-	38.7	13.5
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	1.2	-	-	-	0.7	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	130	61	96	179	95	43	346	47	70	346	81
Future Volume (vph)	79	130	61	96	179	95	43	346	47	70	346	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	3%	3%	5%	2%	2%	3%
Adj. Flow (vph)	86	141	66	104	195	103	47	376	51	76	376	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	207	0	104	298	0	47	427	0	76	464	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 43.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	130	61	96	179	95	43	346	47	70	346	81
Future Volume (veh/h)	79	130	61	96	179	95	43	346	47	70	346	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1870	1870	1870	1870	1856	1856	1826	1870	1870	1856
Adj Flow Rate, veh/h	86	141	66	104	195	103	47	376	51	76	376	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	2	2	2	2	3	3	5	2	2	3
Cap, veh/h	440	773	345	494	739	374	340	635	86	370	582	136
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1064	2390	1066	1175	2283	1156	921	1600	217	961	1466	343
Grp Volume(v), veh/h	86	103	104	104	150	148	47	0	427	76	0	464
Grp Sat Flow(s),veh/h/ln	1064	1777	1679	1175	1777	1662	921	0	1816	961	0	1809
Q Serve(g_s), s	2.8	1.8	1.9	3.0	2.7	2.9	1.9	0.0	8.0	2.9	0.0	9.0
Cycle Q Clear(g_c), s	5.7	1.8	1.9	5.0	2.7	2.9	10.9	0.0	8.0	11.0	0.0	9.0
Prop In Lane	1.00		0.63	1.00		0.70	1.00		0.12	1.00		0.19
Lane Grp Cap(c), veh/h	440	575	543	494	575	538	340	0	721	370	0	718
V/C Ratio(X)	0.20	0.18	0.19	0.21	0.26	0.28	0.14	0.00	0.59	0.21	0.00	0.65
Avail Cap(c_a), veh/h	809	1191	1125	904	1195	1118	741	0	1511	794	0	1517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	10.5	10.6	12.3	10.8	10.9	15.0	0.0	10.3	14.6	0.0	10.6
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.3	0.3	0.3	0.2	0.0	0.9	0.3	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.6	0.7	0.9	0.9	0.3	0.0	2.5	0.6	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	10.7	10.8	12.6	11.1	11.2	15.2	0.0	11.2	14.9	0.0	11.8
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		293			402			474			540	
Approach Delay, s/veh		11.5			11.5			11.6			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	23.2	20.1	23.2
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	7.7	12.9	7.0	13.0
Green Ext Time (p_c), s	1.8	3.5	2.5	4.2

Intersection Summary	
HCM 7th Control Delay, s/veh	11.8
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

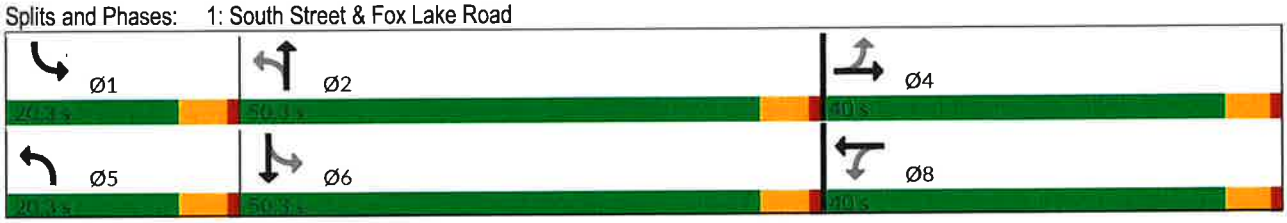
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

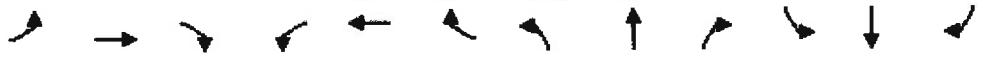
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	98	118	85	41	79	80	417	82	119	402	11
Future Volume (vph)	15	98	118	85	41	79	80	417	82	119	402	11
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	2%	4%	3%	5%	2%
Adj. Flow (vph)	18	118	142	102	49	95	96	502	99	143	484	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	278	0	0	246	0	96	601	0	143	497	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary

Cycle Length: 110.6
Actuated Cycle Length: 93
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	98	118	85	41	79	80	417	82	119	402	11
Future Volume (veh/h)	15	98	118	85	41	79	80	417	82	119	402	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1870	1841	1856	1826	1870
Adj Flow Rate, veh/h	18	118	142	102	49	95	96	502	99	143	484	13
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	5	2	4	3	5	2
Cap, veh/h	58	180	202	161	78	112	495	803	158	432	950	26
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.05	0.53	0.53	0.06	0.54	0.54
Sat Flow, veh/h	57	793	888	444	343	495	1739	1517	299	1767	1770	48
Grp Volume(v), veh/h	278	0	0	246	0	0	96	0	601	143	0	497
Grp Sat Flow(s),veh/h/ln	1738	0	0	1282	0	0	1739	0	1816	1767	0	1817
Q Serve(g_s), s	0.0	0.0	0.0	3.4	0.0	0.0	2.1	0.0	19.8	3.1	0.0	14.8
Cycle Q Clear(g_c), s	12.5	0.0	0.0	15.9	0.0	0.0	2.1	0.0	19.8	3.1	0.0	14.8
Prop In Lane	0.06		0.51	0.41		0.39	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	440	0	0	351	0	0	495	0	961	432	0	975
V/C Ratio(X)	0.63	0.00	0.00	0.70	0.00	0.00	0.19	0.00	0.63	0.33	0.00	0.51
Avail Cap(c_a), veh/h	747	0	0	607	0	0	710	0	961	637	0	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	0.0	31.4	0.0	0.0	9.2	0.0	14.1	10.6	0.0	12.6
Incr Delay (d2), s/veh	1.5	0.0	0.0	2.5	0.0	0.0	0.2	0.0	3.1	0.4	0.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	4.9	0.0	0.0	0.7	0.0	7.6	1.0	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.8	0.0	0.0	33.9	0.0	0.0	9.4	0.0	17.1	11.0	0.0	14.5
LnGrp LOS	C			C			A		B	B		B
Approach Vol, veh/h		278			246			697			640	
Approach Delay, s/veh		31.8			33.9			16.1			13.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	50.3		24.3	9.8	50.9		24.3				
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0				
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	5.1	21.8		14.5	4.1	16.8		17.9				
Green Ext Time (p_c), s	0.2	3.8		1.5	0.1	3.0		1.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	20.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	237	249	3	3	188	30	6	3	2	33	1	260
Future Vol, veh/h	237	249	3	3	188	30	6	3	2	33	1	260
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	345	-	-	-	-	250	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	6	8	2	2	2	8	2	4
Mvmt Flow	276	290	3	3	219	35	7	3	2	38	1	302

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	253	0	0	293	0	0	1069	1103	291	1068	1070	219
Stage 1	-	-	-	-	-	-	842	842	-	226	226	-
Stage 2	-	-	-	-	-	-	226	260	-	842	844	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.18	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.572	4.018	3.336
Pot Cap-1 Maneuver	1312	-	-	1269	-	-	199	211	748	194	221	816
Stage 1	-	-	-	-	-	-	359	380	-	764	717	-
Stage 2	-	-	-	-	-	-	776	693	-	350	379	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1312	-	-	1269	-	-	98	166	748	150	174	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	166	-	150	174	-
Stage 1	-	-	-	-	-	-	283	300	-	761	715	-
Stage 2	-	-	-	-	-	-	486	690	-	273	299	-

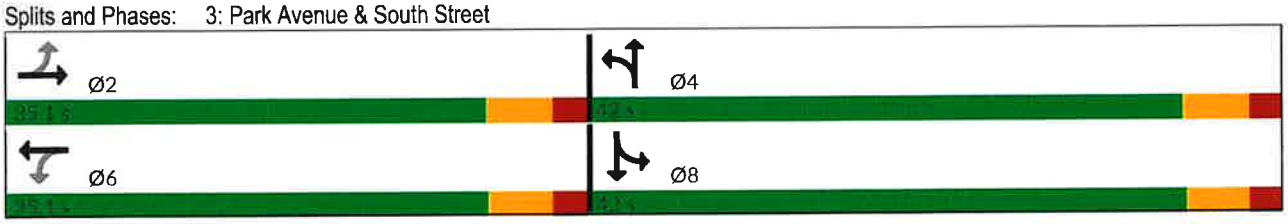
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	4.11	0.11	34.56	14.9
HCM LOS			D	B

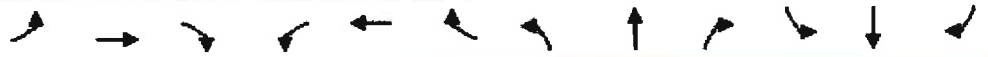
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	135	1312	-	-	28	-	-	151	816
HCM Lane V/C Ratio	0.095	0.21	-	-	0.003	-	-	0.263	0.37
HCM Control Delay (s/veh)	34.6	8.5	-	-	7.8	0	-	37.2	12
HCM Lane LOS	D	A	-	-	A	A	-	E	B
HCM 95th %tile Q(veh)	0.3	0.8	-	-	0	-	-	1	1.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	179	49	40	82	46	42	391	132	52	306	67
Future Volume (vph)	81	179	49	40	82	46	42	391	132	52	306	67
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	2%	10%	2%	5%	3%	4%	4%	4%	5%
Adj. Flow (vph)	96	213	58	48	98	55	50	465	157	62	364	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	271	0	48	153	0	50	622	0	62	444	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 50.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	179	49	40	82	46	42	391	132	52	306	67
Future Volume (veh/h)	81	179	49	40	82	46	42	391	132	52	306	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1752	1870	1826	1856	1841	1841	1841	1826
Adj Flow Rate, veh/h	96	213	58	48	98	55	50	465	157	62	364	80
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	2	10	2	5	3	4	4	4	5
Cap, veh/h	449	784	208	394	600	315	417	623	210	291	686	151
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1224	2754	732	1108	2109	1108	923	1327	448	790	1462	321
Grp Volume(v), veh/h	96	134	137	48	76	77	50	0	622	62	0	444
Grp Sat Flow(s),veh/h/ln	1224	1763	1724	1108	1664	1552	923	0	1775	790	0	1783
Q Serve(g_s), s	3.1	2.9	3.0	1.7	1.7	1.8	2.0	0.0	14.1	3.4	0.0	8.7
Cycle Q Clear(g_c), s	5.0	2.9	3.0	4.8	1.7	1.8	10.6	0.0	14.1	17.5	0.0	8.7
Prop In Lane	1.00		0.42	1.00		0.71	1.00		0.25	1.00		0.18
Lane Grp Cap(c), veh/h	449	502	491	394	474	442	417	0	833	291	0	837
V/C Ratio(X)	0.21	0.27	0.28	0.12	0.16	0.17	0.12	0.00	0.75	0.21	0.00	0.53
Avail Cap(c_a), veh/h	823	1039	1016	734	985	918	660	0	1299	503	0	1316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	13.6	13.7	15.5	13.2	13.2	13.0	0.0	10.7	17.8	0.0	9.2
Incr Delay (d2), s/veh	0.3	0.3	0.4	0.2	0.2	0.2	0.2	0.0	1.6	0.4	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	1.0	0.4	0.6	0.6	0.4	0.0	4.4	0.6	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	14.0	14.0	15.7	13.4	13.5	13.1	0.0	12.3	18.2	0.0	9.9
LnGrp LOS	B	B	B	B	B	B	B		B	B		A
Approach Vol, veh/h		367			201			672			506	
Approach Delay, s/veh		14.4			14.0			12.4			10.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	29.1	20.1	29.1
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	7.0	16.1	6.8	19.5
Green Ext Time (p_c), s	2.2	5.3	1.2	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	284	1	2	226	3	4
Future Vol, veh/h	284	1	2	226	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	330	1	2	263	3	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	331	0	598	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1228	-	465	711
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1228	-	464	711
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	776	-

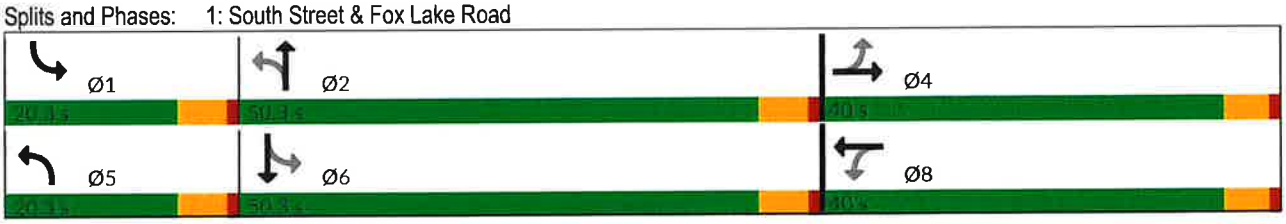
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.07	11.31
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	579	-	-	16	-
HCM Lane V/C Ratio	0.014	-	-	0.002	-
HCM Control Delay (s/veh)	11.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	62	106	53	87	83	157	564	96	102	462	12
Future Volume (vph)	4	62	106	53	87	83	157	564	96	102	462	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	3%	2%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	68	116	58	96	91	173	620	105	112	508	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	245	0	173	725	0	112	521	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary
Cycle Length: 110.6
Actuated Cycle Length: 87.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	62	106	53	87	83	157	564	96	102	462	12
Future Volume (veh/h)	4	62	106	53	87	83	157	564	96	102	462	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	68	116	58	96	91	173	620	105	112	508	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	2	4	2	2	2	2	2	2
Cap, veh/h	48	116	190	109	135	112	549	886	150	397	1013	26
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.57	0.57	0.06	0.56	0.56
Sat Flow, veh/h	11	637	1045	298	743	615	1781	1559	264	1781	1816	46
Grp Volume(v), veh/h	188	0	0	245	0	0	173	0	725	112	0	521
Grp Sat Flow(s),veh/h/ln	1693	0	0	1657	0	0	1781	0	1823	1781	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	3.3	0.0	23.0	2.1	0.0	13.9
Cycle Q Clear(g_c), s	8.3	0.0	0.0	11.2	0.0	0.0	3.3	0.0	23.0	2.1	0.0	13.9
Prop In Lane	0.02		0.62	0.24		0.37	1.00		0.14	1.00		0.02
Lane Grp Cap(c), veh/h	353	0	0	356	0	0	549	0	1036	397	0	1039
V/C Ratio(X)	0.53	0.00	0.00	0.69	0.00	0.00	0.31	0.00	0.70	0.28	0.00	0.50
Avail Cap(c_a), veh/h	773	0	0	750	0	0	761	0	1036	627	0	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	0.0	31.5	0.0	0.0	7.8	0.0	12.5	10.0	0.0	10.9
Incr Delay (d2), s/veh	1.3	0.0	0.0	2.4	0.0	0.0	0.3	0.0	3.9	0.4	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	4.6	0.0	0.0	1.0	0.0	8.5	0.6	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	0.0	0.0	33.9	0.0	0.0	8.1	0.0	16.4	10.4	0.0	12.7
LnGrp LOS	C			C			A		B	B		B
Approach Vol, veh/h		188			245			898			633	
Approach Delay, s/veh		31.7			33.9			14.8			12.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	51.1		19.6	10.7	50.3		19.6				
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0				
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	4.1	25.0		10.3	5.3	15.9		13.2				
Green Ext Time (p_c), s	0.2	4.6		1.1	0.3	3.2		1.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			18.0									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	306	242	6	2	271	44	5	3	3	25	3	281
Future Vol, veh/h	306	242	6	2	271	44	5	3	3	25	3	281
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	345	-	-	-	-	250	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	344	272	7	2	304	49	6	3	3	28	3	316

