



AGENDA

Local Planning Agency Meeting

5:30 PM - Thursday, September 9, 2021 - Community Building
601 Northshore Drive, Eustis

CALL TO ORDER

ACKNOWLEDGEMENT OF QUORUM AND PROPER NOTICE

1. CONSIDERATION

1.1 2021-CPT-02 Comprehensive Plan Text Amendment

[Staff Report #21-0243 - Html](#)

[LPA Staff Report - 2021-CPT-02 Comp Plan Text Amend](#)

[Exhibits A thru H Clean Copy 9-3-21](#)

[Exhibits A thru H Redline-Strikethru 9-3-21](#)

[Exhibit I 2035 Future Land Use Map](#)

[Exhibit J Map 19 Proposed for Deletion](#)

2. DISCUSSION

3. PUBLIC HEARING

4. RECOMMENDATION

5. ADJOURNMENT

This Agenda is provided to the Agency only as a guide, and in no way limits their consideration to the items contained hereon. The Agency has the sole right to determine those items they will discuss, consider, act upon, or fail to act upon. Changes or amendments to this Agenda may occur at any time prior to, or during the scheduled meeting. It is recommended that if you have an interest in the meeting, you make every attempt to attend the meeting. This Agenda is provided only as a courtesy, and such provision in no way infers or conveys that the Agenda appearing here is, or will be the Agenda considered at the meeting.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she 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 (Florida Statutes, 286.0105). In accordance with the Americans with Disabilities Act of 1990, persons needing a special accommodation to participate in this proceeding should contact the City Clerk 48 hours prior to any meeting so arrangements can be made. Telephone (352) 483-5430 for assistance.



City of Eustis

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TO: EUSTIS LOCAL PLANNING AGENCY

FROM: RONALD NEIBERT, CITY MANAGER

DATE: SEPTEMBER 9, 2021

RE: 2021-CPT-02: COMPREHENSIVE PLAN TEXT AMENDMENT

Introduction:

This Comprehensive Plan Text Amendment amends Future Land Use Element, Future Land Use Element Appendix, Conservation Element, Economic Development Element, Housing Element, Intergovernmental Coordination Element, Recreation and Open Space Element and Transportation Element to reflect the vision of the City Commission as identified in the Strategic Plan and other long-range master plans, provide for municipal densities and intensities, thereby discouraging urban sprawl, improve internal consistency of the Comprehensive Plan Element and consistency with the Land Development Regulations (LDRs), and eliminate duplicative language; and amends the Future Land Use Map Series.

Recommended Action:

Staff recommends that the LPA find this Text Amendment (2021-CPT-02) consistent with the Comprehensive Plan and transmit it to the City Commission for action.

Background

On January 9, 2021 City Commission directed staff to prepare an ordinance for their consideration to address municipal land uses and non-conforming uses in Comprehensive Plan and the Future Land Use Map, including the elimination of Rural Residential, Agricultural and Map 19 Joint Planning Area Map. The City Commission acknowledged other revisions may be forthcoming based on staff review of the plan. . On August 5, 2021, the City Commission approved an amended Ordinance 21-10 to provide for the addition of a Property Rights Element to the Comprehensive Plan and continued consideration of other proposed amendments to the September 9, 2021 City Commission meeting.

Proposed Amendments

Future Land Use Element:

1. Eliminated redundant administrative policy provisions, duplicative and redundant language (specificity more appropriate for LDRs), and updated references.

2. Eliminated Map #19 Eustis Lake County Joint Planning Area Map from the Future Land Use Map Series and deleted other references to the map.
3. Clarified Rural Development Pattern.

Future Land Use Element Appendix:

1. Updated impervious surface area maximums for residential development and added footnote for consistency with the Land Development Regulations (LDRs).
2. Added language to accommodate a future Transfer of Development Rights program for the Central Business District.
3. Clarified Mobile Home (MH/RV) land use (mobile home vs manufactured).
4. Eliminated Rural Residential and Agricultural land use designations.

Conservation Element:

1. Eliminated duplicative language and redundant language (specificity more appropriate for LDRs), and added cross references to other Elements.

Economic Development Element:

1. Updated references.

Housing Element:

1. Eliminated duplicative language and redundant language (specificity more appropriate for LDRs), and added cross references to other Elements.

