

**TRANSPORTATION
GOALS, OBJECTIVES AND POLICIES****GOAL TRA 1: SMART GROWTH FRAMEWORK**

Implement a transportation systems framework based upon Smart Growth Principles that will:

- Promote diversified economic development;
- Protect and enhance residential neighborhoods;
- Ensure adequate services and facilities to serve new and existing development;
- Prevent urban sprawl;
- Preserve and protect natural resources; and
- Respect private property rights.

OBJECTIVE TRA 1.1: LAND USE AND TRANSPORTATION COORDINATION

To enforce land use, design and transportation policies, standards and regulations that coordinate the existing and future transportation infrastructure with land uses shown in the Future Land Use map exhibit and that encourage development patterns consistent with the City's various design districts.

Policy TRA 1.1.1: Consistency with Future Land Use Element

The City shall coordinate the development of new transportation regulations, policies, standards, and plans with the Future Land Use element. The City will also consider both the Transportation Element and the Future Land Use Element when evaluating all development proposals.

Policy TRA 1.1.2: Transportation and Development Patterns

To discourage urban sprawl and to maximize the use of existing transportation infrastructure, the City shall implement regulations within the Land Development Code that encourage a high density mix of uses in specific areas of the City. Those areas are identified in the development patterns of urban, suburban and rural. Each development pattern is further divided into neighborhoods, centers, corridors and districts. The City shall adopt and enforce policies, standards and regulations which relate the design and function of roadways and modes of transportation to the type, size and location of the land uses within each development pattern as prescribed by the City's Land Development Code. The high-density mix of uses is specified for the suburban and urban centers such as the Central Business District where the mobility system supports multiple modes of travel.

The City's designated land use development patterns are as follows:

- a. Urban Areas. Urban development pattern areas provide for the highest allowable densities within the City and include the existing Central Business District. The minimum and maximum residential and nonresidential densities within these areas are designed to support transit service. Through the existing Community Redevelopment Agency (CRA), the City provides infrastructure improvements and

encourages the accommodation of future growth through redevelopment within the urban area. Pedestrian-oriented land use and transportation improvements shall be required throughout the urban development pattern area and implemented through CRA activities and Land Development Code standards addressing mix of uses, pedestrian facilities, site design, maximum block size, and street connectivity.

- b. Suburban Areas. Suburban development pattern areas rely primarily on a pattern of residential development designed to provide for pedestrian and bicycle connections between neighborhoods and between residential and non-residential land uses. Non-residential uses are located primarily on corridors and within multi-use districts. Pedestrian-oriented development within suburban centers will be achieved through Land Development Code regulations addressing mix of uses, pedestrian facilities, site design, block structure requirements, and street connectivity.
- c. Rural Areas. Rural development pattern areas provide for the lowest allowable densities within the City, relying primarily on a pattern of clustered residential development that provides substantive open space that serves to preserve and enhance the rural viewshed and character of the community. Non residential uses are primarily located in centers and may contain a mix of uses.

Policy TRA 1.1.3: Roadway Improvements and Land Use Amendments

The City shall prohibit the use of new or expanded roadway facilities as sole justification for amendments to the Future Land Use Element where new or expanded development will adversely impact resource/conservation areas or neighborhoods.

OBJECTIVE TRA 1.2: PROMOTE ECONOMIC DEVELOPMENT

To promote a safe, efficient and livable transportation system that provides for mobility to support the City of Eustis' continued economic development.

Policy TRA 1.2.1: Right of Way Preservation

The City shall continue to adopt and enforce policies, standards and regulations which specify the City's right-of-way and building setback standards based on the needs identified in the Downtown Plan, the East CRA Master Plan, and other future plans.

Policy TRA 1.2.2: Dedication of Rights-of-Way

The City shall continue to require as authorized by law, the dedication of rights-of-way and appropriate building setbacks as conditions of approval for all development proposals and subdivision plats.

Policy TRA 1.2.3: Identification of Future Enhanced Transit Corridors

The City shall work with appropriate agencies and entities to evaluate deed reservations, rail rights-of-way, major utility corridors and undeveloped platted road rights-of-way for potential use as future multi-use corridors and make a determination of consistency of these corridors with other elements of the Plan.

Policy TRA 1.2.4: Coordinate Transportation with Other Public Facilities

As part of the process for the acquisition or development of land for public uses, such as, parks, open space, environmental protection or other public purpose, the City shall evaluate the impacts of the proposed project on the future transportation system and the potential for the development of future transportation corridors as a joint use.

OBJECTIVE TRA 1.3 PROTECT AND ENHANCE RESIDENTIAL NEIGHBORHOODS

To develop and maintain an effective, convenient and economically feasible multi-modal transportation system in its neighborhoods that preserves and strengthens the residential quality of life by providing local accessibility for multiple modes, favors pedestrian and bicycle mobility over automobile use, and provides access to neighborhood developments and attractors.

Policy TRA 1.3.1: Coordination with Future Land Use Element

The City shall establish and enforce land use, design, and transportation policies, standards and regulations that coordinate the transportation system with the residential and residential-supportive land uses shown on the Future Land Use map exhibit.

Policy TRA 1.3.2: Discourage Speeding on Residential Streets

The City shall establish standards for infill and redevelopment projects to discourage high vehicle speeding on adjacent residential streets. This shall be accomplished through appropriate traffic calming methods, such as gateway treatments, roundabouts, reduced roadway width and turn radii, or other treatments as identified by the City.

Policy TRA 1.3.3: Travel Between Neighborhoods

The City shall ensure that existing and new developments are connected wherever feasible by roadways, bicycle and pedestrian systems, and access to transit that encourage travel between neighborhoods without requiring use of the major thoroughfare system.

Policy TRA 1.3.4: Multimodal Access to Commercial Centers

The City shall work to establish bicycle and pedestrian systems to provide access to Downtown Eustis and other commercial centers from surrounding residential areas.