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	279	0	0	1274	1321	275	1270	1275	304
Stage 1	-	-	-	-	-	-	963	963	-	309	309	-
Stage 2	-	-	-	-	-	-	311	358	-	961	966	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1205	-	-	1284	-	-	144	157	763	145	167	735
Stage 1	-	-	-	-	-	-	307	334	-	701	660	-
Stage 2	-	-	-	-	-	-	700	627	-	308	333	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1205	-	-	1284	-	-	57	112	763	101	119	735
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	112	-	101	119	-
Stage 1	-	-	-	-	-	-	220	239	-	700	658	-
Stage 2	-	-	-	-	-	-	396	626	-	216	238	-

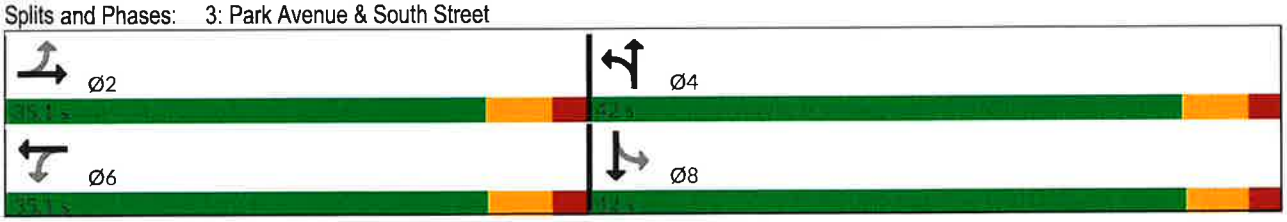
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	5.07	0.05	49.38	17.3
HCM LOS			E	C

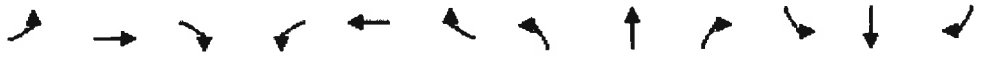
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	93	1205	-	-	13	-	-	102	735
HCM Lane V/C Ratio	0.132	0.285	-	-	0.002	-	-	0.308	0.429
HCM Control Delay (s/veh)	49.4	9.2	-	-	7.8	0	-	55.1	13.5
HCM Lane LOS	E	A	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.4	1.2	-	-	0	-	-	1.2	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	132	62	96	182	95	44	346	47	70	346	83
Future Volume (vph)	80	132	62	96	182	95	44	346	47	70	346	83
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	3%	3%	5%	2%	2%	3%
Adj. Flow (vph)	87	143	67	104	198	103	48	376	51	76	376	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	210	0	104	301	0	48	427	0	76	466	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 44
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	132	62	96	182	95	44	346	47	70	346	83
Future Volume (veh/h)	80	132	62	96	182	95	44	346	47	70	346	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1870	1870	1870	1870	1856	1856	1826	1870	1870	1856
Adj Flow Rate, veh/h	87	143	67	104	198	103	48	376	51	76	376	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	2	2	2	2	3	3	5	2	2	3
Cap, veh/h	438	772	345	492	742	370	339	635	86	370	579	139
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1061	2389	1067	1172	2295	1146	919	1600	217	961	1458	349
Grp Volume(v), veh/h	87	105	105	104	151	150	48	0	427	76	0	466
Grp Sat Flow(s),veh/h/ln	1061	1777	1678	1172	1777	1664	919	0	1816	961	0	1808
Q Serve(g_s), s	2.9	1.8	2.0	3.0	2.7	2.9	1.9	0.0	8.0	2.9	0.0	9.1
Cycle Q Clear(g_c), s	5.8	1.8	2.0	5.0	2.7	2.9	11.0	0.0	8.0	11.0	0.0	9.1
Prop In Lane	1.00		0.64	1.00		0.69	1.00		0.12	1.00		0.19
Lane Grp Cap(c), veh/h	438	574	543	492	574	538	339	0	722	370	0	718
V/C Ratio(X)	0.20	0.18	0.19	0.21	0.26	0.28	0.14	0.00	0.59	0.21	0.00	0.65
Avail Cap(c_a), veh/h	806	1190	1124	901	1194	1118	738	0	1510	794	0	1515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	10.5	10.6	12.4	10.8	10.9	15.1	0.0	10.3	14.6	0.0	10.6
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.3	0.3	0.3	0.2	0.0	0.9	0.3	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.6	0.7	0.9	0.9	0.4	0.0	2.5	0.6	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.3	10.7	10.8	12.6	11.1	11.2	15.3	0.0	11.2	14.9	0.0	11.8
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		297			405			475			542	
Approach Delay, s/veh		11.5			11.6			11.6			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	23.2	20.1	23.2
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	7.8	13.0	7.0	13.0
Green Ext Time (p_c), s	1.8	3.5	2.5	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	11.8
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	3	5	304	2	4
Future Vol, veh/h	280	3	5	304	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	315	3	6	342	2	4

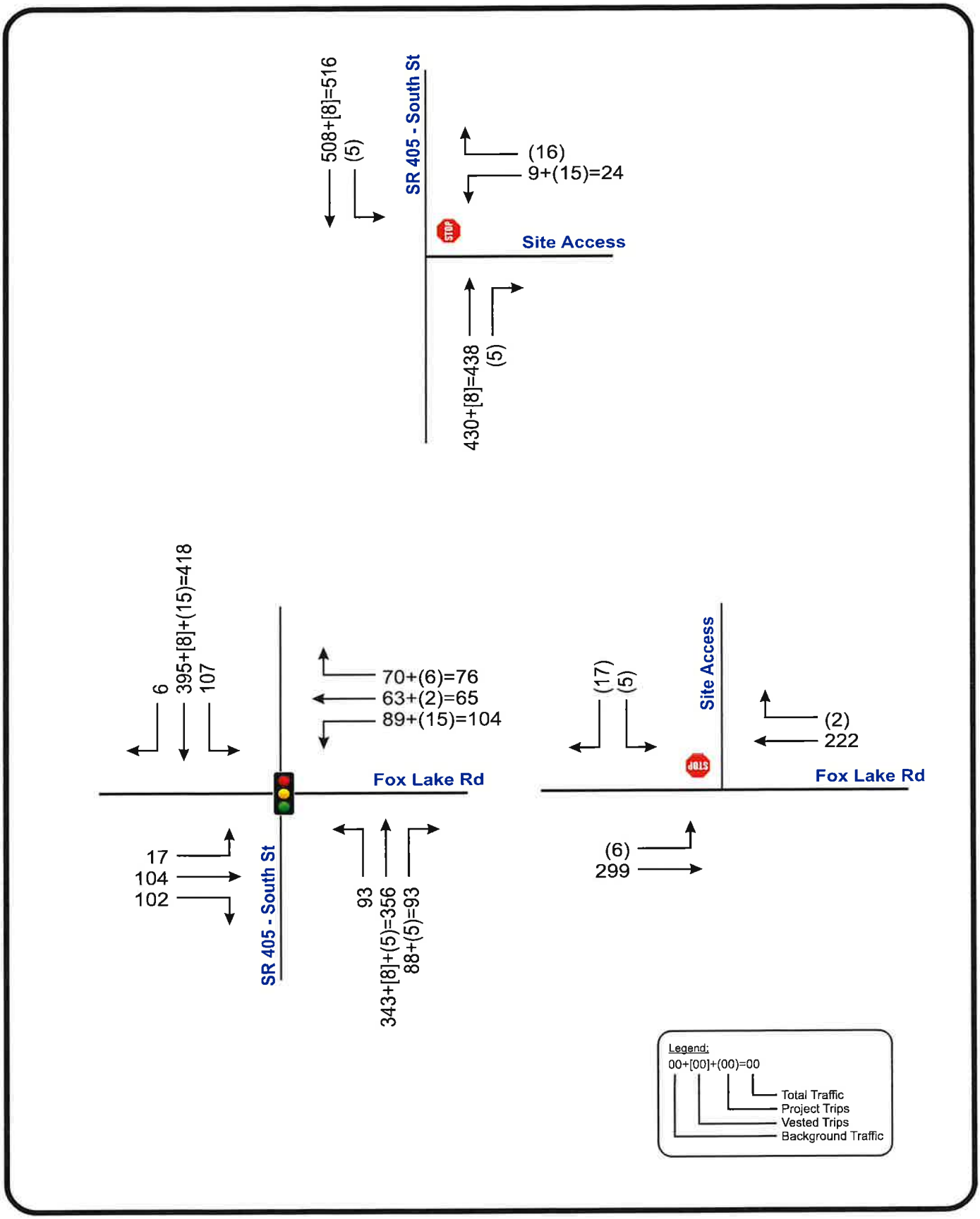
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	318	0	669	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1242	-	423	724
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1242	-	420	724
Mov Cap-2 Maneuver	-	-	-	-	420	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	707	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.13	11.24
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	29	-
HCM Lane V/C Ratio	0.012	-	-	0.005	-
HCM Control Delay (s/veh)	11.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