Intergovernmental Coordination Element:

1. Eliminated duplicative language and redundant language (specificity more appropriate for LDRs), and added cross references to other Elements.
2. Eliminated provisions related to financial commitments not clearly in the best interest of the Eustis taxpayers.
3. Eliminated provisions regarding use of school facilities by the City as there is no interest on the part of the LCSB to facilitate shared use.

Recreation and Open Space Element

1. Eliminated duplicative language and redundant language (specificity more appropriate for LDRs), and added cross references to other Elements.
2. Provided that a Parks Master Plan and a Bicycle and Pedestrian Master Plan shall be developed by 2035.

Transportation Element:

1. Eliminated redundant administrative policy provisions, duplicative and redundant language (specificity more appropriate for CRA Development Plan and LDRs), and updated references.
2. Eliminated policies regarding two-way conversion of Bay St/Grove St.
3. Clarified Rural Development Pattern.

Future Land Use Map Series:

1. Updated 2035 Future Land Use Map
2. Eliminated Map #19 Eustis Lake County Joint Planning Area Map

Alternatives:

1. Transmit the Comprehensive Plan Text Amendment to the City Commission for action.
2. Do not transmit the amendment.

Discussion of Alternatives:

1. Alternative 1 approves the transmittal.

Advantages:

1. The Comprehensive Plan will be more consistent, internally.
2. The Comprehensive Plan will be more consistent with the vision of the City Commission as identified in the Strategic Plan and other long-range master plans, will discourage urban sprawl, and provide for predictable, fair and cost-effective development decisions.
3. Eustis will no longer be at a competitive disadvantage when compared to other surrounding communities' allowable intensities.
4. The Comprehensive Plan will be more internally consistent eliminating duplicative language.
5. Development would be directed to the municipality, relieving development pressures on unincorporated areas outside of the Eustis Urbanized Area.

Disadvantages:

- There are no disadvantages to approving the transmittal.

2. Alternative 2 does not transmit to the City Commission

Advantages:

- There are no advantages to denying the transmittal.

Disadvantages:

Internal inconsistencies in the Comprehensive Plan and confusion regarding the type of development required to meet the City's vision of being a municipality that provides efficient, cost effective public services would continue.

Community Input

Staff properly advertised the ordinance. The public will have an opportunity to provide input at the September 9, 2021 and November 4, 2021 public hearings.

Prepared By: Lori Barnes, AICP, CPM, Development Services Director

Attachments:

Exhibits A – H Redline-Strike Thru of Elements to be Amended

Exhibits A – H Proposed Revisions (Clean Copies)

Exhibit I – Updated 2035 Future Land Use Map

Exhibit J – Map Proposed for Deletion

EXHIBIT A

FUTURE LAND USE

GOALS, OBJECTIVES AND POLICIES

GOAL FLU 1: DEVELOPMENT FRAMEWORK

Implement a land use and development framework that will:

- Promote diversified economic development;
- Protect and enhance residential neighborhoods;
- Ensure services and facilities for new and existing development;
- Discourage urban sprawl;
- Recognize the value of natural resources; and
- Respect private property rights.

OBJECTIVE FLU 1.1: DEVELOPMENT FRAMEWORK IMPLEMENTATION

To create a planning framework and implementation strategy that will enhance the livability of the City of Eustis; promote its natural, cultural, and physical resources; minimize any negative effects of urban development on the natural resources of the City; maintain overall air quality; and discourage urban sprawl.

Policy FLU 1.1.1: Planning Principles

The following principles shall guide the creation of land use policy and development regulations within the City of Eustis:

- Creating a range of housing opportunities and choices;
- Creating walkable neighborhoods;
- Encouraging community and stakeholder collaboration;
- Fostering distinctive, attractive communities with a strong sense of place;
- Making development decisions predictable, fair and cost effective;
- Allowing for a mix of land uses;
- Providing for open space, natural beauty and protection of critical environmental areas;
- Providing a variety of transportation choices; and
- Encouraging compact building design.