OBJECTIVE TRA 1.4: TRANSPORTATION AND ENVIRONMENTAL QUALITY

To support the City's desire to maintain environmental sustainability, conserve energy and natural resources, discourage urban sprawl, and to improve the aesthetic quality of the community

through the implementation of the following policies.

- Policy TRA1.4.1: Reducing Travel Demand through Land Use Measures**
The City shall establish and implement policies, standards, and regulations that recommend future development to have land use mix, density and site plan layout/phasing which support reduced travel demand, shortened trip lengths, higher internal capture, and balanced trip demand.
- Policy TRA 1.4.2: Promotion of Energy Efficient Vehicles and Alternative Fuel Sources**
The City shall establish policies, standards, and regulations that encourage the use of energy efficient vehicles and enable the development of infrastructure systems to support their use by establishing sites for alternative energy fueling stations. Where appropriate, the City shall acquire energy-efficient vehicles as part of its vehicle fleet for police, fire, and maintenance needs.
- Policy TRA 1.4.3: Travel Demand Management**
The City shall establish policies, standards, and regulations that will result in lower vehicle miles traveled (VMT) through travel demand strategies such as telecommuting, ride-sharing, transit use, and employee guaranteed ride home programs.
- Policy TRA 1.4.4: Promoting Non-Motorized Travel**
The City shall establish and enforce policies, standards and regulations within the City's Land Development Regulations that prioritize pedestrian and bicycle mobility and access, including standards related to street design and connectivity; standards on building and site design that accommodate non-motorized travel; the provision of bicycle parking; and bicycle and trail access and connectivity.
- Policy TRA 1.4.5: Roadway Speeds**
To facilitate safe pedestrian movement, the City shall work with Lake County and the Florida Department of Transportation to limit posted speed limits within the City to 45 miles per hour or less.
- Policy TRA 1.4.6: Protecting Natural Resources and Environmental Quality**
In the planning, design and construction of transportation improvements, the City shall consider design techniques to mitigate adverse impacts on natural and environmental resources as well as design and operational techniques which can complement adjacent development and enhance the aesthetic quality of the transportation corridor.
- Policy TRA 1.4.7: Enforcement of Environmental Regulations**
In the planning, design and construction of new transportation facilities, the City shall continue to enforce policies, standards and regulations which provide for the protection of wetland areas by requiring documented evidence of an overriding public interest and appropriate mitigation of any unavoidable disturbance of wetland areas as required by environmental regulations.

Policy TRA 1.4.8: Lakeshore Drive Scenic Road

Lakeshore Drive is hereby designated a scenic road requiring preservation of a two-lane cross section, posting for low-to-moderate travel speeds, limited improvements for bicycle use, and careful regulation of roadside development. The City shall coordinate with Lake County and the Lake-Sumter MPO to establish a consistent functional classification of Urban Local for the Lakeshore Drive/Lake Eustis Drive corridor.

OBJECTIVE TRA 1.5: PROMOTE MULTI-MODAL TRAVEL

To establish and enforce policies, standards, and regulations that promote multi-modal mobility and access throughout the City, including travel by automobile, bicycle, walking, and transit.

Policy TRA 1.5.1: Multi-Modal Connectivity

The City shall preserve existing roadway, sidewalk and bicycle system connections, and restore networks that previously were disconnected, where appropriate. In particular, the City shall encourage future redevelopment and development projects to improve street connectivity by developing new local streets with appropriate sidewalk and bicycle facilities, where feasible. Priority shall be given to those proposed roadway connections identified in the Downtown Plan and East CRA Plan.

Policy TRA 1.5.2: Stub-outs to Adjacent Parcels

The City shall ensure that streets in redevelopment areas are designed with stub-outs to connect to abutting undeveloped lands and/or land with redevelopment potential. Provisions for future connections shall be provided in all directions whether the streets are public or private, except where land is undevelopable.

Policy TRA 1.5.3: Align Roadways to Connect to Stub-outs

The City shall ensure that new development and redevelopment projects align their roadways to connect with the stub-outs provided by adjacent developments.

Policy TRA 1.5.4: Citywide Bicycle and Pedestrian Master Plan

The City shall develop a citywide Bicycle and Pedestrian Master Plan by July 2011. This Master Plan will address local circulation via sidewalks, trails, and on-street bikeways to connect the City's downtown, neighborhoods, parks and environmental features. The plan shall build on the Future Network-Bicycle and Trail Plan illustrated in Transportation Map 12, the Lake-Sumter MPO Greenways and Trails Plan, the Downtown Plan, and the East CRA Master Plan.

Policy TRA 1.5.5: Demand Response Transit

The City shall work with Lake County to continue to provide demand-response transit service to cater to the transit dependent populations within the City.

Policy TRA 1.5.6: Evaluate Transit Service Options

The City shall work with Lake County to monitor and evaluate and, as deemed necessary, implement additional mass transit, paratransit and transportation demand management strategies and programs which support the Future Land Use Element, address the special needs of the service population, and increase the efficiency of transit services. Such strategies and programs may include rail services, intra-city trolley, carpools/vanpools, Park-and-Ride, demand response transit service, parking management, express bus services, transfer stations and increased frequency of bus service. However, the City will not support transit options that have been scientifically documented to degrade air quality or adversely impact human health. The City will act to protect the health of children, the elderly, and those with respiratory and cardiac conditions.

Policy TRA 1.5.7: Roadway Functional Classification

The City shall adopt Transportation Map 1 – Roadway Functional Classification System that identifies the existing functional classification for collector and arterial roadways within the City.

Policy TRA 1.5.8: Orange Avenue Functional Classification

To further the goals of Eustis in improving multi-modal mobility, the City shall continue working with Lake-Sumter MPO to reclassify Orange Avenue (old SR 44) from an arterial to a collector within the City limits.

Policy TRA 1.5.9: Constrained Facilities

All collector and arterial roadways within the City shall be limited to the maximum number of through lanes shown on Transportation Map 10 - Year 2035 Roadway Number of Lanes. Small-scale modifications such as turn lanes may still be provided as warranted.