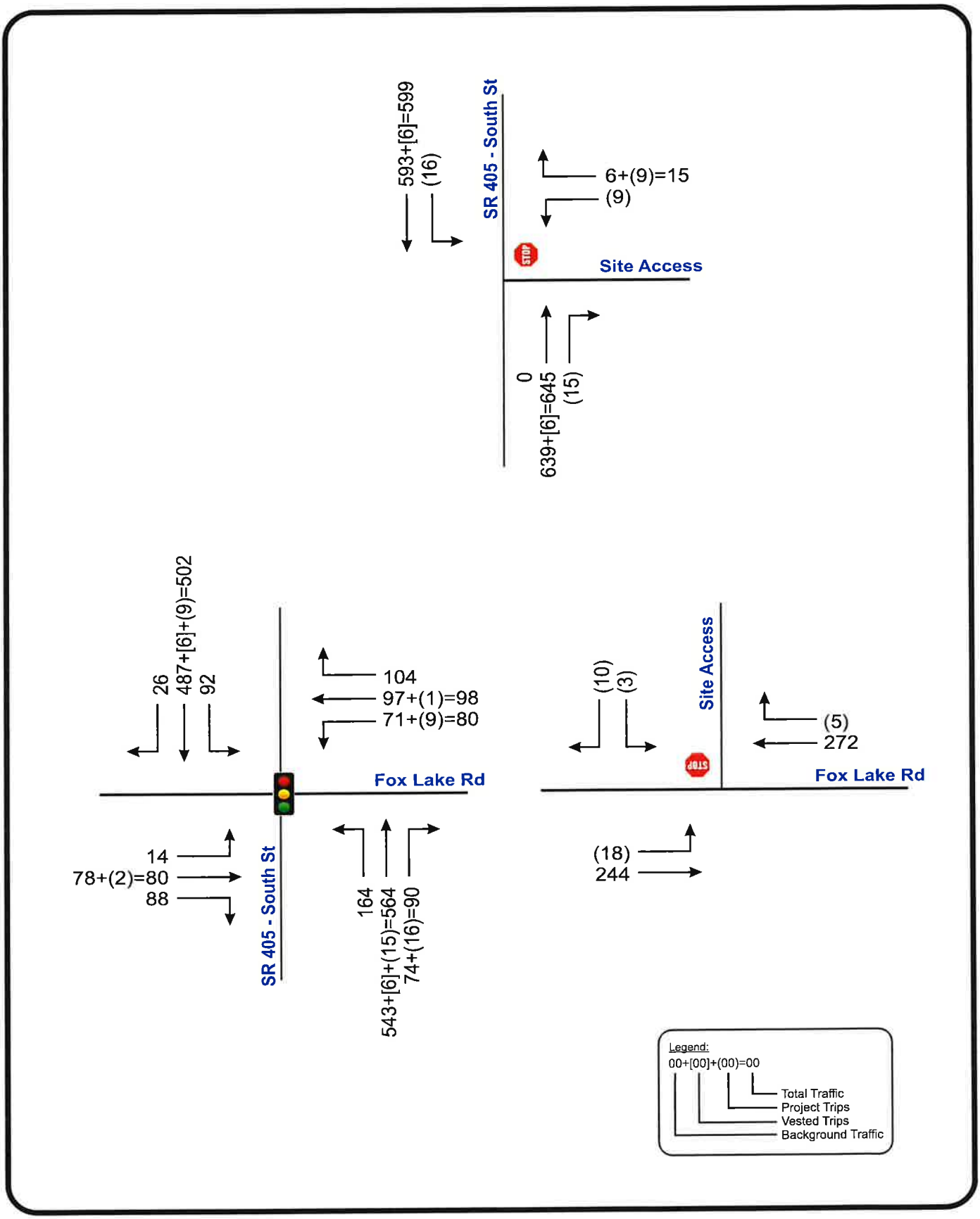
APPENDIX J

Vested Trip Information



Titusville Multi-Family Apartments
Project № 5798
Figure 6
Page 13

Projected A.M. Peak Hour Turning Movements



Titusville Multi-Family Apartments
Project № 5798
Figure 7
Page 14

Projected P.M. Peak Hour Turning Movements

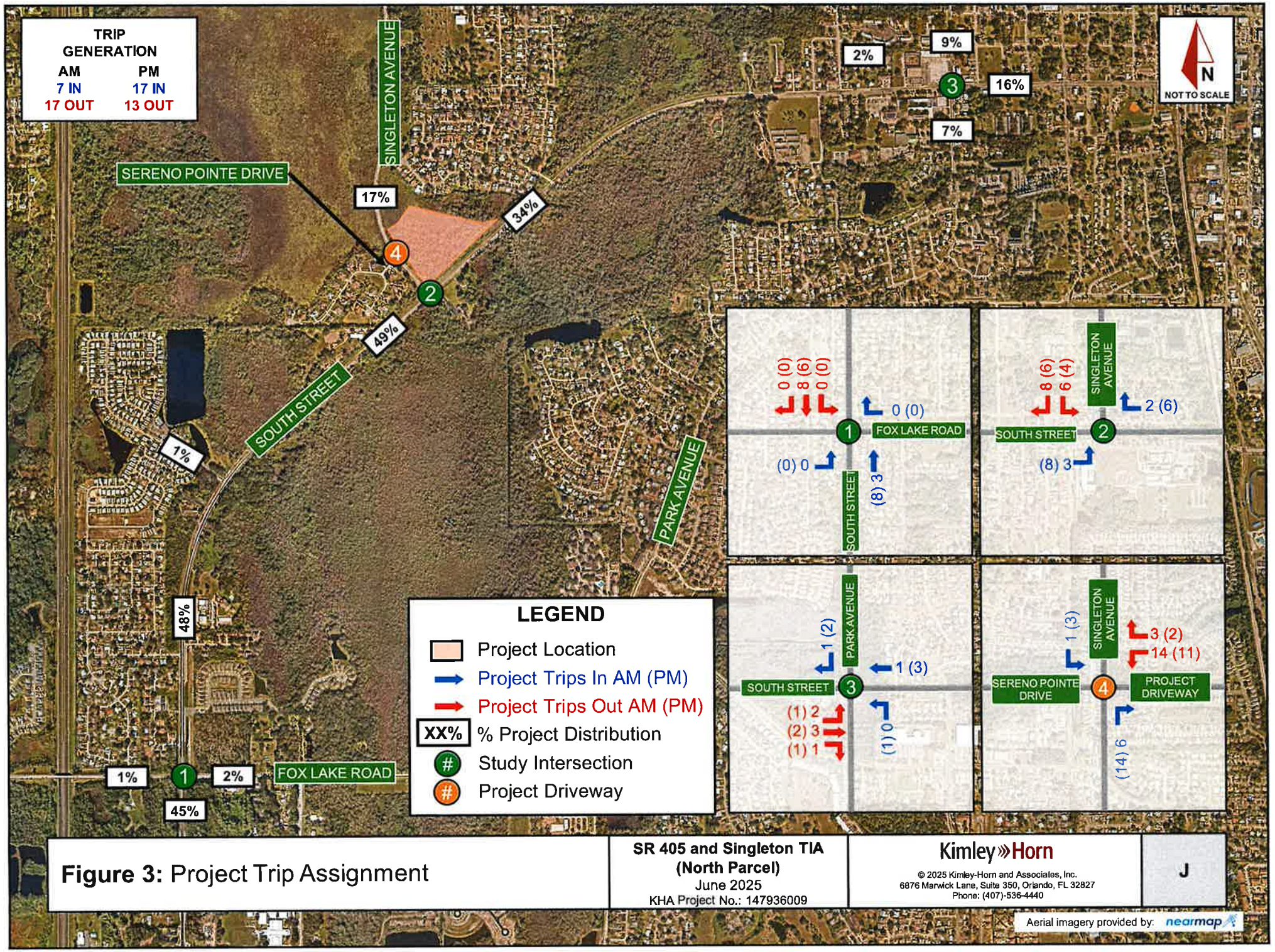


Figure 3: Project Trip Assignment

SR 405 and Singleton TIA (North Parcel)
June 2025
KHA Project No.: 147936009

Kimley»Horn

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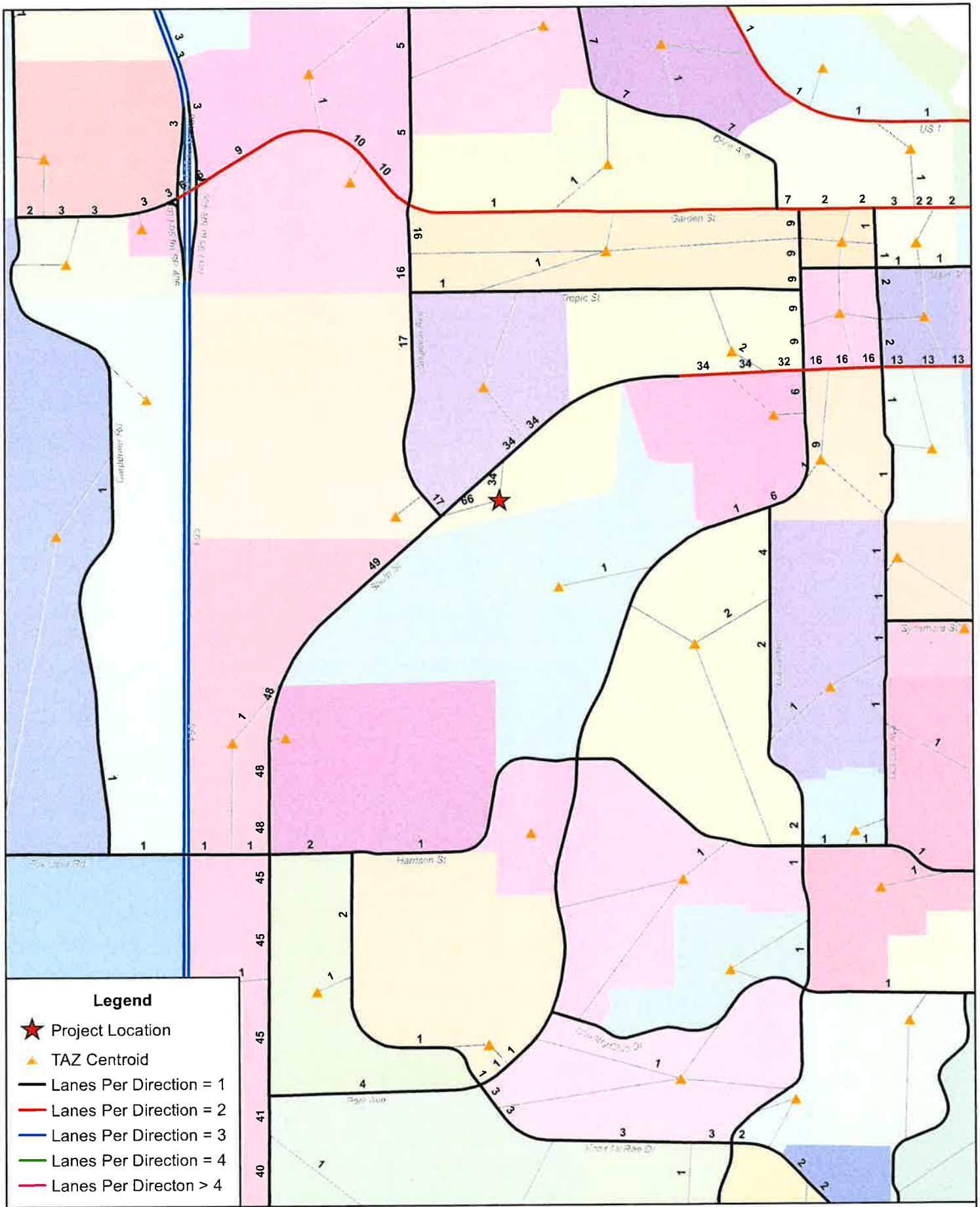
6876 Marwick Lane, Suite 350, Orlando, FL 32827
Phone: (407)-536-4440

J

Aerial imagery provided by: nearmap

APPENDIX K

CFRPM Model



Trip Distribution - Titusville South in Brevard County
CFRPMv7 - 2025 - May 2022

APPENDIX L

NCHRP Outputs

NCHRP Report 457 - Right-Turn Warrant
SR 405/South Street Driveway A / Singleton Ave
Eastbound Right-Turn - AM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

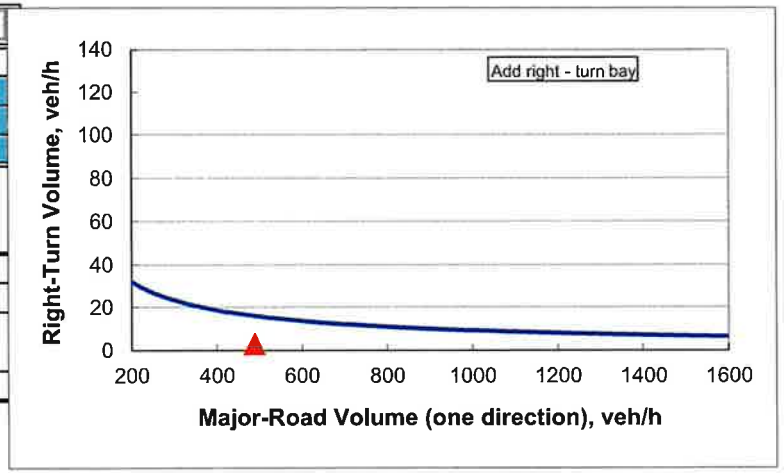
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	489
Right-turn volume, veh/h:	3

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	16
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
SR 405/South Street Driveway A / Singleton Ave
Eastbound Right-Turn - PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

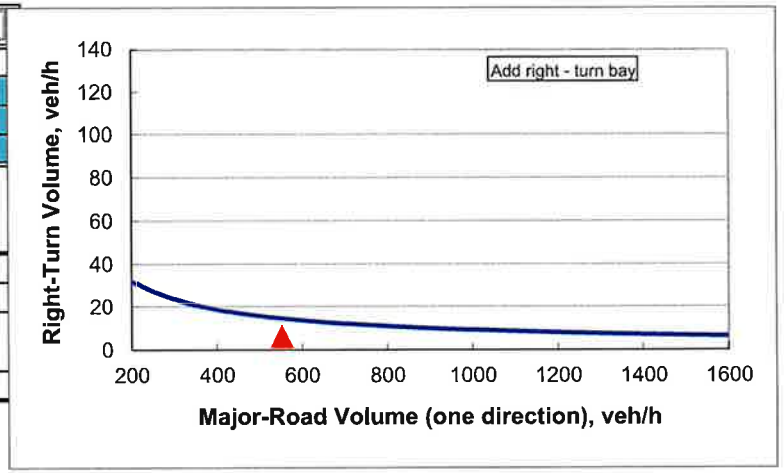
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	554
Right-turn volume, veh/h:	6

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	15
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Left-Turn Warrant
SR 405/South Street Driveway A / Singleton Ave
Westbound Left-Turn - AM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

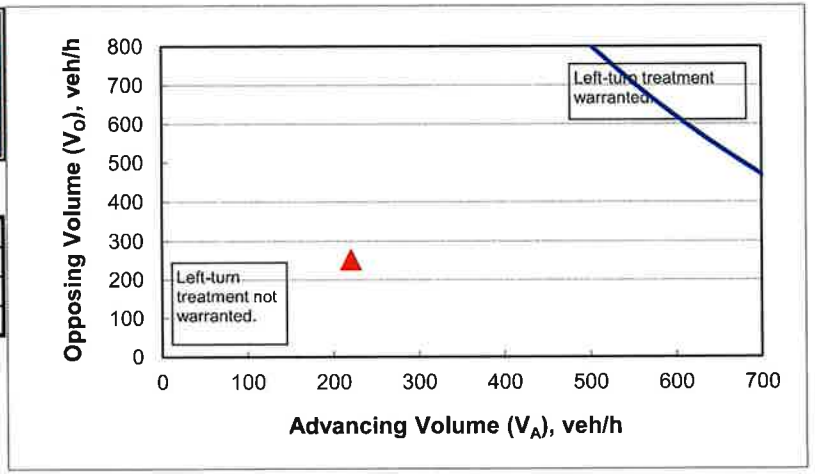
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	221
Opposing volume (V_O), veh/h:	252

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	885
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP Report 457 - Left-Turn Warrant
SR 405/South Street Driveway A / Singleton Ave
Westbound Left-Turn - PM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

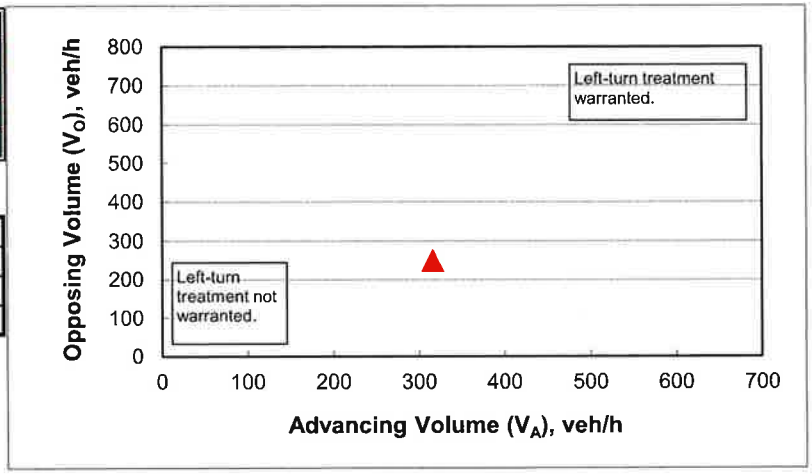
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	316
Opposing volume (V_O), veh/h:	248

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1831
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP Report 457 - Right-Turn Warrant
SR 405/South Street Driveway B
Eastbound Right-Turn - AM Peak Hour

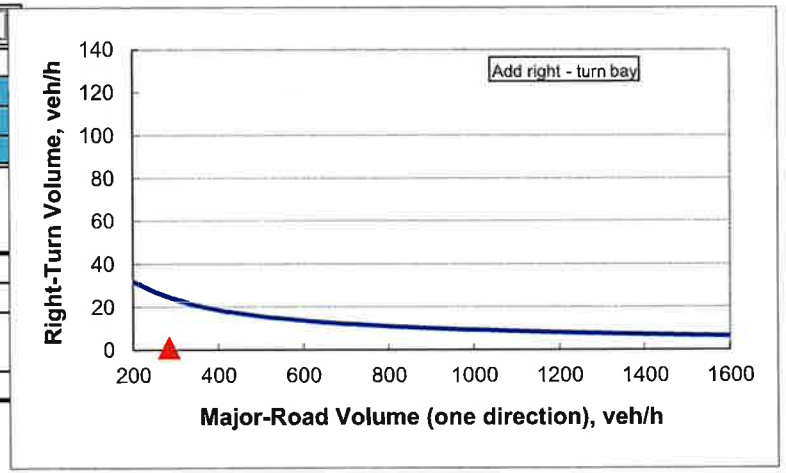
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	285
Right-turn volume, veh/h:	1

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	24
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
SR 405/South Street Driveway A / Singleton Ave
Eastbound Right-Turn - PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

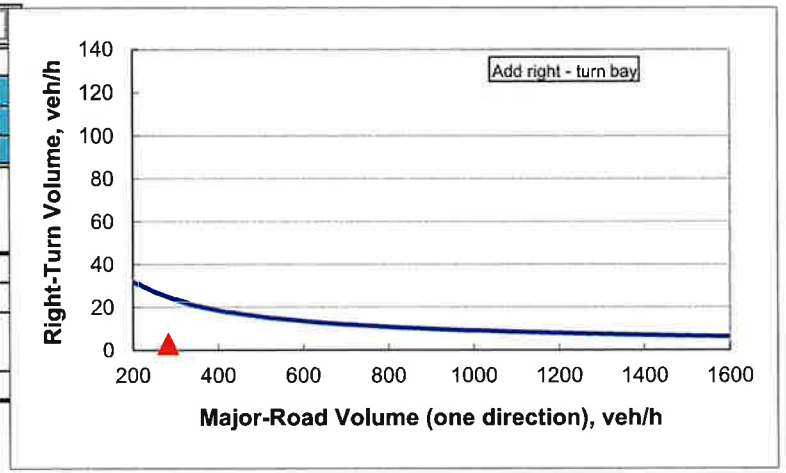
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	283
Right-turn volume, veh/h:	3

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	25
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Left-Turn Warrant
SR 405/South Street Driveway A / Singleton Ave
Westbound Left-Turn - AM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