Policy FLU 1.1.2: Strategy for Sustainability

The City shall take the following actions as part of an overall strategy to improve energy efficiency and sustainability in the City of Eustis:

- a. Continue to support alternative modes of travel as called for in the Transportation Element.
- b. Support energy conservation measures and practices in the administration, design, and construction of City buildings and facilities.
- c. Encourage the cooperation of public agencies and private owners in the provision of a multi-modal transportation system connecting all land uses along arterial and collector roads within recreational, commercial and multi-family residential areas.
- d. Cooperate with existing and future land owners in the locating of solar sheds, bus stops, shelters, and other passenger and system accommodations for a transportation system to service current and future needs.
- e. Encourage energy efficient appliances and equipment, energy-efficient features in window design, use of operable windows and ceiling fans and other technology to conserve energy

Future Land Use Element APPENDIX

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and encourage energy efficient lighting for streets, parking lots and other public areas.

f. Continue to permit grassed parking areas and other permeable materials as a part of the City's Land Development Code and encourage reduced coverage by asphalt, concrete, rock and similar substances in streets, parking lots and other areas.

g. Encourage the planting of Florida Friendly shade trees to provide reasonable shade for all recreation areas, streets and parking areas.

Policy FLU 1.1.3: Development Incentives

The City shall continue to provide incentives for energy efficient development as provided in the Land Development Code and shall review the Land Development Code as a part of monitoring the effectiveness of the Comprehensive Plan to determine if there are additional opportunities for development incentives that can be provided for projects that participate in energy efficient development programs.

Policy FLU 1.1.4: Building and Development Conservation Principles

The City shall encourage energy and water conservation and solid waste reduction through the site plan review process and at the building scale, including participation in the following programs and development standards:

- Retrofit for Energy and Environmental Performance program (REEP)
- State Energy and Environment Development program (SEED)
- Federal Weatherization Assistance Program
- Multifamily Housing Energy Efficiency Grant Program
- Leadership in Energy Efficient Design (LEED)
- Energy Star
- Water Star
- Florida Friendly landscaping
- Reduction of fertilizer needs
- Block standards and connected streets
- High density and intensity development in the urban core
- Compact, mixed use development
- Infill development
- Support of multi-modal transportation networks
- Protection of environmentally sensitive lands

OBJECTIVE FLU 1.2: FUTURE LAND USE MAP (FLUM)

To direct the timing, location, density, and intensity of development and redevelopment throughout the City of Eustis.

Policy FLU 1.2.1: Adopted Future Land Use Map Series (FLUM)

The Future Land Use Map (FLUM) series provides the information for strategies designed to build long term community value, discourage urban sprawl and ensure that public facilities and services are provided in the most cost-effective and efficient manner. The City of Eustis provides appropriate future land use planning for a planning horizon through the year 2035 and adopts the Future Land Use Map Series as depicted in the following exhibits in the Map Appendix and uses the Future Land Use Designations as defined in the Future Land Use Element Appendix which is also adopted herein by

reference:

Map #1:	2035 Future Land Use Map
Map #3:	Soils
Map #4:	Topography and Drainage Basins
Map #5:	Designated Water Wellhead Protection Areas
Map #6:	Surface Water Features
Map #7:	Areas Subject to Flooding
Map #8:	Vegetation
Map #9:	Washington Avenue Historic District
Map #10:	National Register of Historic Places and Sites
Map #11:	Local Landmark Sites
Map #12:	Wekiva Study Area: Most Effective Undeveloped Recharge Areas
Map #13:	Wekiva Study Area: Undeveloped and Water-Filled Karst Areas
Map #14:	Wekiva Study Area: Integrated Wildlife Habitat Ranking System
Map #15:	Wekiva Basin Land Cover
Map #16:	Priority Wetlands
Map #17:	Wekiva Basin: Strategic Habitat Ranking Systems, Public Lands and Proposed Acquisitions
Map #18:	Biodiversity Hotspots

With the exception of Map #1, the Future Land Use Map, these maps shall be used for general identification only and are not specifically regulatory in nature. Site specific information and analysis shall determine the actual features or applicability of a site for the purposes of applying the requirements of this Plan. The city shall continue to allocate lands in the Comprehensive Plan to meet projected development needs through the long-term planning horizon of 2035, including amounts sufficient to minimize land speculation and undue price appreciation and to provide for choices of residential and non-residential locations.

Policy FLU 1.2.2: Future Land Use Map Limitations

The Future Land Use Classifications set forth the current and long-range potential uses of property in the context of the lawful planning horizon and provide for a wide array of density or intensity of use within each land use classification. A property owner is not entitled to the most potentially dense or intense uses permitted within a land use classification. Thus, in some cases, the application of compatibility standards in the land development regulations may result in an actual project density less than the maximum permitted by the Comprehensive Plan. The Future Land Use Map does not guarantee that maximum densities will be achieved in all cases and does not serve as a substitute density limit in place of any other regulations that would place further restrictions and/or limitations on the development density of a parcel.

