

CITY OF Eustis

EAST CRA MASTER PLAN

OBJECTIVES

CREATE

A Strategic Action Plan based on previous work and current public input for the East CRA Study Area and showing the “possibilities of what could be”

MERGE

The East CRA Master Plan with the Downtown CRA Plan for a complete Eustis CRA Strategic Master Plan

ESTABLISH

A Specific System of Ideas, Actions, or Initiatives to Facilitate the Implementation of the Plan in a Short, Mid, & Long-Term Timeframe

THEMES, ISSUES, & CONCERNS

The City had conducted a series of public meetings prior to the visioning process and from that a series of “themes” became apparent like better infrastructure, more walkability, established neighborhood identity, better public safety, and high levels of community outreach. Using these as a basis for the visioning effort additional various stakeholder interviews and public meetings were conducted and there were more specific issues and concerns raised about the current state of the East Neighborhoods. Here are some of the examples that were used as a guiding hand in the vision plan and the implementation strategies:

- Replace failing sidewalks
- Extend/connect Bates & McDonald
- Build new stormwater facilities for drainage issues (utilize “long ditch park”)
- Fix Intersection of Palmetto/Kensington/McDonald
- Focus on neighborhood commercial mixed-use opportunities at: Palmetto St and McDonald Ave
- Develop a plan to introduce mixed-income residential in the low-income areas in the East CRA
- Pedestrian improvements needed along McDonald Ave. between Cardinal St. and Palmetto Ave.
- Sidewalks/Lights on Bates, and other neighborhood streets
- Target High Crime Areas with Lighting and Police Presence
- Consider traffic calming to reduce speeding in neighborhoods
- An independent community center is desired within the East neighborhoods which includes learning facilities and internet access. Consider Ace Theater site
- Beautification Efforts
- Balance the Restrictive Policies with Desires of Community
- Maintenance Issues – Follow-Thru
- Focus on Short-Term, then Longer Term

BUILD SOCIAL (CAPITAL) INFRASTRUCTURE

Another big initiative that was evident throughout the charrette process was the need to build and support the social infrastructure system the neighborhoods have currently. While this doesn't necessarily take on any physical form, another intent of the master plan is build on the existing social networks and reinforce these networks to create a stronger, more united community. Here are some of the examples discussed to continue to strengthen the social capital of the neighborhood:

- Facilitate Public Safety Programs
- Facilitate Organized “Neighborhood Watch” Programs
- Facilitate Other Neighborhood & Outreach Programs
- Facilitate Historic Preservation and Landmark Programs
- Incentives to Help Development
- Incentives to Help Private Businesses with Beautification



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PHYSICAL ANALYSIS CONDITIONS



Effective Road Network & Holes in the Network



Existing Land Use & Disconnected Neighborhoods



Disconnected Natural Drainage Leads to Flooding in Some Areas



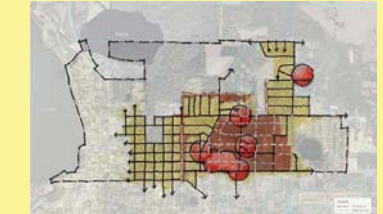
High Percentage of Vacant and Underdeveloped Land

PRINCIPLES THAT GUIDED THE MASTER PLANNING PROCESS



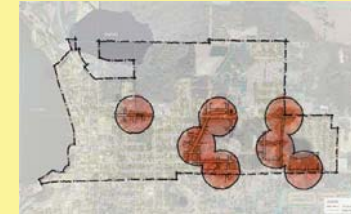
Re-Stitch the Neighborhoods

Mixed-Use & Mixed Income Housing Strategically Located to “Re-Stitch” the Neighborhood Fabric



Make the Neighborhoods Safe

Facilitate Safer Neighborhoods & “Safe Routes to School” through Connectivity, Lighting, & Urban Design