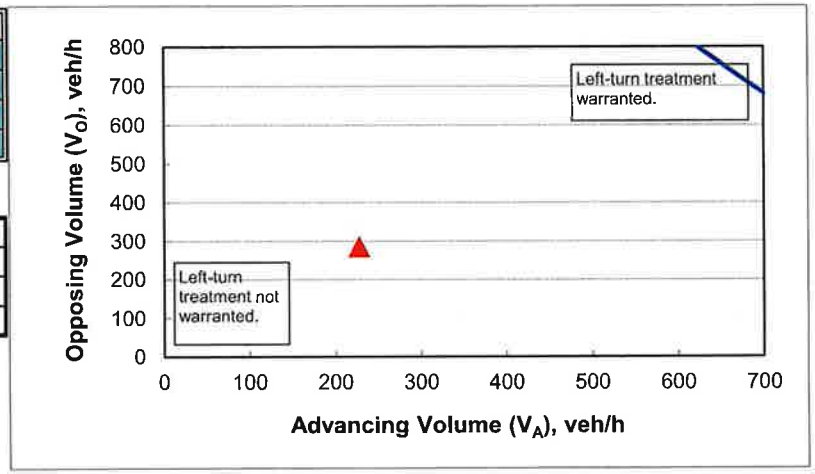
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	228
Opposing volume (V_O), veh/h:	285

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1059
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP Report 457 - Left-Turn Warrant
SR 405/South Street Driveway A / Singleton Ave
Westbound Left-Turn - PM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

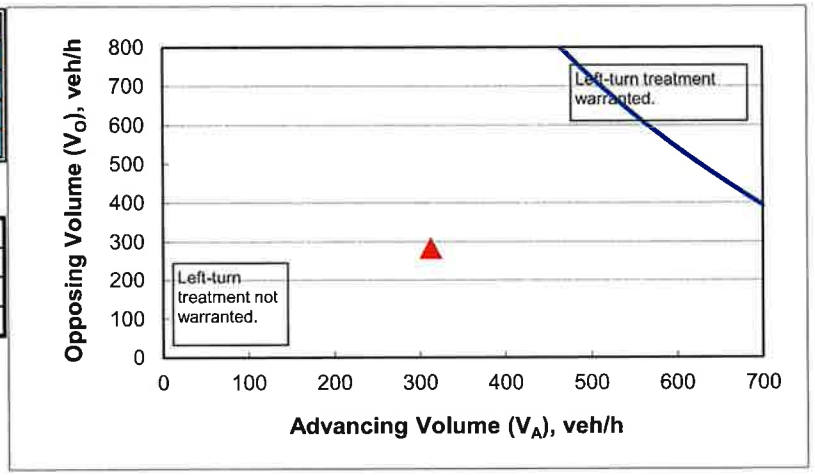
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	313
Opposing volume (V_O), veh/h:	283

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	789
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

SR405 AND SINGLETON PD-SOUTH STORMWATER & FLOODPLAIN DUE DILIGENCE MEMORANDUM

To: Lisa Poutre
The Singleton Ave 44 Acre Land Trust Dated April 4, 2022
c/o Esquire Trustee Service, LLC

From: Karin Teuffer, P.E., Kimley-Horn and Associates, Inc.

CC: Alyssa Colby, P.E., Kimley-Horn and Associates, Inc.
Madeline Reyes, Kimley-Horn and Associates, Inc.
Matthew Brosman, P.E., Kimley-Horn and Associates, Inc.

Date: February 3, 2025

Subject: SR405 and Singleton PD-South
Stormwater Due Diligence

EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. ("Kimley-Horn") has completed a stormwater and floodplain due diligence assessment of SR405 and Singleton PD-South in Titusville, Florida. The purpose of the memorandum is to summarize the development and stormwater design requirements applicable to the project, and to identify existing drainage patterns. This memorandum includes a summary of the findings and presents exhibits that communicate historic and proposed drainage patterns at the project site and in surrounding areas. The project site lies in the St. Johns Street Basin in the City of Titusville and in the Northern Indian River Lagoon Basin within the St. Johns River Water Management District. In existing conditions stormwater flows from the project site to wetlands on both the southwest and northeast corners**. In proposed conditions, the drainage patterns are only modified within the central portion of the project site, to drain to two proposed detention ponds, and do not increase discharge or impact drainage patterns offsite.**

INTRODUCTION

SR405 and Singleton PD-South is part of a proposed project that includes two residential projects on multiple parcels totaling approximately 104-acres within the City of Titusville in Brevard County, Florida. This project (the "South Project") is located on the south side of the intersection of SR405 and Singleton Avenue in the St. John's Street Basin of the City of Titusville and the Northern Indian River Lagoon Basin within the St. John's River Water Management District (SJRWMD). **Appendix A – Figures, Exhibit 1** shows the precise location of the project site. Due to concerns from residents in the adjacent neighborhoods of historic drainage issues in the area and potential impacts from this development, Kimley-Horn has put together an assessment of existing drainage patterns and the proposed site plan, to date, in order to demonstrate compliance with regulatory requirements and communicate that no adverse stormwater impacts to the area are expected due to the development.

Proposed Project

The Singleton Ave 44 Acre Land Trust Dated April 4, 2022 ("Client") intends to construct a residential area south of SR405. This proposed residential area will have approximately 66 townhomes, as well as walking

trails, and two dry ponds for stormwater detention. An exhibit with the proposed project line work, to date, can be seen in **Appendix A – Figures, Exhibit 3**.

DATA COLLECTION

The sections below detail the data collected from various local and regional sources that were used to identify existing and historic drainage patterns and develop the exhibits in **Appendix A – Figures**.

Permit Search

1) SJRWMD Environmental Resource Permit (ERP) Permit No. 4-009-16632-3
   According to ERP 4-009-16632-3, the City of Titusville was historically divided into 3 main drainage basins. The northern drainage basin was known as the I-5 drainage basin, the central drainage basin was known as S-3, and the south drainage basin was known as I-18. All three of these drainage basins eventually discharged into the Indian River Lagoon. The South Project site lied within the S-3 Basin. The main drainage ditch for the S-3 drainage basin ran in an east-west direction through the central portion of the basin and through the southwestern corner of the South Project site.

   This permit was for an adjustable flashboard weir structure proposed for the S-3 basin and in 2003, the permit was approved by the Governing Board of the SJRWMD. According to the ERP, the weir was installed near the intersection of Lane Avenue and Smith Drive. The exact location of the weir can be seen in **Appendix A – Figures, Exhibit 2**. The original ERP from 1992 and the approved ERP from 2003 are provided in **Appendix B – Permit Documents**.

2) SJRWMD Application No. 40-009-32050-5
   The City of Titusville has planned and implemented various stormwater quality improvements to reduce nutrients entering the Indian River Lagoon. One project involved construction of stormwater ponds within the North Brevard Senior Center. The ERP issued in 2009 for this project stated that these ponds would receive runoff from the east. In combination with the City's web page on the St. John's Basin stormwater projects, Kimley-Horn concluded that the wetlands west of the Senior Center drain east into Lake Morbecca and then into the proposed Senior Center ponds. Based on this information, the area on the east side of the South Project site drains east towards Lake Morbecca. The application and ERP can be found in **Appendix B – Permit Documents**.

Aerial Imagery and Lidar Review

Based on 2017 United States Geological Survey (USGS) 1-meter lidar information and aerial imagery, there is an area of approximately 65 acres northeast of the South Project site that drains under SR405 through a culvert. This culvert drains into the wetland directly northeast of the South Project site. According to the permits discussed above and lidar data, this wetland then drains east into Lake Morbecca and through a series of ditches eventually draining into the Indian River Lagoon. The location of the culvert can be seen in the Existing and Proposed Drainage Area Maps in **Exhibits 2 and 3** in **Appendix A – Figures**. The wetland map can be found in **Exhibit 5** of **Appendix A – Figures**.

An ERP search was conducted for the various residential neighborhoods to the southeast of the South Project site. The ERP for Titus Village was reviewed, showing that the neighborhood drains south to the existing detention ponds. However, for the residential areas west of South Park Avenue, permits were not available online. Based on aerial imagery these neighborhoods were developed before 1985. According to aerial imagery and lidar data, the southern area of these neighborhoods is assumed to drain into the unnamed lake to the northeast of Whispering Estates. The northern area likely discharges directly to the existing wetlands located along the southern and eastern border of the South Project site.

Additional lidar and aerial imagery review shows that overflow from the unnamed lake drains to the canal to the west, which then turns south. The South Project site and the unnamed lake form a high elevation point, separating the wetlands draining to Lake Morbecca from those draining to the southwest.

Basin Specific Information

According to the ERP Applicants Handbook Volume II of the St. Johns River Water Management District, the South Project site lies within the Northern Indian River Lagoon Basin (NIRLB). However, the City of Titusville places the South Project site within the City's St. Johns Street Basin. Both basins ultimately drain into the Indian River Lagoon.

FEMA Effective Special Flood Hazard Areas

The project's Flood Insurance Rate Map (FIRM) can be found on the Brevard County Map Number 12009C0205H with an effective date of January 29, 2021. Flood hazard areas associated with the South Project site and offsite areas include Zone AE, with an established Base Flood Elevation (BFE) between 18 and 19 feet NAVD88. However, the proposed project development area falls within Zone X, which designates areas of minimal flood hazard. The South Project site spatial relationship to the FEMA flood zones can be seen in **Appendix A – Figures, Exhibit 4**.

Regulatory Requirements

The South Project site will undergo permit review by the City and the SJRWMD. Section 7.2 of the City Municipal Code defines stormwater management requirements for a Development Order permit. The SJRWMD Applicants Handbook Volume II defines the regional stormwater requirements for an ERP.

Based on the two jurisdictions, the following summarizes required items for the permitting process of the South Project site. Brevard County stormwater requirements apply to discharge permits only and are also included below:

1) Documentation and Modeling
    a. City Code: The Stormwater Management Plan and Site Plan shall describe the following: existing environmental and hydrologic conditions of the site; components of the proposed drainage system including percolation rates and detention areas; a comparison of proposed flow rate, flow direction and volume of discharge as compared to existing conditions.
    b. City Code: The following software is acceptable to demonstrate the proposed design meets the stormwater management criteria: ICPR, PONDS and MODRET. City Code: Specific Model and Stormwater Design Criteria provided in Table 7.4.13.1 must be used during design. This includes rainfall quantities for the design storms.
2) Discharge Requirements
    a. City Code: Stormwater management systems shall be designed to discharge to a Legal Positive Outfall or the runoff of the developed site shall not alter the existing drainage patterns or exceed the rate of flow, timing, volume in existing conditions for the 100-year/24-hour storm event. Specific requirements apply if wetlands are used as a legal positive outfall.
    b. City Code: The post-development runoff for the development site shall not exceed the rate of flow, timing, or volume produced by conditions existing before development for the 25-year/24-hour storm event. Attenuation of the 100-year/24-hour storm event is required if downstream and/or upstream flooding was previously identified, or the facility discharges without a legal positive outfall.
    c. City Code: All development and redevelopment sites shall not exceed the rate of pollutant discharge produced by existing conditions before development or redevelopment.
    d. SJRWMD: The post-development peak discharge rate must not exceed the pre-development peak rate of discharge for the mean annual 24- hour storm for systems

serving new construction area greater than 50% impervious (excluding waterbodies). Compacted soils and limerock are considered impervious.

e. SJRWMD: Peak discharge computations should consider the duration, frequency, and intensity of rainfall, the antecedent moisture conditions, upper soil zone and surface storage, time of concentration, tailwater conditions, changes in land use or land cover.
f. SJRWMD: For sites in the Upper St. Johns River Hydrologic Basin, the system shall meet applicable discharge criteria for 10-year and 25-year frequency storms. On-site storage and outlet capacity should be designed for the 25- year storm. Outlet capacity design should be checked and further refined, if necessary, for the 10-year storm.
g. Brevard County Code: "*No person shall develop, improve or otherwise alter the state of property adjacent to or containing within its boundaries any drainage facility owned by the county, where such development, improvement or alteration may result in additional discharge into such drainage facility, without first obtaining a permit from the county engineer's office.*"

3) Treatment and Stormwater Facility Requirements
   a. City Code: All site drainage shall be retained on-site and directed through an approved stormwater retention area prior to its discharge from site.
   b. City Code: All development and redevelopment sites shall not exceed the rate of pollutant discharge produced by existing conditions before development or redevelopment. This shall be demonstrated using typical engineering practices.
   c. City Code: Post development runoff shall be treated to remove oil and sediment before it enters receiving waters by skimmers or other approved methods.
   d. City Code: All retention facilities shall be designed as "dry bottom basins." The bottom elevation shall be one (1) foot above seasonal high groundwater table. For ponds with perimeter walls, the following criteria must be included in the design.
   e. City Code: Perforated pipe shall be prohibited as a primary means of retention.
   f. City Code: Credits toward stormwater management design criteria are available for certain Low Impact Development Best Management Practices.
   g. SJRWMD: Where basins are designed for reducing post-development peak rate discharge and volume, the outlet and regulation schedule should be designed to provide design detention and retention storage within 14 days following any storm event.
   h. SJRWMD: Treatment volume, recovery time, safety factors, and construction requirements for detention basins, retention basins, exfiltration trenches, and swales are specified in Section V.
4) Wetland and Land Use Requirements
   a. City Code: Development, including grading and contouring, shall take place in a manner that protects the roots and stability of trees.
   b. City Code: Vegetated buffer strips shall be created, or where natural systems are used, retained in their natural state along the banks of all watercourses, water bodies, or wetlands.
   c. City Code: Care must be taken not to harm the functional value of the wetlands and transitional vegetation. Wetlands disturbed by development activities, shall be mitigated.
5) Floodplain Requirements
   a. SJRWMD: A system may not cause a net reduction in flood storage within a 10-year floodplain except for structures elevated on pilings or traversing works. Traversing works, works or other structures shall cause no more than a one-foot increase in the 100-year flood elevation immediately upstream and no more than one tenth of a foot increase in the 100-year flood elevation 500 feet upstream.

SUMMARY OF FINDINGS AND NEXT STEPS

Based on data collected and discussed in previous sections, the South Project site encompasses wetlands to the northeast and southwest, and a central point higher in elevation than the surrounding area. In existing conditions, the interior of the high elevation area drains to localized low elevation spots. The exterior of the high elevation area drains to the wetlands, either to the northeast or southwest. Areas outside of the South Project site on the northeast drain to Lake Morbecca and through a control structure to a ditch to the east. Areas outside of the South Project site on the southwest continue draining southward through the existing wetlands. Both areas ultimately drain to the Indian River Lagoon, although the path from the southwest wetland is unclear.

The proposed conditions South Project site plan as of January 2025, shows that development is planned for only the central portion of the project site. Therefore, drainage patterns will only be modified within the area of higher elevation. **The purpose of modifying the drainage patterns is to drain the site to the two proposed detention ponds and meet the regulatory requirements that limit increases in discharge and changes to stormwater drainage patterns in offsite areas**. Prior to construction, both City site plan approval and an issued SJRWMD ERP is required as formal documentation that the proposed design complies with all applicable codes.