Policy TRA 1.5.10: Bicycle and Pedestrian Access to Schools

In coordination with the Lake County School Board, the City shall work to establish sidewalks, bicycle paths, and/or a network of low-speed neighborhood streets to provide safe and convenient access to all elementary, middle and high schools.

OBJECTIVE TRA 1.6: TRANSPORTATION CONCURRENCY EXCEPTION AREA

To support the City's desire to establish a transportation concurrency exception area (TCEA) for the Urban Character Area defined by the City, as provided by Senate Bill 360 (2009) and Section 163.2517 of the Florida Statutes. The TCEA will be created to support urban infill and redevelopment efforts of the City and to target economic development, job creation, housing, transportation, crime prevention, and neighborhood revitalization and preservation within the City's urban core.

Policy TRA1.6.1: Mobility Planning

The City shall continue to develop integrated land use and transportation planning studies for geographic areas of the city to outline land use, urban design, and transportation strategies that will support multi-modal mobility. This will include implementation of the Future Land Use Element to achieve a higher density mix of uses, developed in a pattern and form that would support multiple modes of travel.

Policy TRA 1.6.2: City Plans that Address Multi-Modal Mobility

The City shall implement land use and transportation strategies that call for multi-modal mobility within recently completed and adopted city plans, including the City of Eustis Downtown Plan, the City of Eustis East CRA Master Plan, and the revised Land Development Regulations.

Policy TRA 1.6.3: Development Review focused on Multi-Modal Mobility

Through the policies, standards and regulations in the Land Development Regulations, the City shall continue to encourage the provision of multi-modal facilities, including new local street connections, sidewalks, transit shelters, bicycle facilities, etc., as part of any development proposals. Such multi-modal facilities will be designed to support the character and requirements of each of the City's development patterns.

Policy TRA 1.6.4: Supporting Regional Multi-Modal Plans

The City shall continue to participate in initiatives to promote regional and local transit, including future expansion plans for LakeXpress, Central Florida Commuter Rail (especially the Orange Blossom Express), and other proposed light rail or bus rapid transit projects (as illustrated in Transportation Map #13, Future Transportation Network-Mass Transit). The City shall continue to participate in the development of the MPO's Long Range Transit Plan and Greenways and Trails Plan, and coordinate with the County and adjacent municipalities in planning for and implementing future bicycle and multi-use trail facilities.

Policy TRA 1.6.5: Funding for Mobility Plans and Improvements

The City shall continue to support transportation improvement projects through dedicated funding from the CRA and the City's gas tax revenue, as well as Lake County impact fee revenues. In addition, the City shall dedicate funding generated from any development transportation mitigation toward funding for pedestrian, bicycle, and transit, as well as roadway, improvements throughout the city.

Policy TRA 1.6.6: Sidewalk Construction

As part of the funding of mobility improvements for the Transportation Concurrency Exception Area, the City shall continue to construct new sidewalk connections. The annual funding associated with new sidewalk construction shall be reflected in the Capital Improvements Element and in annual updates to the Capital Improvements Program.

Policy TRA 1.6.7: Roadway Level of Service Standard

The City shall adopt a roadway Level of Service standard of E for collector and arterial roadways within the City. The roadway Level of Service shall be measured for daily conditions. In cases where individual roadway segments exceed the Level of Service standard, the available capacity on parallel corridors within the City shall be included in the evaluation.

Policy TRA 1.6.8: Multi-Modal Transportation Level of Service

The City shall adopt transportation system performance measures to address the multimodal goals of the Transportation Concurrency Exception Area. See policies under OBJECTIVE TRAs 2.5, 3.3, and 4.3.

Policy TRA 1.6.9: Refined Roadway Level of Service Analysis Techniques

The City may authorize refined transportation methodologies and techniques to be used in situations where more precise input data and analysis is desired prior to final action associated with development review or transportation infrastructure modifications. Acceptable methodologies and techniques may include, but are not limited to:

- Trip generation studies
- Traffic studies
- Trip characteristics studies
- Travel time/speed/delay studies
- Passer-by and internal trip analysis
- Person trip analysis
- Planning level models
- Traffic operation models
- Intersection analysis
- Corridor/subarea analysis
- Multi-modal analysis

Policy TRA 1.6.10: Multi-Modal Transportation Level of Service Analysis Techniques/Standards

The City shall develop special area plans, as needed, for the areas of special concern, in consultation with local governments and the Florida Department of Community Affairs. When appropriate, the City shall adopt additional or alternative level of service standards and methods of applying levels of service standards that address accessibility for vehicular traffic, pedestrians, cyclists, and transit modes.

OBJECTIVE TRA 1.7: TRANSPORTATION PLANNING COORDINATION

The City shall coordinate its plans with all transportation planning bodies including but not limited to the Florida Department of Transportation, Lake County, East Central Florida Regional Planning Council, and the Lake-Sumter MPO.

Policy TRA 1.7.1: FDOT Five-Year Work Program Coordination

Through the Lake-Sumter MPO, the City shall review on an annual basis the FDOT Five-Year Work Program in order to ensure compatibility with

that document and the plans of the City. This shall include right-of-way needs, access management and level of service standards.

Policy TRA 1.7.2: Lake County Transportation Element Coordination

The City shall review on an annual basis the Traffic Circulation Element for Lake County in order to ensure compatibility with that Plan and the plans of the City. This shall include right-of-way needs, access management, and level of service standards.

Policy TRA 1.7.3: City of Tavares and City of Mount Dora Coordination

The City shall review on an annual basis the Transportation Elements for Tavares and Mount Dora in order to ensure compatibility with that Plan and the plans of the City. This shall include right-of-way needs, access management, and level of service standards.

OBJECTIVE TRA 1.8: ACCESS AND CONNECTION TO REGIONAL FACILITIES

To establish and enforce policies, standards, and regulations that recommend access and connection to regional transportation facilities and amenities.