Policy FLU 1.2.3: Urban Services Required

All new development in the city shall be required to receive public water service. All new development must be served by public sewer systems, except where public sewer is not available and it can be demonstrated that sewage disposal is permissible by those state and county agencies having regulatory jurisdiction.

Policy FLU 1.2.4: Development Patterns

To discourage urban sprawl and to protect and enhance the community's unique character, the City shall implement regulations within the Land Development Code that encourage a 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 performance standards for the land uses within each development pattern as prescribed by the City's Land Development Code. In general, the patterns are as follows:

- a. Urban Areas. Urban development pattern areas shall rely primarily on a system of interconnected streets in a grid network pattern that prioritizes pedestrians and transit features and links civic buildings, squares, parks, and other neighborhood uses.
- b. Suburban Areas. Suburban development pattern areas shall rely primarily on a pattern of residential development that is formed on a street network which shall be designed to provide for pedestrian and bicycle connections. Non-residential uses shall be primarily located on corridors and within districts.
- c. Rural Areas. Rural development pattern areas may include clustered residential development or large lots that provide substantive open space 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. The rural pattern is generally located on the periphery of the Eustis urbanized area, away from the urban core.

Policy FLU 1.2.5: Joint Planning Area

The City shall continue to coordinate with Lake County to address annexation and land use issues.

OBJECTIVE FLU 1.3: RELATIONSHIP OF THE COMPREHENSIVE PLAN TO THE LAND DEVELOPMENT CODE

To implement the policies, standards and land use classifications of the City's Comprehensive Plan through the Land Development Code.

Policy FLU 1.3.1: Promote Compact Growth and Preservation of Open Space

The City shall continue to rely upon its Land Development Regulations to promote compact growth and preservation of open space

Policy FLU 1.3.2: Maintain Residential Compatibility

The City shall continue to rely upon the Land Development Code to address specific standards for the review of residential compatibility to provide standard and predictable measures for establishing and creating compatibility. At a minimum these standards shall conform to the following guidelines:

- a. The review and analysis of development applications and future land use map amendments shall recognize as a fundamental principle of the City's Comprehensive Plan that the highest concentration of development density and intensity within the City shall be permitted in the downtown and that this overall density/intensity decreases incrementally outward from the downtown to lower densities that are located on the periphery of the Eustis urbanized area or in areas of the City which have physical limitations to development. Higher density in locations away from downtown, but supported with urban services is permitted as an exception to this principle.
- b. Landscapes, buffers, natural areas or transitional development practices shall be utilized in site planning to demonstrate that the project transitions appropriately to adjacent uses or to lessen impacts and integrate development along the edges of different land use categories, screen undesirable views, preserve tree canopy and vegetation.
- c. The location of development on a site shall:
 - (1) Protect existing natural and environmental features on and adjacent to the site to the extent practicable, including wetlands and wetland systems, karst features, and tree canopy;
 - (2) Respect the existing development transect;

(3) Permit the most density and intensity in areas that are served or may be served by public utilities, or are most proximate to support services.

d. The location of required minimum open space on a site shall be configured to:

(1) To create external connectedness by adding to a larger contiguous off-site network of interconnected open space, particularly existing habitats, where applicable.

(2) To create internal connectedness through connected and integrated open space within the subdivision parcel where applicable and shall be based upon the context sensitive site design standards.

Policy FLU 1.3.3: Right-of Way Standards for Utilities

Right-of-way standards adopted as part of the Land Development Regulations and roadway improvement projects shall be designed to accommodate public and regulated utility distribution lines.

Policy FLU 1.3.4: Compatibility with the Placement of Utility Structures

The City shall rely upon the Land Development Regulations to continue to provide for the placement and construction of utility structures and equipment, other than local distribution lines, including but not limited to water storage tanks, sewage treatment plants, electric substations, and telephone switching stations where needs for such facilities can be demonstrated by providers of services. The Land Development Regulations shall ensure compatibility of such facilities with surrounding land uses and natural resources to the extent possible.

OBJECTIVE FLU 1.4: PROTECTION OF HISTORIC RESOURCES

To protect and enhance those areas and individual sites of historical significance or distinct architectural character in the community.

Policy FLU 1.4.1: Protect Historic Character and Preserve Historic Properties

Land Development Regulations and development review procedures shall continue to recognize the need to maintain or improve the character of designated historic properties and the historic district, and incorporate incentives to preserve designated historic properties, including advice to applicants on the tax benefits of historic preservation.