The design team of the SR405 and Singleton PD-South project in Titusville, Florida will use the results of this Memorandum and any additional requirements to provide further clarification to the public of all the precautions and design constraints taken to mitigate potential impact on the surrounding communities.

REFERENCES

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APPENDIX A – FIGURES



0 250 500 1,000 Feet

Middlehurst Rd
Highland Ter
S Singleton Ave
405
South St
Lane Ave
Beatrice Ave
Linda Ave
Carol Ave
Greenwood St
Logan Dr
Golfview Dr
Bell Ter
Elm Ter
S Park Ave
Crest Dr
Brook Dr
Vista Ter
wan Lake

Legend

South Project Site

Kimley»Horn
8201 Peters Road
Suite 2200
Plantation, FL 33324
(954) 535-5100 Phone

N

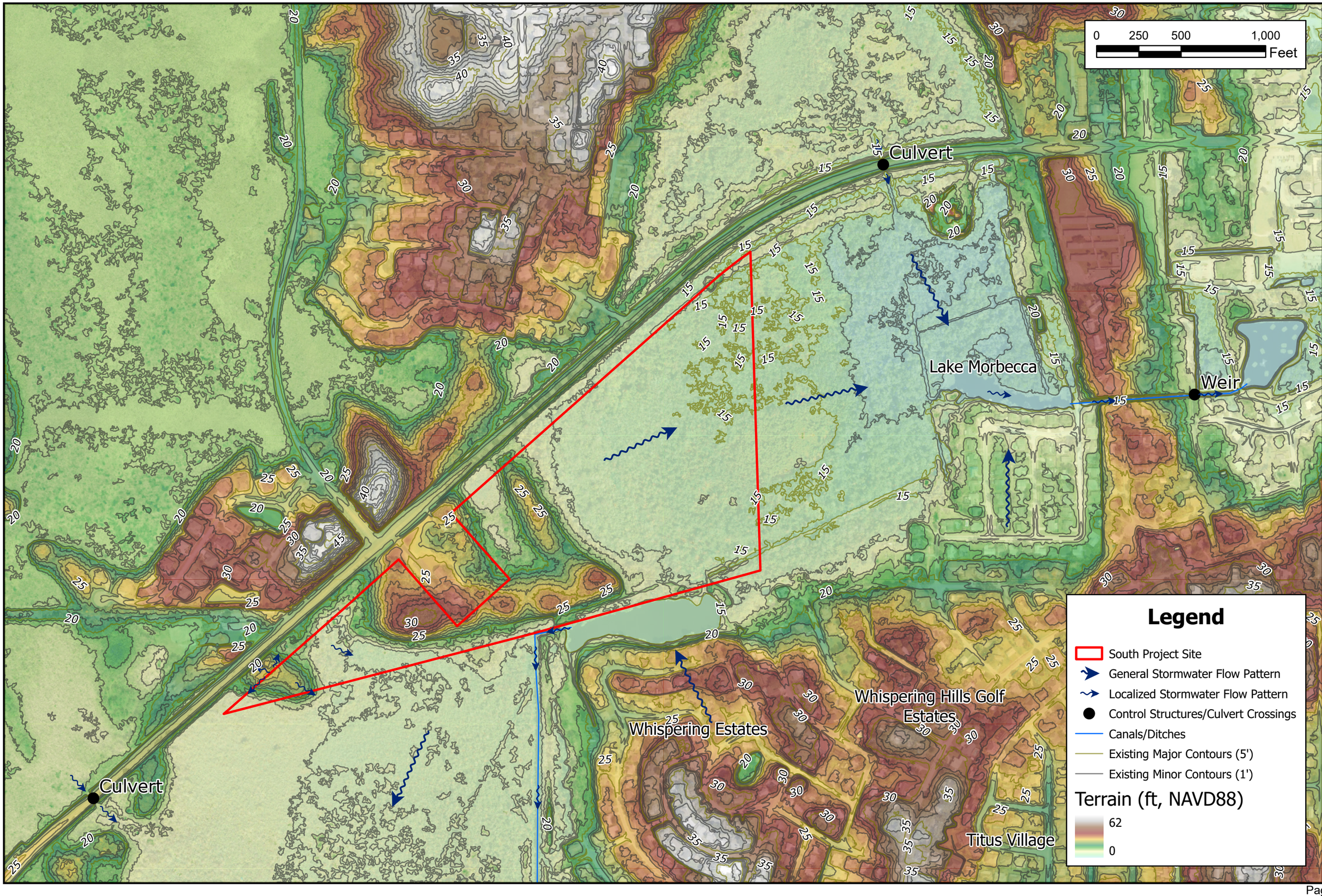
Brevard County, FL

SR405 AND SINGLETON PD SOUTH PROJECT

LOCATION MAP

DATE:	JANUARY 2025
DESIGN:	MAR
DRAWN:	MAR
CHECKED:	KT
KH NO.:	147936004

SHEET 1



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Suite 2200
Plantation, FL 33324
(954) 535-5100 Phone

N

Brevard County, FL

SR405 AND SINGLETON PD SOUTH PROJECT

EXISTING DRAINAGE AREA MAP

DATE:	JANUARY 2025
DESIGN:	MAR
DRAWN:	MAR
CHECKED:	KT
KH NO.:	147936004

SHEET 2

0 250 500 1,000 Feet

Culvert

Lake Morbecca

Weir

Culvert

Whispering Estates

Whispering Hills Golf Estates

Titus Village

Legend

- South Project Site
- General Stormwater Flow Pattern
- Localized Stormwater Flow Pattern
- Proposed Localized Stormwater Flow
- Control Structures/Culvert Crossings
- Canals/Ditches
- Existing Major Contours (5')
- Existing Minor Contours (1')

Terrain (ft, NAVD88)

62

0

Proposed Site Linework

- Buildings
- Ponds
- Sidewalks
- Roadway

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Suite 2200
Plantation, FL 33324
(954) 535-5100 Phone

N

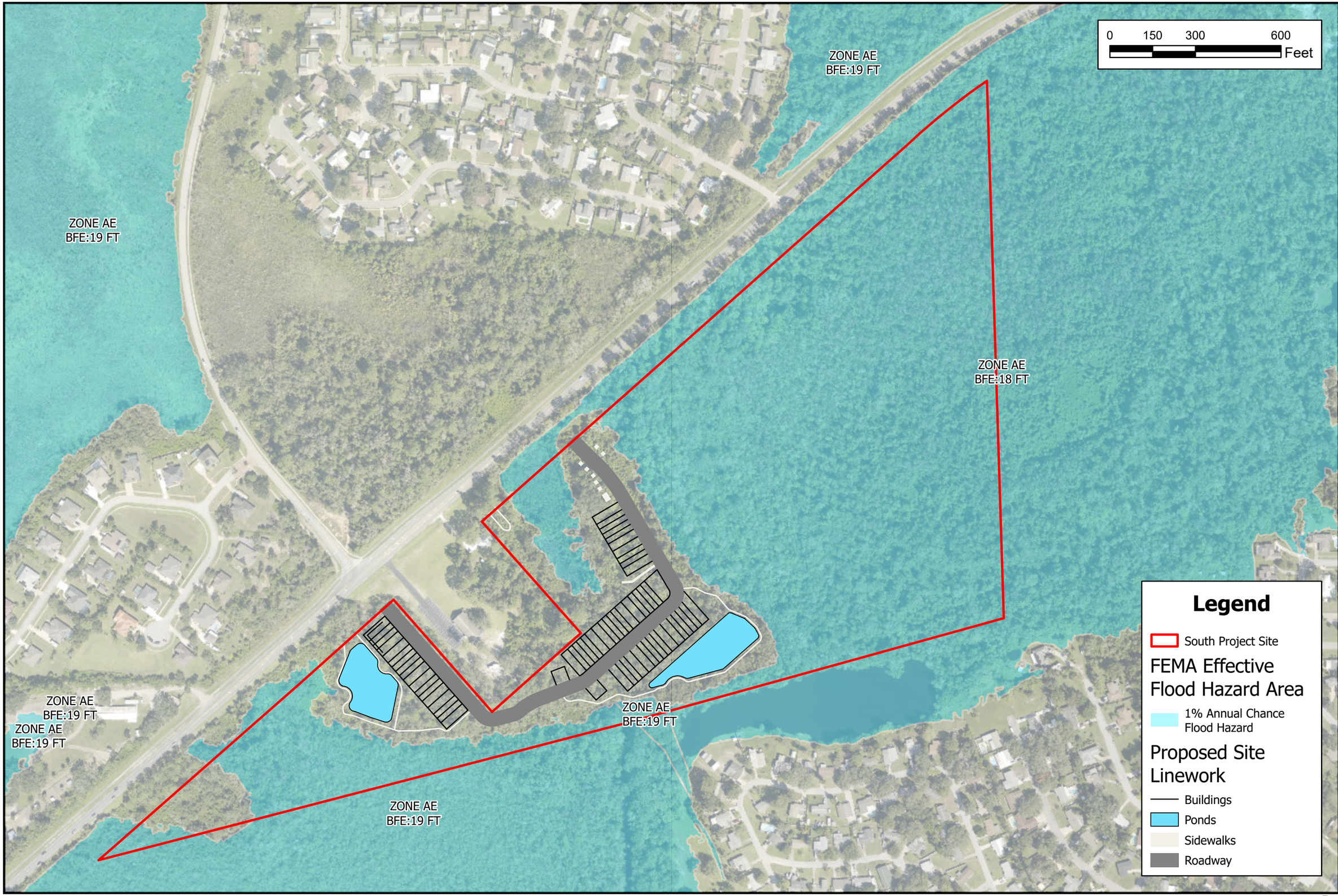
Brevard County, FL

SR405 AND SINGLETON PD SOUTH PROJECT

PROPOSED DRAINAGE AREA MAP

DATE:	JANUARY 2025
DESIGN:	MAR
DRAWN:	MAR
CHECKED:	KT
KH NO.:	147936004

SHEET 3



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N

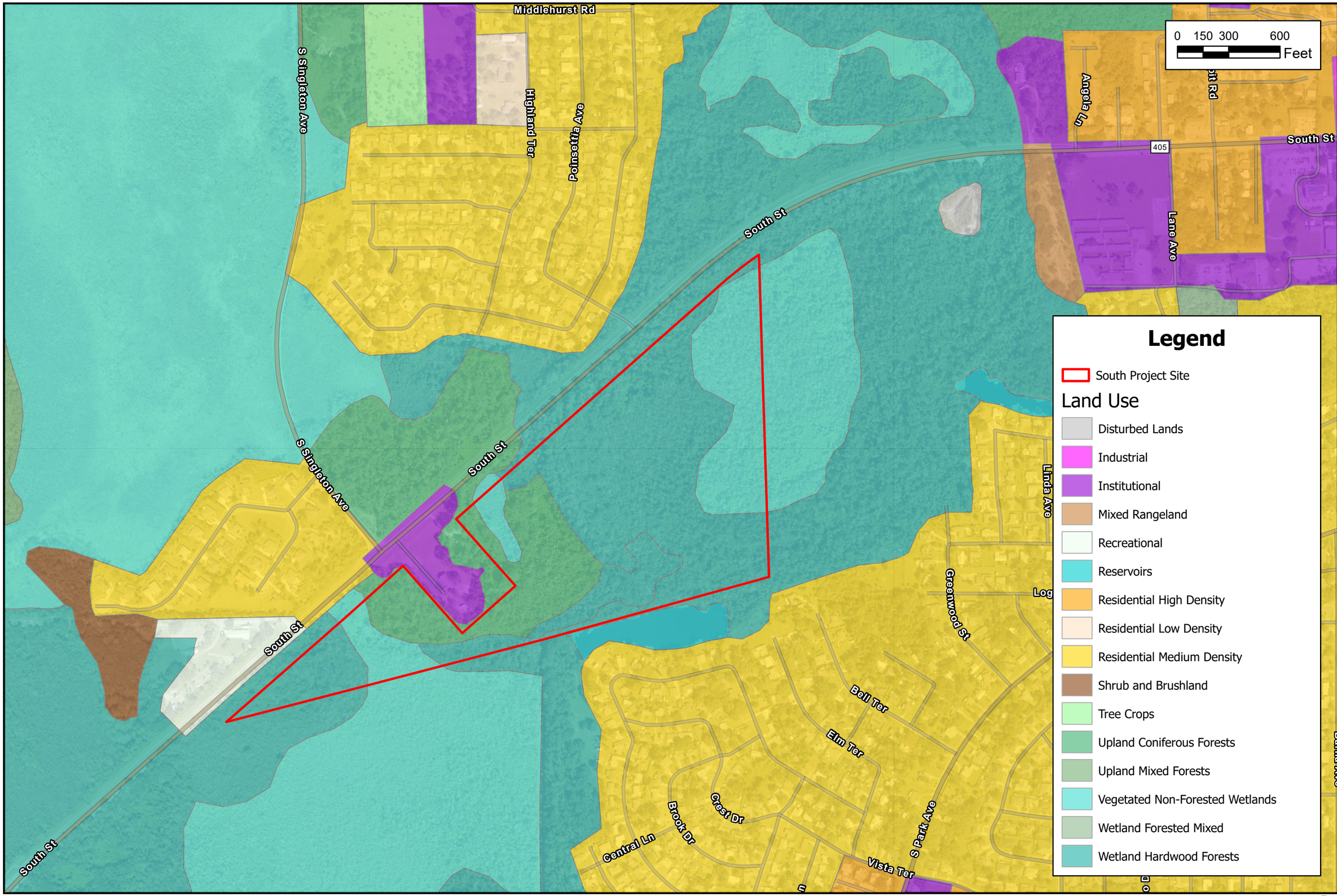
Brevard County, FL

SR405 AND SINGLETON PD SOUTH PROJECT

FEMA FLOOD HAZARD MAP

DATE:	JANUARY 2025
DESIGN:	MAR
DRAWN:	MAR
CHECKED:	KT
KH NO.:	147936004

SHEET
4



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Plantation, FL 33324
(954) 535-5100 Phone

N

Brevard County, FL

SR405 AND SINGLETON PD
SOUTH PROJECT

EXISITING LAND USE MAP

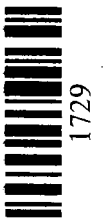
DATE:	JANUARY 2025	
DESIGN:	MAR	
DRAWN:	MAR	
CHECKED:	KT	
KH NO.:	147936004	

SHEET
5

APPENDIX B – PERMIT DOCUMENTS

ERP 4-009-0423AG

16632-1



Technical Staff Report

1729

MANAGEMENT AND STORAGE OF SURFACE WATERS TECHNICAL STAFF REPORT
May 26, 1992

APPLICANT: City of Titusville
555 South Washington Avenue
Titusville, FL 32796

COUNTY: Brevard PROJECT NAME: WATER CONTROL STRUCTURES
SECTION(S): 4, 9 TOWNSHIP(S): 21S RANGE(S): 35E
32 22S 35E
ACRES OWNED: UNKNOWN PROJECT ACREAGE: 993

AUTHORITY: 40C-4.041(2)(b)2, F.A.C.