Policy TRA 1.8.1: Access to Recreational Facilities and Resources

The City shall work with the County, the MPO, and other adjoining cities, to connect local trails and the sidewalks and bicycle facilities within the City to existing and proposed regional trail facilities and bicycle systems.

Policy TRA 1.8.2: Access to Community Facilities and Downtown

The City shall establish policies, standards, and regulations to ensure that residential neighborhoods have reasonable access to the City's community facilities and to Downtown via trails or bicycle facilities, transit service, and street network, as described under the Performance Standards for Goals TRA 2, TRA 3 and TRA 4.

OBJECTIVE TRA 1.9: FUNDING TRANSPORTATION IMPROVEMENTS

To identify multiple sources for funding transportation improvements necessary to support the growth forecasts, goals, objectives and policies of the Future Land Use Element and to provide for a safe, convenient and efficient transportation system.

Policy TRA 1.9.1: Funding Sources

The City shall work with the Lake-Sumter MPO, FDOT, Lake County, the Eustis CRA, and private developers in funding and implementing transportation improvements, as described in the policies contained in the Intergovernmental Coordination Element, Objective 1.2, Transportation.

Policy TRA 1.9.2: Transportation Improvements as part of Development and Redevelopment

As feasible, the City shall work to implement transportation improvements as part of development and redevelopment within the City through

implementation of standards in the Land Development Regulations.

GOAL TRA 2: URBAN DEVELOPMENT PATTERN

Enhance the livability and viability of the urban core area of the City as described by the Urban Development Pattern Area through transportation policies and infrastructure investments that:

- Prioritize the safety, comfort and convenience of the pedestrian, bicycle and mass transit environments;
- Accommodate vehicular circulation in a manner that is responsive to the needs of alternate modes; and
- Support the land use goals for the district.

OBJECTIVE TRA 2.1: URBAN LAND USE AND TRANSPORTATION COORDINATION

To establish and enforce land use, design and transportation policies, standards and regulations that align the existing and future transportation infrastructure with higher density mixed-use development called for in the Urban Development Design District.

Policy TRA 2.1.1: Promote Land Use Patterns to Support Mass Transit Service

To promote the viability of existing and planned transit service, the City shall adopt and enforce land use policies, standards and regulations that concentrate employment opportunities and promote high intensity residential-based mixed use developments in Urban Centers. Neighborhood retail, transit service, and other support services shall be provided within the Urban Centers or within convenient walking and bicycling distance from the Centers.

Policy TRA 2.1.2: Affordable Multi-Family Housing and Transportation Needs

The City shall establish and implement policies and regulations to address the development of affordable and work force housing within Urban Centers, and in close proximity to employment opportunities and transit service.

Policy TRA 2.1.3: Promote Shared and Reduced Parking

To encourage the use of other transportation modes, reduce overall traffic demand, and encourage a “park-once” environment, the City shall adopt and enforce policies, standards and regulations that encourage shared parking across development parcels within Urban Centers and Urban Corridors. The City shall, from time to time, evaluate and, as deemed necessary, modify its land use policies, standards and regulations to reduce parking minimum standards and establish parking maximum standards for the Urban Development Pattern.

Policy TRA 2.1.4: Infrastructure Support for High Density / Intensity Mixed Use Development

The City shall provide master stormwater improvements in the Central Business District by collecting and treating stormwater outside of the urban core area so that the density and intensity of redevelopment and infill development can be maximized.

OBJECTIVE TRA 2.2 URBAN MULTI-MODAL TRANSPORTATION

To establish and enforce policies, standards, and regulations that promote multi-modal mobility and access throughout the Urban Development Pattern, including travel by automobile, bicycle, walking, and transit.

Policy TRA 2.2.1: Complete Streets

The City shall implement policies, including those standards already within the Land Development Regulations, to address the design and operation of all streets within the Urban Development Pattern for all users, including drivers, bicyclists, transit users, pedestrians of all ages and abilities, business owners and residents. This shall be accomplished through design speeds and other design features (streetscape, traffic calming, on-street parking, etc.) that accommodate safe and comfortable bicycling and walking, and transit operation.

Policy TRA 2.2.2: Street Types in Land Development Regulations

The City shall use the Street Types outlined in the Land Development Regulations as a guidance when designing and constructing new street sections within the Urban Development Pattern and ensure that all future streets are designed holistically, considering the pavement, curbing, bicycle facilities, sidewalks, lighting, signs, front yard setbacks, and building facades.

Policy TRA 2.2.3: Street Connectivity

As identified in the City's Downtown Plan and East CRA Master Plan, the City shall work to restore local street network segments that previously were disconnected and construct new street connections within the Urban Development Pattern. In particular, the City shall implement these street connections through development impact mitigation and as part of capital improvement projects.

Policy TRA 2.2.4: Downtown Eustis Mobility Needs

The City shall support the implementation of the City of Eustis Downtown Plan, which identified the following mobility needs for pedestrian, bicycle, vehicular and transit circulation within the Urban Character area:

- Bates Avenue connection between Grove Street and Prescott Street
- McDonald Avenue connection between Grove Street and Eustis Street
- Two-way conversion of Magnolia Avenue and Eustis Street
- Pedestrian streetscape improvements for Magnolia Avenue and

Eustis Street

- Traffic calming on Bay Street and Grove Street to provide safe pedestrian and bicycle accommodations
- Downtown wayfinding system for pedestrian and vehicular circulation

Policy TRA 2.2.5: East CRA Mobility Needs

The City shall support the implementation of the City of Eustis East CRA Plan, which identified the following mobility needs for pedestrian, bicycle, vehicular and transit circulation within the Urban Character area:

- Realigned intersection of Palmetto Avenue / Kensington Street / Magnolia Avenue
- Neighborhood commercial mixed-use development at Palmetto Avenue and McDonald Avenue
- Pedestrian improvements along McDonald Avenue between Cardinal Street and Palmetto Avenue
- Additional sidewalks and lighting along Bates Avenue
- Neighborhood traffic calming to provide safe pedestrian and bicycle accommodations
- Restored local street network as part of redevelopment

Policy TRA 2.2.6: Lake-Sumter MPO Long Range Mobility Needs

The City shall support the implementation of the Lake-Sumter MPO Long Range Transportation Plan, which identified the following mobility needs for pedestrian, bicycle, vehicular and transit circulation within the City of Eustis:

- Regional transit system providing connections between downtown Eustis, Lake County and greater Orlando metropolitan area
- Regional north-south pedestrian/bicycle trail connecting Eustis to Tavares and Umatilla

Policy TRA 2.2.7: Lake County Transit Shelter Needs

The City shall support the implementation of the 2010 Lake County Shelter Placement Site Recommendations Report, which identified transit shelter needs at the following locations:

- Ardice Mall
- Eustis Public Library
- Tall Pines Apartment Complex
- Lake Tech

Policy TRA 2.2.8: Two-Way Conversion of Bay Street and Grove Street

To support safe pedestrian circulation within Downtown Eustis, the City shall continue working with the Florida Department of Transportation and the Lake-Sumter MPO to plan for the conversion of the one-way sections of Bay Street and Grove Street to two-way operations. As part of this conversion, Eustis Street shall be converted to a continuous two-way

street. The City's adopted Transportation Map #10, Year 2035 Roadway Number of Lanes, shall be amended to reflect the planned two-way conversion.

Policy TRA 2.2.9: Bates Avenue Connection

To improve circulation within Downtown Eustis and provide a continuous east-west roadway alternative to Orange Avenue, the City shall plan for and create the roadway connection for Bates Avenue between Prescott Street and Grove Street. The City's adopted Transportation Map #10, Year 2035 Roadway Number of Lanes, shall be amended to reflect the planned reconnection of Bates Street as a two-lane roadway.

Policy TRA 2.2.10: Sidewalk Connectivity

The City shall work to complete the network of sidewalks along all streets within the Urban Development Pattern, as part of construction of new streets as well as retrofitting of existing streets.

Policy TRA 2.2.11: Pedestrian-Oriented Development Design

The City shall enforce provisions in the City's Land Development Regulations that require new developments in Urban Development Patterns to support the highest levels of pedestrian access and mobility. These provisions include standards related to street connectivity, the design of "complete streets", and pedestrian-oriented building and site design.

OBJECTIVE TRA 2.3: ENCOURAGING URBAN TRANSIT USE

To establish and enforce policies, standards, and regulations that promote transit use within the Urban Development Pattern.

Policy TRA 2.3.1: Transit-Oriented Density, Diversity, and Design

The City shall enforce provisions in the Future Land Use Element and the City's Land Development Regulations that encourage development patterns, densities, design, and a mix of uses in the Urban Development Pattern that will support expanded mass transit service in the future.

Policy TRA 2.3.2: Transit in Urban Development Pattern

The City shall work with the County, the MPO, and other regional and state agencies to increase transit service within the Urban Development Pattern, in particular encouraging the location of transit stops within the City's Urban Centers and along Urban Corridors.

Policy TRA 2.3.3: Site Design Standards coordinated with Mass Transit and Bicycle/Trail Systems

To encourage the use of transit in the Urban Development Pattern, the City shall encourage site and building design for infill and redevelopment projects to be coordinated with transit route and stops, and bicycle and trail systems. Standards may include, but not be limited to, pedestrian access to transit stops, transit vehicle access to buildings, bus pull-offs, transfer

centers, shelters, and bicycle parking facilities.

OBJECTIVE TRA 2.5: URBAN TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA) PERFORMANCE STANDARDS

To establish and utilize performance standards for the provision and operation of a multi-modal transportation system (including pedestrian and bicycle facilities, mass transit and paratransit services, the City Road System and the portion of the County Road and State Highway Systems within the City). The performance standards will measure progress toward achieving the multi-modal mobility goals within the Urban Development Pattern, per the provisions of the TCEA.

Policy TRA 2.5.1: Site and Building Design

The character of the built environment that frames a street contributes greatly to its walkability. Because of this, the City shall ensure that at the minimum, future development within the Urban Development Pattern shall conform to the Urban Development Pattern intent and performance standards described in the City's Land Development Regulations. These shall include but not limited to standards that regulate urban building lot types, building envelope standards, building height, parking provisions, setbacks and frontage, urban public space, urban landscape, and general building design standards. The general building design standards include requirements related to public entrance locations, building orientation, building mass and scale, building façade treatments, storefront character, location of pedestrian access and walkways to buildings, among others.

Policy TRA 2.5.2: Sidewalks

The City shall ensure through its Land Development Regulations that within the Urban Development Pattern, continuous sidewalks of at least five feet in width are provided on both sides of all public and private streets.

Policy TRA 2.5.3: Intersection Design

The City shall work to ensure that all signalized intersections within the Urban Development Pattern have a protected signal phase for pedestrians on all legs of the intersection. In addition, all signalized intersections shall have striped crosswalks or other crosswalk treatments that would enhance the comfort and safety of pedestrians crossing a street. Crosswalk treatments shall be in compliance with requirements of the Manual on Uniform Traffic Control Devices (MUTCD).

Policy TRA 2.5.4: Americans with Disabilities Act (ADA)

The City shall work to ensure that all streets within the Urban Development Pattern conform with the requirements of the ADA, including the provision of handicapped accessibility ramps and provision of handicapped accessible routes from the street to major public entrances of buildings.

Policy TRA 2.5.5: Block Size and Block Configuration

As prescribed in the City's Land Development Regulations, blocks within the Urban Development Pattern shall be laid out within an interconnected network of streets, with preferred block perimeters of 1600 feet or less and

block lengths of 300 to 400 feet, including alleys that may bisect blocks. Blocks will be laid out with consideration of natural and environmental features and incorporating these features as an amenity to a development, where protection is required by environmental regulations.