Policy FLU 1.4.2: Downtown Main Street Character

In addition to adding beauty to the Downtown, walkable design standards shall be included in the Land Development Regulations regarding development and redevelopment in the Urban Core.

Policy FLU 1.4.4: Preserve the Architectural and Historical Heritage of Eustis

Pursuant to the Intergovernmental Coordination element, provide ongoing affirmational support to preservation organizations.

Policy FLU 1.4.5: Historic Structures

Where an application for development may involve the removal of a historic structure listed on the National Register, the city shall first invite comment by the Florida Division of Historical Resources and the City's Historic Preservation Board before rendering a decision on the application.

Policy FLU 1.4.6 Historic Overlay

When an area is designated as a local Historic District, the designation shall be entered as an overlay to the Future Land Use map in accordance with State law.

Policy FLU 1.4.7: Archaeological Discovery

By year-end 2035, the Land Development Regulations shall provide for notification of the archaeological discovery to and request for guidance from the Florida Division of Historical Resources in instances when an archaeological discovery occurs in the city; and will provide for best management practices to address the discovery.

GOAL FLU 2: URBAN DEVELOPMENT PATTERN AREA

Enhance the livability and viability of the urban core area of the City through design standards and capital improvement priorities that:

- Align public investments, incentives and Future Land Use Element policies to encourage and protect redevelopment and revitalization opportunities that leverage existing economic assets;
- Promote revitalization in developed neighborhoods that are aging; and
- Rely primarily on a system of interconnected street grids with pedestrian and mass transit features and links to civic buildings, squares, parks and other neighborhood uses.

OBJECTIVE FLU 2.1: REDEVELOPMENT AND INFILL

To implement programs which facilitate redevelopment of and infill development in older sections of the city and to promote the revitalization of the Downtown and East Town Community Redevelopment Area as a safe, attractive, and stable residential and business area.

Policy FLU 2.1.1: Downtown Redevelopment

The City shall continue to implement the redevelopment and revitalization vision for the Community Redevelopment Area as provided for in the Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan, and Economic Element.

Policy FLU 2.1.2: Funding Assistance for Housing Needs

The City shall continue to pursue funding pursuant to the Housing Element Policy HSG 1.3.3.

Policy FLU 2.1.3: Code Enforcement & Displacement

The City shall continue to address substandard housing and displacement pursuant to the Housing Element Policies HSG 1.2.1 and 1.2.2.

GOAL FLU 3: SUBURBAN DEVELOPMENT PATTERN AREA

Enhance the livability and viability of neighborhoods and existing commercial corridors through the implementation of a coordinated strategy that discourages urban sprawl and:

- Promotes development standards for new neighborhoods consistent with the principles included in FLU Policy 1.1.1.
- Preserves and protects existing viable neighborhoods and subdivisions;
- Promotes revitalization in developed neighborhoods that are aging; and

OBJECTIVE FLU 3.1: PROTECTION OF RESIDENTIAL NEIGHBORHOODS

To ensure the long-term viability of residential neighborhoods by regulating future development and redevelopment to create compatibility with surrounding land uses.

Policy FLU 3.1.1: Neighborhood Compatibility

The City shall protect the quality and integrity of established neighborhoods by relying upon the standards of the adopted Land Development Regulations to address residential compatibility.

Policy FLU 3.1.2: Roadway Compatibility

The City shall maintain and protect the long-term viability of residential neighborhoods where they are

developed adjacent to collector and arterial roadways by relying upon the standards of the adopted Land Development Regulations

Policy FLU 3.1.4: Limits on Industrial Uses Adjacent to Residential Areas

The City shall ensure that future Plan amendments to industrial uses adjacent to existing Residential Land Use categories shall be light industrial uses only to protect residences from the adverse impacts of smoke, fumes, vibrations, light, glare, odors, and noise.

OBJECTIVE FLU 3.2: DISCOURAGE URBAN SPRAWL

To use an approach to neighborhood revitalization that will transform the character, function and form of residential land uses into functional, sustainable neighborhoods.

Policy FLU 3.2.1: Neighborhood Revitalization

The City shall encourage neighborhood revitalization by continuing to implement and enforce the adopted Land Development regulations regarding pedestrian connectivity standards and block configuration requirements.