GENERAL DESCRIPTION OF APPLICATION NO. 4-009-0423AG:
This application is for the installation of two adjustable flashboard weir structures and one fixed weir structure within three drainage ditches located in Titusville.

RECEIVING WATER BODY(IES): Drainage ditches (Class III) ultimately to the Indian River Lagoon

EXISTING LAND USE: Drainage ditches

OPERATION AND MAINTENANCE ENTITY: City of Titusville

STAFF COMMENTS:

This application is for the installation of two adjustable flashboard weir structures and one fixed-elevation weir structure within three separate drainage basins in the City of Titusville. The purpose of the weirs is to store water within the ditches for aquifer recharge purposes and to decrease the probability of salt water intrusion. The applicant proposes to install one control structure within the main drainage ditch in each of the three basins. I-5 is the northern drainage basin, S-3 is the central drainage basin, and I-18 is the southern drainage basin. All three drainage basins ultimately discharge to the Indian River Lagoon.

The main drainage ditch for basin I-5 runs in an east-west direction through the northern half of the basin boundaries. The ditch is approximately 10 feet deep, 25 feet wide, has steep side slopes, and currently contains several inches of flowing water. The ditch bottom is at an elevation of 16.0′ and the top of the bank is at an elevation of 25.0′ NGVD. A cement/sand-bag weir with a control elevation of 17.8′ NGVD has been placed in the ditch at a location near the intersection of Nova Terrace and Starlight Road. This weir was installed by the City of Titusville without a permit.

The main drainage ditch for basin S-3 runs in an east-west direction through the central portion of the basin. This ditch is approximately 10 feet deep, 30 feet wide, has steep side slopes, is vegetated with wild taro (Colocasia esculenta) and currently contains several inches of flowing water. The ditch bottom is at an elevation of 11.5′ and the top of bank is at an elevation of 19.0′ NGVD. An adjustable flashboard weir structure with a maximum control elevation of 15.0′ NGVD is proposed for this drainage basin.

The main drainage ditch for basin I-18 runs in an east-west direction through the central portion of the basin. This ditch is approximately 10 feet deep, 25 feet wide, has steep side slopes, and currently contains approximately 6 inches of flowing water. The ditch bottom is at an elevation of 11.6′ and the top of the bank is at an elevation of 19.4′ NGVD. An adjustable flashboard riser with a maximum weir crest elevation of 16.0′ NGVD Is proposed for this basin.

Water quality standards are not expected to be violated as a result of the installation of the weir structures. The applicant proposes to use silt and erosion control devices during the construction phase of this project.

The City of Titusville has routed the 25-year, 24-hour and 100-year, 24-hour storm events through the three ditch systems. The calculations demonstrate that installation of the weir structures will not cause adverse flooding impacts upstream of the weirs.

The installation of the proposed weir structures will not result in significant functional losses within the ditch system and, therefore, is not expected to adversely affect the habitat, abundance and diversity, or food sources of fish and wildlife. This project, as proposed, is consistent with the objectives and criteria set forth in Chapter 40C-4, F.A.C.

TOTAL WETLANDS INVOLVED: 0.00

TOTAL WETLANDS PRESERVED: 0.00

TOTAL WETLANDS DISTURBED: 0.00

TOTAL WETLANDS LOST: 0.0133

TOTAL WETLANDS RESTORED/CREATED: 0.00

TOTAL WETLANDS ENHANCED: 0.00

RECOMMENDATION: APPROVAL

CONDITIONS FOR APPLICATION NUMBER 4-009-0423AG

GENERAL (SEE CONDITION SHEET): 2-8

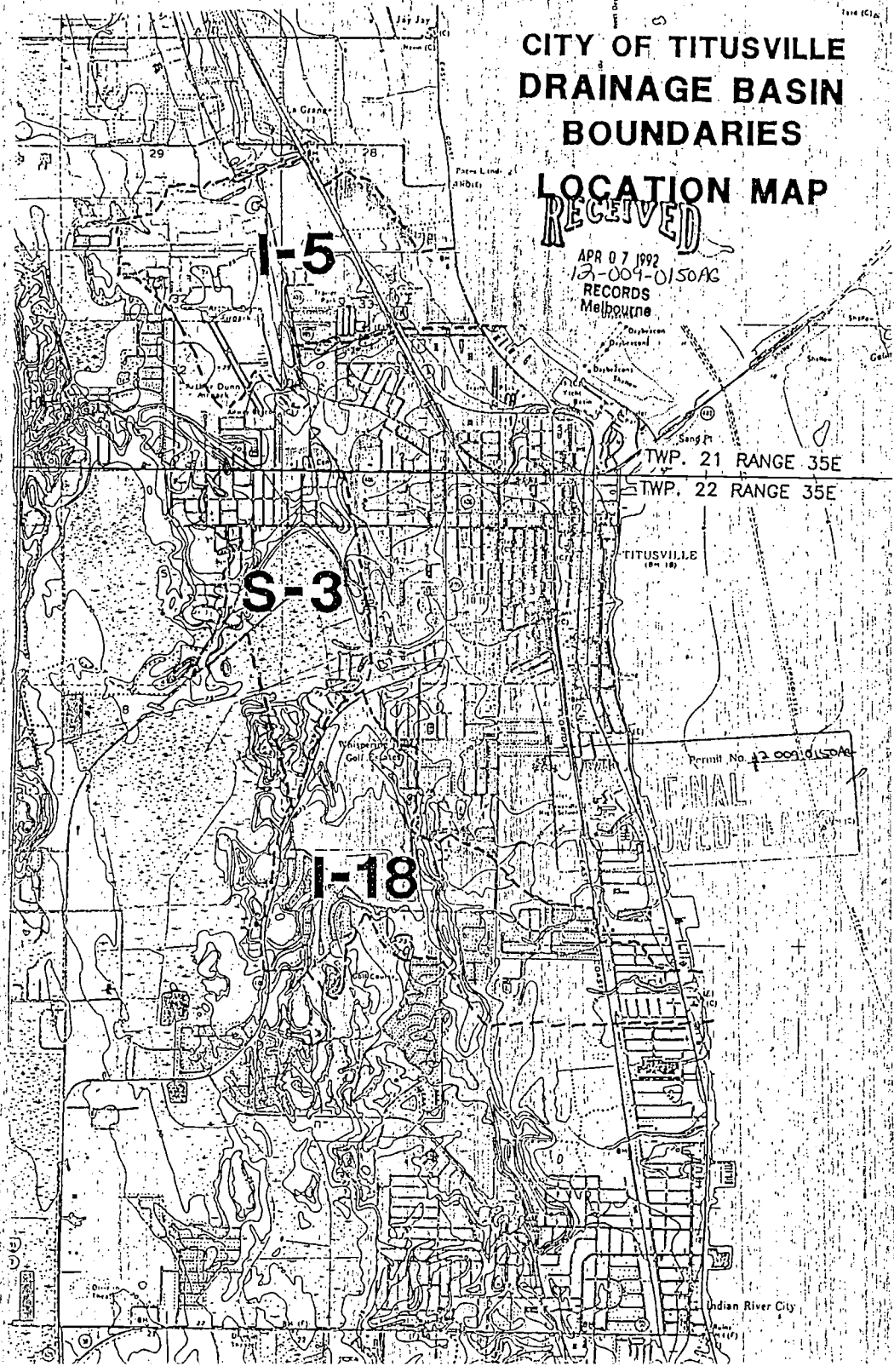
SPECIAL (SEE CONDITION SHEET): 16, 19, 29, 37

OTHER CONDITIONS:

1. The stormwater management system must be constructed as per plans submitted to the District on April 7, 1992.

BROWN/REIBER

CITY OF TITUSVILLE
DRAINAGE BASIN BOUNDARIES
LOCATION MAP



RECEIVED
APR 07 1992
42-009-0150AG
RECORDS
Melbourne

Titusville + Mims QUAD

MANAGEMENT AND STORAGE OF SURFACE WATERS TECHNICAL STAFF REPORT
May 19, 1992

APPLICANT: CITY OF TITUSVILLE
555 SOUTH WASHINGTON AVENUE
TITUSVILLE, FLORIDA 32796

AGENT: CITY OF TITUSVILLE
555 SOUTH WASHINGTON AVENUE
TITUSVILLE, FLORIDA 32796

COUNTY: Brevard PROJECT NAME: WATER CONTROL STRUCTURES
SECTION(S): 4, 9 TOWNSHIP(S): 21S RANGE(S): 35E
32 22S 35E
ACRES OWNED: UNKNOWN PROJECT ACREAGE: 993

AUTHORITY: 40C-4.041(2)(b)2, F.A.C.

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EXISTING LAND USE: Drainage ditches

OPERATION AND MAINTENANCE ENTITY: City of Titusville

STAFF COMMENTS:

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The main drainage ditch for basin I-5 runs in an east-west direction through the northern half of the basin boundaries. The ditch is approximately 10 feet deep, 25 feet wide, has steep side slopes, and currently contains several inches of flowing water. The ditch bottom is at an elevation of 16.0′ and the top of the bank is at an elevation of 25.0′ NGVD. A cement/sand-bag weir with a control elevation of 17.8′ NGVD has been placed in the ditch at a location near the intersection of Nova Terrace and Starlight Road. This weir was installed by the City of Titusville without a permit.

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The main drainage ditch for basin I-18 runs in an east-west direction through the central portion of the basin. This ditch is approximately 10 feet deep, 25 feet wide, has steep side slopes, and currently contains approximately 6 inches of flowing water. The ditch bottom is at an elevation of 11.6′ and the top of the bank is at an elevation of 19.4′ NGVD. An adjustable flashboard riser with a maximum weir crest elevation of 16.0′ NGVD Is proposed for this basin.

Water quality standards are not expected to be violated as a result of the installation of the weir structures. The applicant proposes to use silt and erosion control devices during the construction phase of this project.

The City of Titusville has routed the 25-year, 24-hour and 100-year, 24-hour storm events through the three ditch systems. The calculations demonstrate that installation of the weir structures will not cause adverse flooding impacts upstream of the weirs.

The installation of the proposed weir structures will not result in significant functional losses within the ditch system and, therefore, is not expected to adversely affect the habitat, abundance and diversity, or food sources of fish and wildlife. This project, as proposed, is consistent with the objectives and criteria set forth in Chapter 40C-4, F.A.C.

TOTAL WETLANDS INVOLVED: UNKNOWN

TOTAL WETLANDS PRESERVED: UNKNOWN

TOTAL WETLANDS DISTURBED: 0.00

TOTAL WETLANDS LOST: 0.0133

TOTAL WETLANDS RESTORED/CREATED: 0.00

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RECOMMENDATION: APPROVAL

CONDITIONS FOR APPLICATION NUMBER 4-009-0423AG

GENERAL (SEE CONDITION SHEET): 2-8

SPECIAL (SEE CONDITION SHEET): 16, 19, 29, 37

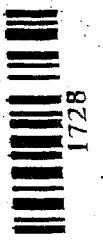
OTHER CONDITIONS:

1. The stormwater management system must be constructed as per plans submitted to the District on April 7, 1992.

BROWN/REIBER

ERP 4-009-16632-3

16632-3



Permit with conditions 1728

St. Johns River
Water Management District
Kirby B. Green III, Executive Director • John R. Wehle, Assistant Executive Director

Post Office Box 1429 • Palatka, FL 32178-1429 • (386) 329-4500

August 12, 2003

City of Titusville
2836 Garden St
Titusville, FL 32796

SUBJECT: Permit Number 4-009-16632-3
Fresh Water Control Weir

Dear Sir/Madam:

Enclosed is your permit as authorized by the Governing Board of the St. Johns River Water Management District on August 12, 2003.

This permit is a legal document and should be kept with your other important documents. The attached MSSW/Stormwater As-Built Certification Form should be filled in and returned to the Palatka office within thirty days after the work is completed. By so doing, you will enable us to schedule a prompt inspection of the permitted activity.

In addition to the MSSW/Stormwater As-Built Certification Form, your permit also contains conditions which require submittal of additional information. All information submitted as compliance to permit conditions must be submitted to the Palatka office address.

Permit issuance does not relieve you from the responsibility of obtaining permits from any federal, state and/or local agencies asserting concurrent jurisdiction for this work.

In the event you sell your property, the permit can be transferred to the new owner, if we are notified by you within thirty days of the sale. Please assist us in this matter so as to maintain a valid permit for the new property owner.

Thank you for your cooperation and if this office can be of any further assistance to you, please do not hesitate to contact us.

Sincerely,

Gloria Glan Lewis

Gloria Lewis, Director
Permit Data Services Division

Enclosures: Permit with EN Form(s), if applicable

cc: District Permit File

GOVERNING BOARD

Duane Ottenstroer, CHAIRMAN, JACKSONVILLE
Ometrias D. Long, VICE CHAIRMAN, APOPKA
R. Clay Albright, SECRETARY, EAST LAKE WEIR
David G. Graham, TREASURER, JACKSONVILLE
W. Michael Branch, FERNANDINA BEACH
Jeff K. Jennings, MAITLAND
William Kerr, MELBOURNE BEACH
Ann T. Moore, BUNNELL
Catherine A. Walker, ALTAMONTE SPRINGS

ST. JOHNS RIVER WATER MANAGEMENT DISTRICT
Post Office Box 1429
Palatka, Florida 32178-1429

PERMIT NO. 4-009-16632-3 **DATE ISSUED:** August 12, 2003
PROJECT NAME: Fresh Water Control Weir

A PERMIT AUTHORIZING:

Construction of a surface water management system to allow for the installation of adjustable flashboard weirs within two drainage ditches in the City of Titusville to provide additional water storage within the ditches, resulting in an increase in freshwater aquifer recharge, a decrease in the potential for saltwater intrusion and a decrease in freshwater flows to the Indian River Lagoon.

LOCATION:

Section(s): 4, 8 Township(s): 22S Range(s): 35E

Brevard County

ISSUED TO:

City of Titusville
2836 Garden St
Titusville, FL 32796

Permittee agrees to hold and save the St. Johns River Water Management District and its successors harmless from any and all damages, claims, or liabilities which may arise from permit issuance. Said application, including all plans and specifications attached thereto, is by reference made a part hereof.

This permit does not convey to permittee any property rights nor any rights or privileges other than those specified therein, nor relieve the permittee from complying with any law, regulation or requirement affecting the rights of other bodies or agencies. All structures and works installed by permittee hereunder shall remain the property of the permittee.

This permit may be revoked, modified or transferred at any time pursuant to the appropriate provisions of Chapter 373, Florida Statutes:

PERMIT IS CONDITIONED UPON:

See conditions on attached "Exhibit A", dated August 12, 2003

AUTHORIZED BY: St. Johns River Water Management District

Department of Water Resources

By: _____
Jeff Elledge
(Director)

Governing Board

By: _____
Kirby B. Green III
(Assistant Secretary)

"EXHIBIT A"
CONDITIONS FOR ISSUANCE OF PERMIT NUMBER 4-009-16632-3
CITY OF TITUSVILLE
DATED AUGUST 12, 2003

1. All activities shall be implemented as set forth in the plans, specifications and performance criteria as approved by this permit. Any deviation from the permitted activity and the conditions for undertaking that activity shall constitute a violation of this permit.