Policy TRA 2.5.6: Roadway Speeds

To facilitate safe pedestrian movement, the City shall ensure that all City-maintained streets within the Urban Centers and the Urban Neighborhoods have a posted speed limit of 25 mph or less.

Policy TRA 2.5.7: Complete Streets

The City shall ensure that all new “A” streets within the Urban Development Pattern as identified in the Land Development Regulations shall be designed to accommodate pedestrian and bicycle travel. Street section elements shall include sidewalks, on-street parking, planter, travel lane, and bicycle lanes, as appropriate. The Street Types outlined in the Land Development Regulations can serve as a guide for developing new streets within the Urban Development Pattern.

Policy TRA 2.5.8: Trees and Street Furnishings

Based on the recommendations of the Downtown Plan and the East CRA Plan, the City shall work to ensure that all new and existing “A” streets within Urban Centers and Urban Corridors as defined by the Land Development Regulations have basic street furnishings and streetscape amenities, including street trees, pedestrian-scale lighting, seating, and bus stop shelters (where appropriate). The arrangement, location, and type of street trees shall be regulated by provisions within the City’s Land Development Regulations.

Policy TRA 2.5.9: Downtown Wayfinding

To improve circulation for all users, the City shall implement the recommendations of the Wayfinding Plan developed for Downtown Eustis.

Policy TRA 2.5.10: Pedestrian Destinations

Through implementation of the policies in the Future Land Use Element, the City shall work to ensure that community-serving destinations are within a quarter mile of residents within the Urban Development Pattern. These uses may include retail uses, civic and institutional uses, or one of the park space types referenced in the Land Development Regulations.

Policy TRA 2.5.11: Bicycle Lanes and Multi-use Trails

As part of the development of the Citywide Bicycle and Pedestrian Master Plan, the City shall work to provide access to bicycle lanes or multi-use trails within one mile of every resident within the Urban Development Pattern.

Policy TRA 2.5.12: Connection to Recreational Amenities

The City shall ensure that all public recreational amenities such as parks, regional trails, and the Lake Eustis waterfront can be accessed from the

Urban Centers via direct pedestrian connection.

Policy TRA 2.5.13: Bicycle Parking

The City shall ensure that bicycle parking is required for all new development projects that will be accessed by the public within the Urban Development Pattern. The number of bicycle parking spaces required shall conform to the standards listed in the City's Land Development Regulations.

Policy TRA 2.5.14: Transit Stops and Transit Shelters

The City shall work with Lake County to ensure that stops are provided every quarter mile on all transit routes in Urban Centers and Urban Corridors. Transit stops within Urban Centers and major destinations (hospitals, employment centers, shopping centers and schools) shall have shelters for transit users that would include bus route/schedule signs, seating, shelter from the elements, and be ADA compliant when required by law.

Policy TRA 2.5.15: Transit Service Headways

The City shall work with Lake County to improve transit service within the Urban Development Pattern to 30-minute headways during peak periods.

Policy TRA 2.5.16: Transit Service Accessibility

The City shall work with Lake County to improve transit service so that 75% of all residents within the Urban Development Pattern are within a quarter mile of fixed-route transit service.

Policy TRA 2.5.17: Transit Service Span

The City shall work with Lake County to provide transit service from 5:00AM to Midnight, seven days a week.

Policy TRA 2.5.18: Transit Serving Major Destinations

The City shall work with Lake County to ensure that all major public gathering venues and destinations are served by a local transit route. These include hospitals, employment centers, shopping centers, and schools.

GOAL TRA 3: SUBURBAN DEVELOPMENT PATTERN

Enhance the livability and viability of neighborhoods and existing commercial corridors as described in the Suburban Development Pattern Area (in Appendix) through transportation policies and infrastructure investments that discourage urban sprawl and:

- Balance vehicular mobility with the needs for pedestrian, bicycle and mass transit mobility
- Preserve and protect existing viable neighborhoods and subdivisions;
- Support the land use goals for the district.

OBJECTIVE TRA 3.1: SUBURBAN LAND USE AND TRANSPORTATION COORDINATION

To establish and enforce land use, design and transportation policies, standards and regulations that align the existing and future transportation infrastructure to support the residential and non-residential uses in distinct patterns arranged in centers, districts, and corridors, as called for in the Suburban Development Pattern.

Policy TRA 3.1.1: Suburban Centers

The City shall adopt and enforce land use policies, standards and regulations that encourage the development of Suburban Centers where a system of streets, pedestrian walkways, and driveways support a mix of commercial, office, or multi-family residential uses and where development occurs at a density and intensity that can be feasible to support fixed-route transit.

Policy TRA 3.1.2: Suburban Corridors

The City shall adopt and enforce land use policies, standards, and regulations that provide for adequate vehicular, bicycle, and pedestrian access and mobility to serve Suburban Corridors as well as the adjacent residential neighborhoods.

Policy TRA 3.1.3: Linking Neighborhoods to Shopping Areas

The City shall adopt and enforce land use policies, standards, and regulations that provide for multiple street connections and routing options between Suburban Neighborhoods and community-serving commercial areas.

Policy TRA 3.1.4: Access Management

The City shall continue to establish and enforce policies, standards and regulations for the management of access points along streets within the Suburban Development Pattern, to include the consolidation of multiple driveways within a parcel, sharing of driveways among multiple parcels, and cross-access easements between properties. The implementation of the State Access Management Program and the control of access connections to the State highway system shall be consistent with Chapter 14-96 and 14-97, F.A.C. and the Florida Department of Transportation Access Management Rule and will be coordinated with the Florida Department of Transportation through the City's access permitting process.

Policy TRA 3.1.5: Promote Shared Parking

To further encourage the use of alternative transportation modes, reduce the traffic demand, and encourage a "park-once" environment, the City shall adopt and enforce policies, standards and regulations that encourage shared parking among different parcels, through cross-access easements and a connected network of pedestrian walkways along Suburban Corridors and in Suburban Centers.