GOAL FLU 4: RURAL DEVELOPMENT PATTERN AREA

Manage the form, pattern and timing of future growth and development for the areas on the periphery of the Eustis urbanized area through a clear and predictable land use strategy that:

- Facilitates the transition of land uses over time into sustainable, livable places (communities).
- Provides for a transitional area between suburban development and the County's rural areas;
- Allows the continuance of agricultural land uses;
- Values and preserves open spaces; and

OBJECTIVE FLU 4.1: PROTECTION OF RURAL CHARACTER

To protect the character of those areas that are designated as Rural Design Districts.

Policy FLU 4.1.1: Rural Residential Design Districts

Greater flexibility and creativity in the design of residential developments within the Rural Design Districts is permitted through the subdivision development approval process and the design criteria provided in the Land Development Regulations as a means to preserve significant on-site environmental resources and preservation areas.

GOAL FLU 5: WEKIVA SPRINGS OVERLAY PROTECTION DISTRICT

Support and further the *Wekiva Parkway and Protection Act* through land use strategies designed to protect significant natural resources of the Wekiva Springs Overlay Protection District, also known as the Wekiva Study Area, including the springshed and springs.

OBJECTIVE FLU 5.1: Wekiva Springs Overlay Protection District Land Use Strategy

The City shall establish an overlay district described herein for the purpose of providing an appropriate transition between the City's urban core and the County's rural areas, and implementing enhanced standards for the protection of significant open space. The following policies and open space

requirements recognize the relative position of the City within the Wekiva Springs Overlay Protection District/

Policy FLU 5.1.1: Land Use Activity Restrictions

The City designates the Wekiva Springs Overlay Protection District as provided on the Future Land Use Map. The City shall restrict new land use activities within the Wekiva Springs Overlay Protection District, that are adjacent to most effective recharge areas, karst features and sensitive natural habitats, that have a potential to adversely impact ground water and surface water quality; such as mining, landfills, spray-fields, golf courses, heavy industry, intense animal operations, and other uses or activities with extensive impervious surface area, involving hazardous chemicals or materials, having potential to contaminate groundwater, or requiring significant consumption of groundwater beyond the City's adopted level of service.

Policy FLU 5.1.2: Best Management Practices and Standards

Where avoidance of impacts through the limitation of land use activities is not feasible, the City shall require implementation of Best Management Practices and development/redevelopment standards, such as buffering, setbacks and open space standards, that will minimize the impact of land use and development within the Wekiva Springs Overlay Protection District, consistent with Objectives FLU 5.1, and 5.2 and supporting policies applicable to the Wekiva Springs Overlay Protection District.

Policy FLU 5.1.3: Surveys and Studies

The Land Development Regulations shall require the following surveys and studies to be submitted with a subdivision plan or site plan or its functional equivalent to provide an analysis and evaluate the location and presence of most effective recharge areas, karst features, and sensitive natural habitats including Longleaf Pine, Sand Hill, Sand Pine and Xeric Oak Scrub:

- a. An analysis of soils, by a professional qualified to determine the location of most effective recharge areas. Unless otherwise provided for by rule of the St. Johns River Water Management District (SJRWMD), most effective recharge areas shall be defined as Type "A" Hydrologic soils described by the National Resources Conservation Service (NRCS) Soil Survey.
- b. An analysis of the site, by a professional qualified to determine the location and nature of sinkholes and other karst features of the property, such as stream-to-sink and other direct connections to the aquifer including an analysis to determine the depth of the water table, location of the Floridan Aquifer relative to ground surface and thickness and extent of the bedrock or other confining layers over the aquifer. This analysis may include the use of geophysical surveys, such as microgravity and ground penetrating radar surveys, and may be supplemented with documented locations of sinkholes, light detection and ranging surveys, and aerial photographs. If karst features are determined to exist on site, further analysis may be required to evaluate surface and sub-surface characteristics that provide potential connection to the aquifer, assess the potential for contamination of the aquifer from development, and identify protective solutions to be incorporated into the site design. Such design solutions shall utilize Best Management Practices described in Protecting Florida's Springs Manual – Land Use Planning Strategies and Best Management Practices (November 2002).
- c. An analysis of the site by a professional qualified to identify flora and fauna, state and federally listed species, and vegetative habitat types including but not limited to wetlands and sensitive natural habitat defined as Longleaf Pine, Sand Hill, Sand Pine and Xeric Oak Scrub. This analysis shall include field surveys and use of best available information from federal, state, regional, and local agencies. The site analysis shall also consider ecosystem connectivity in relationship to adjacent properties and surrounding area in coordination with the Florida Fish and Wildlife

Conservation Commission and the Florida Department of Environmental Protection.