2. This permit or a copy thereof, complete with all conditions, attachments, exhibits, and modifications, shall be kept at the work site of the permitted activity. The complete permit shall be available for review at the work site upon request by District staff. The permittee shall require the contractor to review the complete permit prior to commencement of the activity authorized by this permit.

3. Activities approved by this permit shall be conducted in a manner which do not cause violations of state water quality standards.

4. Prior to and during construction, the permittee shall implement and maintain all erosion and sediment control measures (best management practices) required to retain sediment on-site and to prevent violations of state water quality standards. All practices must be in accordance with the guidelines and specifications in chapter 6 of the Florida Land Development Manual: A Guide to Sound Land and Water Management (Florida Department of Environmental Regulation 1988), which are incorporated by reference, unless a project specific erosion and sediment control plan is approved as part of the permit, in which case the practices must be in accordance with the plan. If site specific conditions require additional measures during any phase of construction or operation to prevent erosion or control sediment, beyond those specified in the erosion and sediment control plan, the permittee shall implement additional best management practices as necessary, in accordance with the specifications in chapter 6 of the Florida Land Development Manual: A Guide to Sound Land and Water Management (Florida Department of Environmental Regulation 1988). The permittee shall correct any erosion or shoaling that causes adverse impacts to the water resources.

5. Stabilization measures shall be initiated for erosion and sediment control on disturbed areas as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 7 days after the construction activity in that portion of the site has temporarily or permanently ceased.

6. At least 48 hours prior to commencement of activity authorized by this permit, the permittee shall submit to the District a Construction Commencement Notice Form No. 40C-4.900(3) indicating the actual start date and the expected completion date.

7. When the duration of construction will exceed one year, the permittee shall submit construction status reports to the District on an annual basis utilizing an Annual Status Report Form No. 40C-4.900(4). These forms shall be submitted during June of each year.

8. For those systems which will be operated or maintained by an entity which will require an easement or deed restriction in order to provide that entity with the authority necessary to operate or maintain the system, such easement or deed restriction, together with any other final operation or maintenance documents as are required by subsections 7.1.1 through 7.1.4 of the Applicant's Handbook: Management and Storage of Surface Waters, must be submitted to the District for approval. Documents meeting the requirements set forth in these subsections of the Applicant's Handbook will be approved. Deed restrictions, easements and other operation and maintenance documents which require recordation either with the Secretary of State or the Clerk of the Circuit Court must be so recorded prior

to lot or unit sales within the project served by the system, or upon completion of construction of the system, whichever occurs first. For those systems which are proposed to be maintained by county or municipal entities, final operation and maintenance documents must be received by the District when maintenance and operation of the system is accepted by the local governmental entity. Failure to submit the appropriate final documents referenced in this paragraph will result in the permittee remaining liable for carrying out maintenance and operation of the permitted system.

9. Each phase or independent portion of the permitted system must be completed in accordance with the permitted plans and permit conditions prior to the initiation of the permitted use of site infrastructure located within the area served by the portion or phase of the system. Each phase or independent portion of the system must be completed in accordance with the permitted plans and permit conditions prior to transfer of responsibility for operation and maintenance of that phase or portion of the system to local government or other responsible entity.

10. Within 30 days after completion of construction of the permitted system, or independent portion of the system, the permittee shall submit a written statement of completion and certification by a registered professional engineer or other appropriate individual as authorized by law, utilizing As Built Certification Form 40C-1.181(13) or 40C-1.181(14) supplied with this permit. When the completed system differs substantially from the permitted plans, any substantial deviations shall be noted and explained and two copies of as-built drawings submitted to the District. Submittal of the completed from shall serve to notify the District that the system is ready for inspection. The statement of completion and certification shall be based on on-site observation of construction (conducted by the registered professional engineer, or other appropriate individual as authorized by law, or under his or her direct supervision) or review of as-built drawings for the purpose of determining if the work was completed in compliance with approved plans and specifications. As-built drawings shall be the permitted drawings revised to reflect any changes made during construction. Both the original and any revised specifications must be clearly shown. The plans must be clearly labeled as "as-built" or "record" drawing. All surveyed dimensions and elevations shall be certified by a registered surveyor. The following information, at a minimum, shall be verified on the as-built drawings:

    1. Dimensions and elevations of all discharge structures including all weirs, slots, gates, pumps, pipes, and oil and grease skimmers;

    2. Locations, dimensions, and elevations of all filter, exfiltration, or underdrain systems including cleanouts, pipes, connections to control structures, and points of discharge to the receiving waters;

    3. Dimensions, elevations, contours, or cross-sections of all treatment storage areas sufficient to determine state-storage relationships of the storage area and the permanent pool depth and volume below the control elevation for normally wet systems, when appropriate;

    4. Dimensions, elevations, contours, final grades, or cross-sections of the system to determine flow directions and conveyance of runoff to the treatment system;

    5. Dimensions, elevations, contours, final grades, or cross-sections of all conveyance systems utilized to convey off-site runoff around the system;

    6. Existing water elevation(s) and the date determined; and Elevation and location of benchmark(s) for the survey.

11. The operation phase of this permit shall not become effective until the permittee has complied with the requirements of general condition 9 above, the District determines the system to be in compliance with the permitted plans, and the entity approved by the District in accordance with subsections 7.1.1 through 7.1.4 of the Applicant's Handbook: Management and Storage of Surface Waters, accepts responsibility for operation and maintenance of the system. The permit may not be transferred to such an approved operation and maintenance entity until the operation phase of the permit becomes effective. Following inspection and approval of the permitted system by the District, the permittee shall request transfer of the permit to the responsible approved operation and maintenance entity, if different from the permittee. Until the permit is transferred pursuant to section 7.1 of the Applicant's Handbook: Management and Storage of Surface Waters, the permittee shall be liable for compliance with the terms of the permit.

12. Should any other regulatory agency require changes to the permitted system, the permittee shall provide written notification to the District of the changes prior implementation so that a determination can be made whether a permit modification is required.

13. This permit does not eliminate the necessity to obtain any required federal, state, local and special district authorizations prior to the start of any activity approved by this permit. This permit does not convey to the permittee or create in the permittee any property right, or any interest in real property, nor does it authorize any entrance upon or activities on property which is not owned or controlled by the permittee, or convey any rights or privileges other than those specified in the permit and chapter 40C-4 or chapter 40C-40, F.A.C.

14. The permittee shall hold and save the District harmless from any and all damages, claims, or liabilities which may arise by reason of the activities authorized by the permit or any use of the permitted system.

15. Any delineation of the extent of a wetland or other surface water submitted as part of the permit application, including plans or other supporting documentation, shall not be considered specifically approved unless a specific condition of this permit or a formal determination under section 373.421(2), F.S., provides otherwise.

16. The permittee shall notify the District in writing within 30 days of any sale, conveyance, or other transfer of ownership or control of the permitted system or the real property at which the permitted system is located. All transfers of ownership or transfers of a permit are subject to the requirements of section 40C-1.612, F.A.C. The permittee transferring the permit shall remain liable for any corrective actions that may be required as a result of any permit violations prior to such sale, conveyance or other transfer.

17. Upon reasonable notice to the permittee, District authorized staff with proper identification shall have permission to enter, inspect, sample and test the system to insure conformity with the plans and specifications approved by the permit.

18. If historical or archaeological artifacts are discovered at any time on the project site, the permittee shall immediately notify the District.

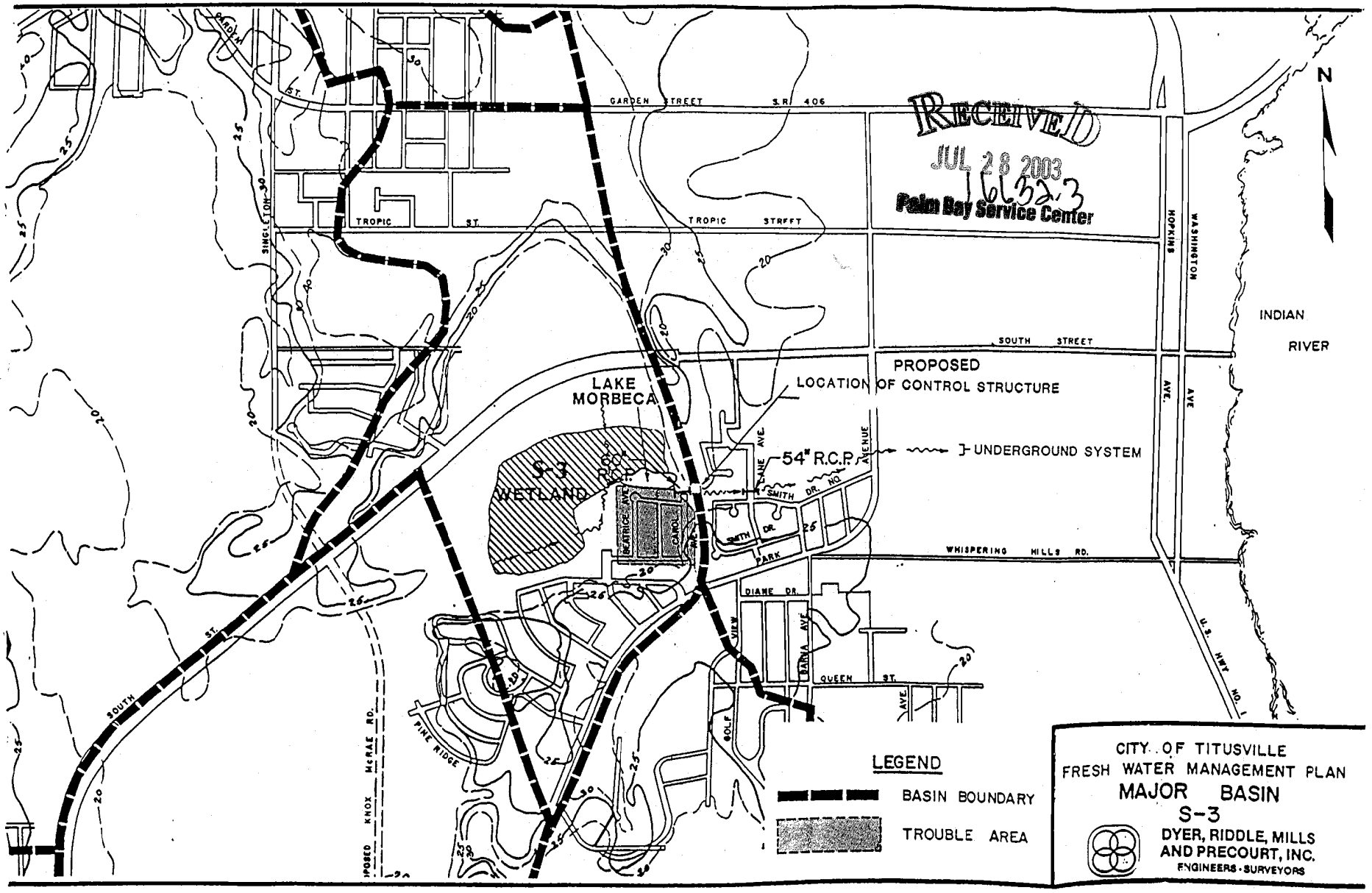
19. The permittee shall immediately notify the District in writing of any previously submitted information that is later discovered to be inaccurate.

20. This permit for construction will expire five years from the date of issuance.

21. All wetland areas or water bodies that are outside the specific limits of construction authorized by this permit must be protected from erosion, siltation, scouring or excess turbidity, and dewatering.

22. Prior to construction, the permittee must clearly designate the limits of construction on-site. The permittee must advise the contractor that any work outside the limits of construction, including clearing, may be a violation of this permit.

23. The proposed surface water management system must be constructed in accordance with the plans and supporting documentation received by the District on June 10, 2003 and July 28, 2003



RECEIVED
JUL 28 2003
16323
Palm Bay Service Center

EXHIBIT 2

ERP 40-009-32050-5

RECEIVED IN PALATKA

MAR 24 2009

REGULATORY INFORMATION MGT.

FOR AGENCY USE ONLY

ACOE Application # _____
Date Application Received _____
Proposed Project Lat. ____° ____' ____"
Proposed Project Long. ____° ____' ____"

SJR Application # 40-009-32050-5
Date Application Received 3-24-09
Fee Received $ _____
Fee Receipt # _____
Date Received _____ Project Use Codes _____
Assigned Reviewers: _____ Reviewer #s _____

SECTION A

Are any of the activities described in this application proposed to occur in, on, or over wetlands or other surface waters:

X Yes _____ No

A. Type of Environmental Resource Permit Requested (check at least one)

_____ Noticed General - include information requested in Section B.
_____ Standard General (Single Family Dwelling) - include information requested in Sections C and D.
X Standard General (all other projects) - include information requested in Sections C and E.
_____ Individual (Single Family Dwelling) - include information requested in Sections C and D.
_____ Individual (all other projects) - include information requested in Sections C and E.
_____ Conceptual - include information requested in Sections C and E.
_____ Mitigation Bank Permit (construction) - include information requested in Sections C and F.
(If the proposed mitigation bank involves the construction of a surface water management system requiring another permit defined above, check the appropriate box and submit the information requested by the applicable section.)
_____ Mitigation Bank (conceptual) - include information requested in Sections C and F.
_____ Standard General Stormwater - include information requested in Sections C and H.
_____ Individual Stormwater - include information requested in Sections C and H.

B. Type of activity for which you are applying (check at least one)

X Construction or operation of a new system including dredging or filling in, on or over wetlands and other surface waters.
_____ Alteration or operation of an existing system which was not previously permitted by a WMD or DEP.
_____ Modification of a system previously permitted by a WMD or DEP. Provide previous permit numbers.

_____

____ Alteration and Operation of a system ____ Extension of permit duration
____ Abandonment of a system ____ Construction and operation of additional phases of a system
____ Removal of a system

C. Are you requesting authorization to use State Owned Submerged Lands. _____ **yes** X **no**
(If yes, include the information requested in Section G.)