Focus Redevelopment Opportunities

Locate Redevelopment Catalyst Sites at Areas of High Energy & Focus Smart Growth at these Areas



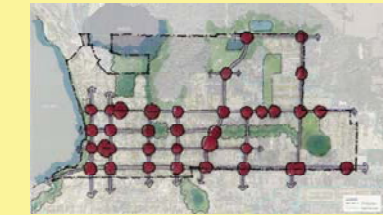
Build on the CRA's Natural Features

Create a System of Open Spaces, Parks, Trails, “Green Streets”, & Bikeways to Connect the Eastern Neighborhoods to the Downtown & Lake Eustis & Trout Lake



Re-Stitch the CRA

Connect the Street Network to Facilitate Walkability & Livability between the Downtown & the Eastern Neighborhoods and Business Districts



Make the CRA “Walkable”

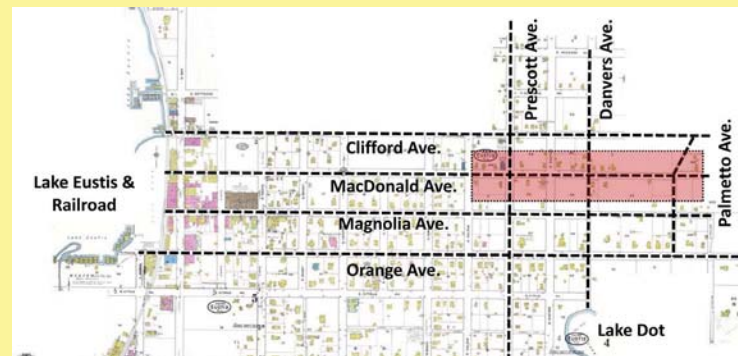
Balance the Needs of the Automotive Users with the Needs of the Pedestrian by Slowing Down Traffic, Enhancing Crosswalks, & Connecting Streets



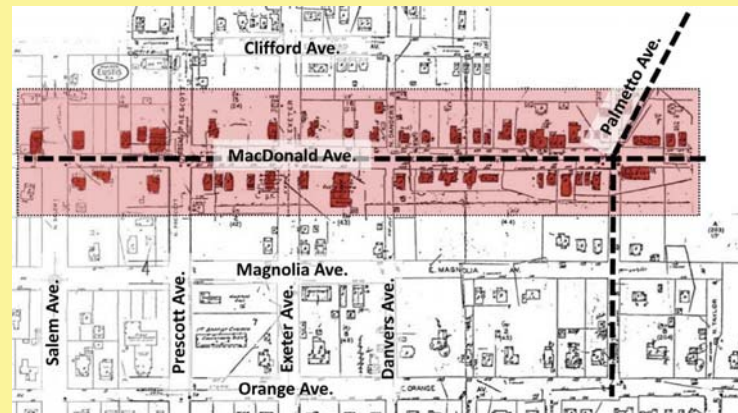
Governance & Implementation

Structure an Implementation Plan that Addresses the Needs of Downtown Portion AND the Needs of the Eastern Neighborhoods and Businesses

HISTORIC PATTERNS IN THE EASTERN NEIGHBORHOODS



Using Sanborn Fire Insurance Maps from 1922, the Eastern CRA begins to show up as a series of streets that are well connected to the Downtown and surrounding neighborhoods. These connects invigorate the area because they lead directly to resources such as Lake Eustis (steamships) and the Train, as well as, having some of the primary north/south movements to other cities like Umatilla on Palmetto Ave.