- d. The analysis required above shall be used to characterize on-site soils and determine locations of geologic features including sinkholes, solution pipes, depressions, and depth of soil to lime rock, including karst features like sinkholes with a direct connection to the aquifer and stream-to-sink features that require protection.

Policy FLU 5.1.4: Open Space Requirements

In order to protect natural resources within the Wekiva Springs Overlay Protection District, including but not limited to most effective recharge areas, karst features and sensitive natural habitats, including Longleaf Pine, Sand Hill, Sand Pine, and Xeric Oak Scrub, the City shall require that new development preserve and dedicate open space pursuant to the policies established for the Wekiva Springs Overlay Protection District. Open space shall be connected to the greatest extent possible within the development site and to natural areas or open space within adjacent property in order to provide larger contiguous corridors.

Policy FLU 5.1.5: Open Space Priority and Assignment

Priority for preservation and dedication of open space shall be given to most effective recharge areas, karst features, and sensitive natural habitats including Long Leaf Pine, Sand Hill, Sand Pine and Xeric Oak Scrub vegetative communities. Assignment of open space shall be determined at the time of site plan review to maximize protection of natural resource features and functions. This evaluation shall consider the aforementioned priorities, protection of wildlife habitat, the ability to provide substantial buffering to natural wetlands and water bodies, and the ability to create greenway corridors. Other significant resources, such as natural wetlands and floodplains and other sensitive natural habitats shall be protected consistent with all other objectives and policies of this Comprehensive Plan. Within the Wekiva Springs Overlay Protection District, natural wetland impacts, including the placing or depositing of fill within natural wetlands, shall be prohibited except as necessary to provide for legal ingress or egress to developable upland areas. In such circumstances, structural enhancements may be required to maintain wetland connectivity and natural flow regimes.

Policy FLU 5.1.6: Dedication of Open Space

Natural open space designated as part of a development project shall remain undeveloped and protected in perpetuity through the use of conservation easements, plat restrictions, deed restrictions or similar legal instruments that run with the land and establish the conditions and restrictions on the use of open space areas. The boundaries of the designated open space shall be clearly delineated on project site plans, including recorded plats

Policy FLU 5.1.7: Ownership and Maintenance of Open Space

Ownership and maintenance of open space that is held in group ownership shall be by one or a combination of the following, which shall be designated prior to development.

- a. Conservation Agency such as the SJRWMD
- b. Non-profit conservation organization or land trust
- c. City of Eustis, subject to City approval
- d. Homeowners Association providing for binding legal commitments regarding preservation and management

The costs and responsibility of maintaining open space shall be borne by the owner of open space. If not properly maintained, the City may enforce maintenance.

OBJECTIVE FLU 5.2: Conservation Design Standards

All development within the Wekiva Springs Overlay Protection District shall meet the conservation design standards as set forth below as provided for in the Conservation Element

Policy FLU 5.2.1: Principles of Conservation Design

Within the Wekiva Springs Overlay Protection District, all new development shall be required to implement the following principles of conservation design:

- a. When clustering dwelling units within a development, the clustering of uses shall be designed to occur in those areas with the lowest priority for preservation.
- b. Establishment of natural open space, consistent with Policies FLU 5.1.4 through 5.1.8 and Policies FLU 5.2.1 through 5.2.3, which shall be connected wherever possible and protected by recorded conservation easement, dedicated plat, or similar binding instrument;
- c. Protection and enhancement of corridors for wildlife movement in coordination with adjacent properties if applicable;
- d. Minimize site disturbance and alteration of terrain through use of design techniques that protect native vegetation and minimize earth movement;
- e. Use of Florida Friendly landscaping, and limiting areas requiring irrigation;
- f. Design of stormwater systems as natural amenities where possible;
- g. Central water and sewer treatment facilities within urban service areas that can be connected to a regional system when available or use of performance-based on-site wastewater treatment systems consistent with the Sanitary Sewer, Solid Waste, Stormwater Management, Potable Water and Natural Groundwater Aquifer Recharge Element;
- h. Installation of reclaimed water lines in order to ensure the present or future capability to receive treated reuse water.