D. For activities in, on or over wetlands or other surface waters, check type of federal dredge and fill permit requested:

____ Individual ____ Programmatic General
____ General X Nationwide

E. Are you claiming to qualify for an exemption? _____ **yes** X **no**
If yes, provide rule number if known. _____

OWNER(s) OF LAND	ENTITY TO RECEIVE PERMIT (IF OTHER THAN OWNER)
NAME **Stockton Whitten**	NAME **Donald R. Lusk**
ADDRESS **2725 Judge Fran Jamieson Way, Bldg. C**	ADDRESS **2725 Judge Fran Jamieson Way, B-203**
CITY, STATE, ZIP **Melbourne, FL 32940**	CITY, STATE, ZIP **Melbourne, FL 32940**
COMPANY and TITLE **Brevard County Board of County Commissioners, Interim County Manager**	COMPANY and TITLE **Brevard County Parks and Recreation Department, Parks and Recreation Department Director**
TELEPHONE **(321) 633-2010** FAX **(321) 633-2111**	TELEPHONE **(321) 633-2046** FAX **(321) 633-2198**
AGENT AUTHORIZED TO SECURE PERMIT (IF AN AGENT IS USED)	**CONSULTANT (IF DIFFERENT FROM AGENT)**
NAME	NAME **Robert M. Moon, P.E.**
COMPANY and TITLE	COMPANY and TITLE **Dyer, Riddle, Mills, and Precourt, Inc.** **Project Manager**
ADDRESS	ADDRESS **941 Lake Baldwin Lane**
CITY, STATE, ZIP	CITY, STATE, ZIP **Orlando, FL 32814**
TELEPHONE ( ) FAX ( )	TELEPHONE **(407) 896-0594** FAX **(407) 896-4836**

Name of project, including phase if applicable **Brevard County Senior Center**

Is this application for part of a multi-phase project? ___ yes **X** no

Total applicant-owned area contiguous to the project **12.56** acres

Total project area for which a permit is sought **12.56** acres

Impervious area for which a permit is sought **12.56** acres

What is the total area (metric equivalent for federally funded projects) of work in, on or over wetlands or other surface waters?

1.78 acres _____ square feet _____ hectares _____ square meters

If a docking facility, the number of proposed new slips **N/A**

Project location (use additional sheets, if needed)

County(ies) **Brevard County**

Section(s) **22** Township **35** Range **04**

Section(s) _____ Township _____ Range _____

Land Grant name, if applicable **N/A**

Tax Parcel Identification Number _____

Street address, road or other location **909 Lane Ave, Titusville**

City, Zip Code if applicable **Titusville, Florida 32780**

Describe in general terms the proposed project, system or activity.

As part of a FDEP stormwater improvement grant project, Brevard County Public Works Department proposes to construct a stormwater pond facility directly south of the existing Brevard County Senior Center. In addition to the reduction of pollutant loads which currently drain directly into the Indian River, the pond is anticipated to alleviate flooding conditions during large storm events for the surrounding area. To allow access around the pond, improvement to an existing trail is also proposed by constructing sidewalk and boardwalk paths surrounding the pond's edge.

If there have been any pre-application meetings, including at the project site, with regulatory staff, please list the date(s), locations(s), and names of key staff and project representatives.

*November 19, 2008: Pre-Application Meeting at SJRWMD Palm Bay office; Attendees included Jaime Zsiros (SJRWMD), Gretchen Reinertson (SJRWMD), Robby Moon (DRMP), Rodolfo Pacheco (DRMP) Gene Williford (DRMP), George McLatchey (DRMP), Chuck Mays (Brevard County Parks and Recreation Department), Chuck Denman (City of Titusville Public Works Department), Joe Morgan (KZF).

*December 9, 2008: Field Meeting at Project Site. Attendees included Jaime Zsiros (SRJWMD) and Hannah Hernandez (DRMP)

*January 9, 2008: Field Meeting at Project Site: Attendees included Jaime Zsiros (SJRWMD), Susan Moore (SJRWMD), Hannah Hernandez (DRMP), Chuck Mays (Brevard County Parks and Recreation Department), Chuck Denman (City of Titusville Public Works Department), Joe Morgan (KZF).

Please identify by number any MSSW/Wetland Resource/ERP/ACOE permits pending, issued or denied for projects at the location, and any related enforcement actions.

Agency	Date	No.\Type of Application	Action Taken (Pending/Issued/Denied)

Note: The following information is required for projects proposed to occur in, on or over wetlands or other surface waters that need a federal dredge and fill permit and/or authorization to use state-owned submerged lands. Please provide the names, addresses and zip codes of property owners whose property directly adjoins the project (excluding applicant). Please attach a plan view showing the owner's names and adjoining property lines. Attach additional sheets if necessary.

1. _____

2. _____

3. _____

4. _____

By signing this application form, I am applying, or I am applying on behalf of the applicant, for the permit and any proprietary authorizations identified above, according to the supporting data and other incidental information filed with this application. I am familiar with the information contained in this application and represent that such information is true, complete and accurate. I understand this is an application and not a permit, and that work prior to approval is a violation. I understand that this application and any permit issued or proprietary authorization issued pursuant thereto, does not relieve me of any obligation for obtaining any other required federal, state, water management district or local permit prior to commencement of construction. I agree, or I agree on behalf of my corporation, to operate and maintain the permitted system unless the permitting agency authorizes transfer of the permit to a responsible operation entity. I understand that knowingly making any false statement or representation in this application is a violation of Section 373.430, F.S. and 18 U.S.C. Section 1001.

Donald R. Lusk
Typed/Printed Name of Applicant (If no Agent is used) or Agent (If one is so authorized below)

Signature of Applicant/Agent — Date: 3/12/08

Parks and Recreation Department Director
(Corporate Title if applicable)

AN AGENT MAY SIGN ABOVE ONLY IF THE APPLICANT COMPLETES THE FOLLOWING:

I hereby designate and authorize the agent listed above to act on my behalf, or on behalf of my corporation, as the agent in the processing of this application for the permit and/or proprietary authorization indicated above; and to furnish, on request, supplemental information in support of the application. In addition, I designate and authorize the above-listed agent to bind me, or my corporation, to perform any requirement which may be necessary to procure the permit or authorization indicated above. I understand that knowingly making any false statement or representation in this application is a violation of Section 373.430, F.S. and 18 U.S.C. Section 1001.

Typed/Printed Name of Applicant — Signature of Applicant — Date

(Corporate Title if applicable)

Please note: The applicant's original signature (not a copy) is required above.

PERSON AUTHORIZING ACCESS TO THE PROPERTY MUST COMPLETE THE FOLLOWING:

I either own the property described in this application or I have legal authority to allow access to the property, and I consent, after receiving prior notification, to any site visit on the property by agents or personnel from the Department of Environmental Protection, the Water Management District and the U.S. Army Corps of Engineers necessary for the review and inspection of the proposed project specified in this application. I authorize these agents or personnel to enter the property as many times as may be necessary to make such review and inspection. Further, I agree to provide entry to the project site for such agents or personnel to monitor permitted work if a permit is granted.

Donald R. Lusk — Signature — 3/12/08
Typed/Printed Name — Date

Parks and Recreation Department Director
(Corporate Title if applicable)

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Mayor's Report**

Department/Office: City Manager

Recommended Action:
The Mayor will provide his individual report.

Summary Explanation & Background:
N/A

Alternatives:
N/A

Item Budgeted:
N/A

Source/Use of Funds/Budget Book Page:
N/A

Strategic Plan:
N/A

Strategic Plan Impact:
N/A

ATTACHMENTS:
None

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **Council Reports**

Department/Office: City Manager

Recommended Action:
Council Members will provide their individual reports.

Summary Explanation & Background:
N/A

Alternatives:
N/A

Item Budgeted:
N/A

Source/Use of Funds/Budget Book Page:
N/A

Strategic Plan:
N/A

Strategic Plan Impact:
N/A

ATTACHMENTS:
None

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the City Council

From: Thomas Abbate, City Manager

Subject: **City Manager's Report**

Department/Office: City Manager

Recommended Action:
The City Manager's Report is included in the agenda packet.

Summary Explanation & Background:
N/A

Alternatives:
N/A

Item Budgeted:
N/A

Source/Use of Funds/Budget Book Page:
N/A

Strategic Plan:
N/A

Strategic Plan Impact:
N/A

ATTACHMENTS:
1. CM Report 28 Oct 25
2. Quarter 4 Accomplishments FY25

MEMORANDUM

October 28, 2025

TO: The Honorable Mayor and City Council

FROM: Tom Abbate, City Manager

SUBJECT: City Manager's Report

The following is my report for Council's regular meeting of October 28, 2025

A. ACTION ITEMS

None to Report

B. INFORMATION ITEMS

1. FY 25 4th Quarter Accomplishments

Attached are staff's 4th quarter accomplishments in support of the City's FY 25 Strategic Goals and Objectives Plan.

Special Meetings and Events	
Resilient Titusville Vulnerability Assessment Public Engagement	Tom Statham Park November 4, 2025 5:30 pm
Urban Forest Community Visioning Workshop	City Hall November 10, 2025 5:30 pm
Economic Development Special Meeting	City Hall November 13, 2025 5:30 pm
Community Engagement Conference	Senior Center March 7, 2026 8:00 am – 1:00 pm

Quarter 4 FY25 Accomplishments and Milestones (for Council Report)		
Dept.	Goal #	Explanation of accomplishment or milestone
CS	2.b	Responded to an average of 2,150 customer service calls per month and resolved 99% within 48 hours.
CS	2.b	Processed 5,309 Online Bank Direct (OBD) payments with no rejects.
FIRE	1.e, 1.c	Attended the 2nd annual Healthy Start Coalition of Brevard Child Safety along with various Brevard County groups.
FIRE	1.c	TFD Public Education designed new homeschool standard curriculum on the history of the fire service and presented to 12 students.
FIRE	2	Upgraded field reporting equipment from PC tablets to iPads.
FIRE	1.e	Orientation successfully completed by 7 fire fighters; FTO Solo Paramedic process completed by 3 fire fighters.
FIRE	1.e, 3	SAFER grant awarded for 3 additional fire fighters; Florida State Fire Marshall Cancer Decontamination Grant awarded for PPE washer and dryer.
IT	2	Installed 7 new/upgraded servers, and completed FY 25 computer replacement for all scheduled users.
IT	2	Completed installation electronic locks, Printers, WiFi, and personnel equipment to new Public Works Admin Building.
IT	2	Completed replacement of all Fire ESO devices in all Fire vehicles.
CRA	4.c	Collaborated with contractors and the Public Works Department to develop a detailed design scope and cost estimate for the Broad Street Curbless Streetscape project.
CRA	4.c	Issued $20,523 in reimbursements for three (3) Commercial Building Grants; Approved two (2) new Commercial Building Grants totaling $74,991 for downtown properties.
CRA	4.c	Conducted eight (8) downtown business visits focused on retention and relationship building; Provided assistance to new businesses relocating or expanding within the CRA; Approved eleven (11) new Business Tax Receipts, resulting in nine (9) new business openings in the downtown area.
CRA	1.d	Collaborated with the Florida Department of Transportation (FDOT) and the Public Works Department to advance pedestrian safety enhancements, including installation of rapid flashing beacons, new signage, and improved crosswalks.
CRA	2.b	Conducted research and prepared a staff report on the Florida Main Street Program, coordinating an informational community meeting scheduled for January 12, 2026.
CRA	4.b	Approved the initiation of the Trail Town Amenities Strategic Plan to guide future trail-related infrastructure and amenity investments.
CRA	1.f	Coordinated with contractors, Public Works, and Purchasing for repair and maintenance work on historic monuments located within Space View -Gemini Parks.
CRA	4.c	Assisted downtown businesses to coordinate and support special events, enhancing downtown activation.
CRA	1.d	Worked jointly with Code Enforcement to incorporate Crime Prevention Through Environmental Design (CPTED) principles within the CRA District to improve public safety and aesthetics.
CRA	4.c	Worked with Economic Development and Terracon to order Environment Assessments on 4 vacant properties in the downtown that are listed as opportunity sites in the CRA Plan.
HPB	2.b	Collaborating with Director, NASA, Space X, Kennedy Space Center for structural monitoring for historic structures in the CRA for the proposed Space Superheavy Launch in 2026.
HPB	5.b	Attended and presented the Joynerville and Beyond project at the 2025 American Planning Association Conference
ECON	4.a	Completed 4 environmental assessments using the EPA Brownfield grant.
ECON	4.a	Completed 75% of Economic Development Plan and presented at American Planning Association conference.
ECON	4.b	Completed marketing strategy.
ECON	4.e	Presented to Council economic development alternatives to the elimination of the North Brevard Economic Development Zone.

ECON	4.e	Published the Resimplify online commercial and industrial real estate program on the city's website.
SAP	2c	Launched Urban Forestry Management Plan Project.
SAP	2.c	Conducted Building Energy Audit tour City Hall, Police Department, and Fire Department.
SAP	2.c	Launched a pilot program to inventory ways local government and community members can further support our local high school and rising labor force.
SAP	2.c	Partnered with GIS to create the first working draft of a Green Infrastructure Map.
SAP	2.b	Partnered with Brevard County to explore local Composting Company and potential future adoption of a community-wide composting service (SAP 4.1.2).
SAP	2.c	Met with Reef Arches founder to explore area of opportunity to apply this for shoreline restoration.
SAP	2.c	Promoted and featured businesses standing by the Fertilizer Blackout period.
SAP	2.c	Promoted IRL water quality improvements, how to help, and the Seagrass return at rotary park.
NS	1, 2	Utilized $366,135.60 in CDBG grant funds to resurface seven local streets in low-income neighborhoods.
NS	4.e	Neighborhood Services Department affordable housing program donated five properties to create affordable housing opportunities; Partnered with an affordable housing developer to create five new homes for low-income homebuyers, utilizing $125,000 in SHIP grant funds.
NS	4.e	Established partnership with an affordable housing developer to construct 164 rental units for low-income seniors and veterans utilizing $150,000 in SHIP grant funds.
NS	4	Neighborhood Services Department's Housing Repair Program assisted five residents with repairs to their homes utilizing $134,678 in SHIP grant funds.
NS	1, 2	Utilized $5,605 in CDBG grant funds, through partnerships with non-profit agencies, to provide various human and public services city wide, serving 996 residents.
NS	1, 2	The Harry T. Moore Social Service Center provided ongoing social and recreational programs and services to the community, responding to 339 citizen requests and serving 140 meals.
NS	2.b	Signed amendment to Brevard Prevention Coalition's Opioid Settlement Fund Agreement to extend services, utilizing an additional $50,000 in funding, and submitted state-required annual plan.
NS	4	Qualified three homeowners for assistance through Housing Rehabilitation Program encumbering $240,000 in SHIP and HOME grant funds, and issued bid solicitations this quarter for such projects.
NS	2.b	Issued annual CDBG Request for Proposal from non-profit agencies to utilize approximately $43,000 in grant funding. A Technical Workshop was held on this quarter for non-profit agencies interested in applying. 21 local non-profit agencies were notified.
NS	4.e	Provided oversight for the Affordable Housing Advisory Committee's (AHAC) three monthly meetings reviewing local ordinances and regulations to develop incentives for Titusville.
PW	1.a	Accepted 3 additional water quality grants to allow for the construction of one (1) new baffle box and two (2) solar powered circulators to improve water quality entering the Indian River Lagoon.
PW	1.a, 2	Completed construction of Riverside Drive forcemain installation which will ultimately allow a riverbank forcemain to be taken out of service reducing impact risk to the Indian River Lagoon.
PW	1	Completed construction of the Blue Heron Screen project to provide additional upfront treatment at the water reclamation facility.
PW	1	Began construction of road reconstruction and phase 2 road resurfacing which will resurface/reconstruct an additional 5.62 miles.
TPD	1.e	Hosted the Central Florida Crime Prevention quarterly training meeting and provided training on Community engagement by Lt. Bernd.
TPD	1.e	DUI Arrests increased 13.21%