A more detailed map of the area in red from 1922 shows a vibrant secondary downtown. This area was filled with general stores, doctor offices, schools, other retail, and other homes - catering specifically to the Eastern CRA Neighborhoods



One of the first Aerial photographs of Eustis (1948) shows how Bay Street was connected to the northwest, but Palmetto actually was the direct north connection to cities like Umatilla. Additionally, it can be seen how some of the natural features like Trout Lake and some wetland areas historically connected



This 1968 Aerial shows the construction of the one-way pairs in downtown, which redirects Bay Street north. The sewer treatment facility is built and uses land that was Palmetto Avenue for its discharge area. This break in Palmetto, and the redirect of SR 19 to places like Umatilla starts to degrade the once vibrant business district on MacDonald

THE MASTER PLAN



Connectivity - the red streets represent potential new connections to enable the street network in the CRA



Parks and Open Space - a connective open space system sets up a pattern of green spaces, bikeways, and natural drainage ways that connect the eastern CRA with the Downtown and to Lake Eustis and Trout Lake

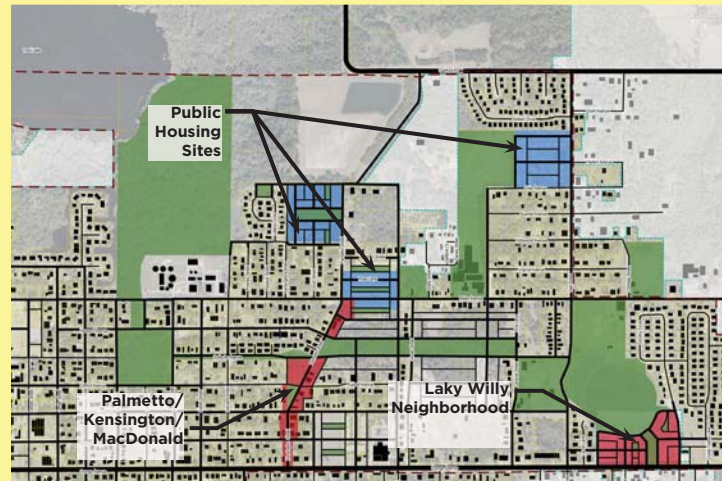


Housing - proposed mix of market, affordable, & public housing areas - planned and built in conjunction with the Eustis Authority



Redevelopment Areas - over time, the areas in red will redevelop as the new street network is put into place, the parks & open space areas are formalized, and the housing sites are implemented - giving the Eastern CRA a series of new neighborhoods that will stitch together the existing neighborhoods and connect to the Downtown

CATALYST SITES



The Master Plan identified specific areas called "Catalyst Sites" that would serve as areas of existing high energy that if further developed and further supported could help to spur on more private investment in the area. The three examples shown below and to the right show more in more detail how this could be achieved

LAKE WILLY NEIGHBORHOOD



This portion of the CRA is currently in the County. However, it represents an opportunity for the City to annex this property and redevelop it as a model for future residential neighborhoods. Common Smart Growth principles such as equal access to the public amenities, complete streets, and perpendicular streets to the Lake (to extend the value of Lake Willy deep into the Community) should all be part of the planning and implementation process for this new model neighborhood.



PUBLIC HOUSING



The primary idea is to allow the public housing sites to redevelop in a staged process, with adjacent properties nearby being developed first so that the current residents are not pushed out of town while reconstruction goes on. Once the residents from Bates Ave have been relocated (within a 5-minute walk), then that property can be redeveloped for the Tall Pines residents, which in turn could be redeveloped for other public housing needs. The other primary idea is to ensure that each property is developed with a mix of incomes, a mix of uses, and at higher densities to allow for cheaper rents and cheaper infrastructure costs (which would be spread out over more units, etc.). The adjacent images reflect the kinds of forms and structures that might be considered for these new sites.



PALMETTO/KENSINGTON/MCDONALD



Shared Spaces – Plazas, Town Square

- The "Center" of activity in the eastern neighborhoods and businesses
- Creation of "Town Square" or "Plaza" to stimulate business growth, but also create a true nexus point for the community
- Fix the dangerous intersection at Palmetto, Kensington, @ MacDonald
- "Shared Spaces" - a unique space that will attract not only residents, but also people from outside the community.