Policy TRA 3.1.6: Criteria for Designation of New Suburban Centers

The City's establishment of new Suburban Centers shall, in part, be based on the City's approval of plans for internal circulation which include, at a

minimum, integrated roadway, transit, pedestrian and bikeway systems designed to reduce demand for automobile travel.

OBJECTIVE TRA 3.2: SUBURBAN MULTI-MODAL TRANSPORTATION

To establish and enforce policies, standards, and regulations that promote multi-modal mobility and access throughout the Suburban Development Pattern, including travel by automobile, bicycle, walking, and transit.

Policy TRA 3.2.1: Complete Streets

The City shall implement policies, including those standards already within the Land Development Regulations, to address the design and operation of all streets within and between Suburban Centers for safe and comfortable bicycling, walking, and transit operation.

Policy TRA 3.2.2: Street Types in Land Development Code

The City shall use the Street Types outlined in the Land Development Regulations as a guidance when designing and constructing new street sections within the Suburban Development Pattern and ensure that all future streets are designed holistically, considering the pavement, curbing, bicycle facilities, sidewalks, lighting, signs, front yard setbacks, and building facades.

Policy TRA 3.2.3: Street Connectivity

As called for in the City's East CRA Master Plan, the City shall work to restore local street network segments and construct new street connections within the Suburban Development Pattern. In particular, the City shall achieve these street connections through development impact mitigation and as part of capital improvement projects.

Policy TRA 3.2.4: Sidewalk Connectivity

The City shall work to complete the network of sidewalks along all streets within the Suburban Centers, as part of construction of new streets as well as retrofitting of existing streets.

OBJECTIVE TRA 3.3: SUBURBAN DEVELOPMENT PATTERN PERFORMANCE STANDARDS

To establish and utilize performance standards for the provision and operation of a multi-modal transportation system (including pedestrian and bicycle facilities, mass transit and paratransit services, the City Road System and the portion of the County Road and State Highway Systems within the City). The performance standards will measure progress toward achieving the multi-modal mobility goals within the Suburban Development Pattern.

Policy TRA 3.3.1: Site and Building Design

The character of the built environment that frames a street contributes greatly to its walkability. Because of this, the City shall ensure that at the minimum, future development within the Suburban Development Pattern shall conform to the intent and performance standards described in the

City's Land Development Regulations. These shall include but not be limited to standards that regulate suburban building lot types, setbacks and lot requirements, suburban public space, suburban landscape, building envelope standards, building height, and general building design standards. The general building design standards addressed in the Land Development Regulations include requirements related to public entrance locations, building orientation, building mass and scale, building façade treatments, storefront character, location of pedestrian access and walkways to buildings, among others.

Policy TRA 3.3.2: Sidewalks

The City shall ensure that within the Suburban Development Pattern sidewalks shall be provided on both sides for all streets within Suburban Centers and those streets within one mile of public schools, community centers, parks, and major transit stops.

Policy TRA 3.3.3: Intersection Design

The City shall work to ensure that all signalized intersections within Suburban Centers have a protected signal phase for pedestrians on all legs of the intersection. In addition, all signalized intersections shall have striped crosswalks or other crosswalk treatments that would enhance the comfort and safety of pedestrians crossing a street. Crosswalk treatments shall be in compliance with requirements of the MUTCD.

Policy TRA 3.3.4: Americans with Disabilities Act (ADA)

The City shall work to ensure that all streets within Suburban Centers conform with the requirements of the ADA, including the provision of handicapped accessibility ramps and provision of handicapped accessible routes from the street to major public entrances of buildings.

Policy TRA 3.3.5: Block Size and Block Configuration

As prescribed in the City's Land Development Regulations, blocks within the Suburban Development Pattern shall be laid out within an interconnected network of streets, with preferred block perimeters of 2400 feet or less and block lengths of 500 to 700 feet, including alleys that may bisect blocks. Blocks will be laid out with consideration of natural and environmental features and incorporating these features as an amenity to a development, where protection is required by environmental regulations.

Policy TRA 3.3.6: Internal Streets

The City shall require a connected system of internal streets within new suburban developments larger than five acres, per the standards established by the Land Development Regulations. The internal street system shall connect to publicly accessible access roadways of adjacent developments and to the public street system.

Policy TRA 3.3.7: Internal Pedestrian Network

The City shall require all new suburban developments to provide sidewalks along streets or pedestrian paths that connect primary building entrances to

one another and to the public street, adjacent trails, transit stops, parking areas, and to publicly accessible pedestrian walkways of adjacent development.

Policy TRA 3.3.8: Suburban Landscape Standards and Streetscaping

The City shall require new suburban developments to conform to the suburban landscape requirements called for by the City's Land Development Regulations, specifically requirements related to the landscape buffers along streets in the Suburban Development Pattern.

Policy TRA 3.3.9: Bicycle Lanes and Multi-use Trails

As part of the development of the Citywide Bicycle and Pedestrian Master Plan, the City shall work to ensure that access to bicycle lanes or multi-use trails is within two miles of every resident within the Suburban Development Pattern.

Policy TRA 3.3.10: Connection to Recreational Amenities

The City shall work to ensure that all public recreational amenities such as parks, regional trails, and community facilities within the Suburban Development Pattern can be accessed from the Suburban Centers through pedestrian, bicycle, or transit connections.

Policy TRA 3.3.11: Bicycle Parking

The City shall ensure that bicycle parking is required for all new development projects that will be accessed by the public within the Suburban Centers. The number of bicycle parking spaces required shall conform to the standards listed in the City's Land Development Regulations.

Policy TRA 3.3.12: Transit Stops and Transit Shelters

The City shall work with Lake County to ensure that transit stops are provided for all routes that run through Suburban Centers. Transit stops at major destinations (hospitals, employment centers, shopping centers, and schools) shall have shelters for transit users that would include bus route/schedule signs, bench, shelter from the elements, and be ADA compliant where required by law.

Policy TRA 3.3.13: Transit Service Headways

The City shall work with Lake County to improve transit service from one hour to 30-minute headways during peak periods at Suburban Centers.

Policy TRA 3.3.14: Transit Service Accessibility

The City shall work with Lake County to improve transit service so that 50% of all residents within the Suburban Development Pattern are within a quarter mile of fixed-route transit service.

Policy TRA 3.3.15: Transit Service Span

The City shall work with Lake County to provide transit service from 5:00AM to Midnight, seven days a week.

Policy TRA 3.3.16: Transit Serving Major Destinations

The City shall work with Lake County to ensure that all major public gathering venues and destinations are served by a local transit route. These include hospitals, employment centers, shopping centers, and schools.

GOAL TRA 4: RURAL DEVELOPMENT PATTERN

Manage the transportation system for the rural areas of the City as described in the Rural Development Pattern Area through transportation policies and infrastructure investments that:

- Address vehicular circulation in a manner that preserves and enhances the rural character;
- Allow for safe pedestrian and bicycle circulation in accordance with the rural character;
- Value and preserve open spaces, agricultural areas, and scenic view sheds; and
- Support the land use goals for the district.

OBJECTIVE TRA 4.1: RURAL LAND USE AND TRANSPORTATION COORDINATION

To establish and enforce land use, design and transportation policies, standards and regulations that align the existing and future transportation infrastructure to support clustered residential development that allows for preservation of open space and the rural natural environment, as called for in the Rural Development Pattern.

Policy TRA 4.1.1: Rural Centers

The City shall adopt and enforce land use policies, standards and regulations that encourage the development of Rural Centers where a system of streets and pedestrian walkways support neighborhood-serving clusters of commercial uses integrated with other uses that may include office, residential, or open space.

Policy TRA 4.1.2: Rural Corridors

The City shall adopt and enforce land use policies, standards, and regulations that encourage new developments to occur in a pattern and intensity that respect and preserve the scenic views and character of a rural corridor.

Policy TRA 4.1.3: Multi-Modal Connectivity Between Development Phases

The City shall ensure that the street and trail layouts of subsequent phases of residential subdivision developments be coordinated with previous phases to ensure multi-modal connectivity.

Policy TRA 4.1.4: Open Space and Street Connectivity

The City shall ensure that residential subdivision developments delineate and preserve open space areas that are connected to the maximum extent practicable. The City shall uphold the principle that open space is still

considered connected even if separated by a transportation facility that is necessary for overall area street connectivity.

OBJECTIVE TRA 4.2: RURAL TRANSPORTATION AND ENVIRONMENTAL QUALITY

To establish policies, standards and regulations that support the City's desire to maintain environmental sustainability, conserve energy and natural resources, discourage urban sprawl, and to improve the aesthetic quality of the community through the implementation of the following policies.

Policy TRA 4.2.1: Aesthetics and Visual Appearance of Transportation Facilities

The City shall promote the aesthetic and visual enhancement of roadways through the standards and in the City's Land Development Regulations. Existing scenic and canopy roadways shall be protected by restricting construction activity within rights-of-way to ensure preservation of canopy trees and vegetation.

Policy TRA 4.2.2: Public Access to Natural Features

The City shall ensure that to the maximum extent practicable, natural features, scenic vistas, and open space that are adjacent to or part of residential subdivision developments shall be accessible to the public through streets or multi-use trails. The City shall undertake corrective action if the quality of natural features is degraded due to public access.

Policy TRA 4.2.3: Cluster Development

The City shall enforce policies, standards and regulations that promote the clustering of development to preserve natural features, open space, and the rural character within the Rural Development Pattern.

OBJECTIVE TRA 4.3: RURAL DEVELOPMENT PATTERN PERFORMANCE STANDARDS

To establish and utilize performance standards for the provision and operation of a multi-modal transportation system (including pedestrian and bicycle facilities, mass transit and paratransit services, the City Road System and the portion of the County Road and State Highway Systems within the City). The performance standards will measure progress toward achieving the multi-modal mobility goals within the Rural Development Pattern.

Policy TRA 4.3.1: Site and Building Design

The character of the built environment that frames a street contributes greatly to its walkability. Because of this, the City shall ensure that future development within the Rural Development Pattern shall conform to the intent and performance standards described in the City's Land Development Regulations. These shall include but not be limited to standards that regulate rural building lot types, setbacks and lot requirements, buffer requirements, rural public space, building envelope standards, building height, and general building design standards.

Policy TRA 4.3.2: Sidewalks

The City shall ensure that within the Rural Centers sidewalks shall be provided on at least one side for all streets connecting to public schools, community centers, parks, and transit stops.

Policy TRA 4.3.3: Intersection Design

The City shall work to ensure that all signalized intersections within Rural Centers have a protected signal phase for pedestrians on all legs of the intersection. In addition, all signalized intersections shall have striped crosswalks or other crosswalk treatments that would enhance the comfort and safety of pedestrians crossing a street. Crosswalk treatments shall be in compliance with requirements of the MUTCD.

Policy TRA 4.3.4: Americans with Disabilities Act (ADA)

The City shall work to ensure that all streets within Rural Centers conform with the requirements of the ADA, including the provision of handicapped accessibility ramps and provision of handicapped accessible routes from the street to major public entrances of buildings.

Policy TRA 4.3.5: Street Types in Land Development Code

The City shall use the Street Types outlined in the Land Development Regulations as guidance when designing and constructing new street sections within the Rural Development Pattern.

Policy TRA 4.3.6: Transit in Rural Centers

The City shall work with Lake County to ensure that fixed-route transit service is provided to Rural Centers as they are developed.

Policy TRA 4.3.7: Transit Stops

The City shall work with Lake County to ensure that transit stops are provided for all routes that serve Rural Centers.