Examples of shared spaces that are accessible to all users and balance the various modes of transportation more evenly



STAGED IMPLEMENTATION OF SPECIFIC PROJECTS

The adjacent "strips" show how a Bates Avenue Streetscape, a New Gateway at Kensington Street and Orange Avenue, and a better School Child Crossing at Orange Avenue could be implemented over time to take advantage of efficient budgeting, but also show visual & physical progress occurring in the area. These implementation concepts take into account some of the primary issues and concerns expressed by the resident in many different forums - such as lighting, safety, walkability, redevelopment, and better neighborhoods. Each of these projects can also benefit from funding sources such as "Safe Routes to Schools", and other similar types of grants.

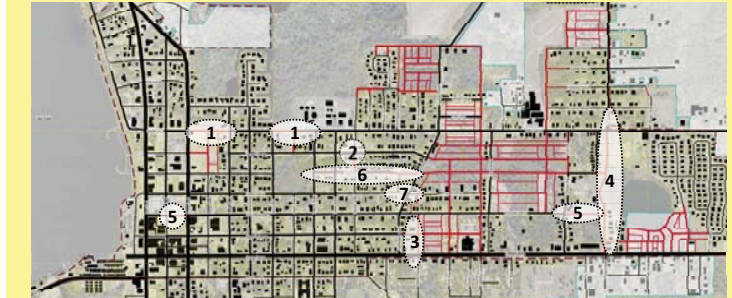


Kensington Gateway Concept Concept for a Safer School Crossing at Orange Avenue Bates Avenue Streetscape Concept

NEXT STEPS

1. Completed Merged CRA Plan is Presented to City Commission for Final Approval
2. Commission Adopts the Plan – Enabling the CRA to begin planning potential projects from the conceptual vision.
3. Non-Cost related recommendations (Business Incentives, Policy Changes, etc.) could begin.
4. City & CRA complete a 5-Yr CIP Implementation Process
5. Included in the 5-Yr CIP is a prioritization schedule of the projects within the CRA (determining the short term, mid-term, & long term projects) based on the adopted CRA Update (Public Input), near-term feasibility, available funding, etc.
6. Identify additional funding sources to increase the money assigned in the CIP - Examples include both State & Federal Grants, Partnerships with other Municipalities (Lake County, St. Johns Water Management District, FDOT, etc.), Private/Public Partnerships, Charitable Donations, and Federal Stimulus Funding, etc.
7. As funding and structure come together – the project is given life and put out to bid or internally (within the City) started.
8. The project is designed, permitted, and constructed
9. Finished projects: anywhere from 1-3 years (short-term) to completion based on project/site complexities and prioritization.

IMPLEMENTATION: NEAR-TERM (0-7 YEARS)



Roadway Connections: 1. Bates Avenue; 2. Danvers Street; 3. Diedrich Avenue; 4. Wall Street; 5. McDonald Avenue; 6. Gottsche Avenue; 7. Hazzard Avenue to Russell Avenue



Streetscapes, Traffic Calming, Lighting, Intersection Treatments: 1. Bates Avenue; 2. McDonald Avenue; 3. Glover Avenue; 4. Palmetto/Kensington; 5. Orange Avenue Crossings



Social Infrastructure – Community Building; Policy Updates/Changes: Educational/Technology Centers; Historic or Landmark Designations; Policy Changes (Comprehensive Plan, Design Districts, other Regulating Entities)

IMPLEMENTATION: MID-TERM (7-14 YEARS)



Property Assembly, Redevelopment of Public Housing, Park/Plaza Implementation: 1. Important Future Road Connection – Hasselton Avenue (Connects South to E. Crooked Lake Dr.; US 441)

IMPLEMENTATION: LONG-TERM (14+ YEARS)



Completed Build-Out of Public CRA Projects - Private Market Response
1. New Context-Sensitive Neighborhoods; 2. Other Developments (Not Anticipated in this Master Plan)