Policy FLU 5.2.2: Setback from Karst Features

All development shall be set back from springs, spring runs, sinkholes, and other karst features as shown below. The setback area shall consist of a buffer that excludes development and retains all natural vegetation within the setback area, with the exception of the setback area from subsurface caves and flow corridors.

Development Setbacks

Feature	Minimum setback (feet)
Springs	300
Spring runs	100
Sinkholes, with a direct connection to the aquifer	200, measured from the drainage divide
Other sinkholes	100, measured from the drainage divide
Other karst features with a direct connection to the aquifer (swallet or stream-to-sink)	200, measured from the drainage divide

Land uses with a high potential to impact groundwater resources such as mining, landfills, spray-fields, heavy industrial, and intense animal operations will be prohibited within one mile of a springhead and

½ mile of a surface centerline of the cave system.

Land Use Setbacks	
Feature	Minimum setback (feet) for land uses identified as having a high potential to impact groundwater resources.
Caves (subsurface caves and flow corridors)	½ mile, measured on the surface from the centerline of the cave system
Springhead (vent)	One (1) mile, measured from the springhead in all directions

Policy FLU 5.2.3: Setback Exceptions

Where an existing lot of record as of the effective date of the previous Policy is too small to accommodate the minimum amount of development necessary for the setbacks set forth in Policy FLU 5.2.2, the allowable use may be established provided that the building and associated paved areas are located the maximum distance possible from the karst features, and further provided that a swale and berm are located between the development and the karst feature with a direct connection to the aquifer. The swale and berm shall be designed to direct drainage away from the karst feature.

Policy FLU 5.2.6: Minimization of Connected Impervious Areas

Design of access, parking lots, sidewalks, buildings, and other impervious surfaces shall minimize connections between impervious surfaces through techniques shown on a site plan such as:

- Development shall use joint or shared access and stormwater facilities to the maximum extent feasible when it serves to minimize impervious surfaces.
- Non-residential development shall use shared parking and pervious pavement to the maximum extent feasible in order to minimize impervious surfaces.
- Directing flows from roof drains to vegetated areas or to rain barrels or cisterns for reuse of the water; Directing flows from paved areas to vegetated areas; Locating impervious surfaces so that they drain to vegetated buffers or natural areas; and
- Breaking up flow directions from large paved surfaces.

Policy FLU 5.2.7: Use of Pervious Materials

Porous pavement materials, pervious concrete, and pervious asphalt should be used to minimize the amount of impervious surface within new development and redevelopment consistent with code requirements regarding protection of natural systems from contaminants.

Policy FLU 5.2.8: Stormwater Drainage

Drainage for streets and roads within new development shall be consistent with the St. Johns River Water Management District requirement and the Land Development Regulations.

Policy FLU 5.2.9: Minimization of Site Disturbance

Development shall be designed to minimize site disturbance by limiting clearing to the minimum area necessary to accomplish development through the following:

- a. Avoid or minimize the removal of existing native trees and vegetation;
- b. Minimize soil compaction by delineating the smallest disturbance area feasible;
- c. Use design techniques that limit earth movement and impervious surfaces such as stem-wall construction, reduced pavement widths, and swales; and
- d. Maximize disconnection of impervious surfaces to reduce water runoff flows and increase opportunities for infiltration.

Policy FLU 5.2.10: Golf Courses

All golf course siting, design, construction, and management shall implement the prevention, management, and monitoring practices, detailed in the golf course siting, design, and management chapter of the *Protecting Florida's Springs Manual – Land Use Planning Strategies and Best Management Practices* (November 2002). These practices are derived from the Audubon International Signature program.

Policy FLU 5.2.11: Landscape Best Management Practices

The following landscaping Best Management Practices shall be instituted to the greatest extent practicable to reduce nitrate loading:

- a. Planted turf grass and landscaping within residential lots shall be restricted wherever feasible to minimize the use of fertilization and water for irrigation;
- b. Florida Friendly landscaping shall be required wherever feasible; and
- c. The City will adopt Land Development Regulations for managing future lawns and landscapes within the Wekiva Springs Overlay Protection Area using the educational guidelines contained in the University of Florida Extension's Florida Yards and Neighborhoods Program, Environmental Landscape Management (ELM) principles and Best Management Practices wherever feasible. Such Land Development Regulations shall include practices that are designed to reduce nitrate infiltration into ground and surface water.

Policy FLU 5.2.12: Protection of Sensitive Natural Habitats

The City shall protect sensitive natural habitat including Longleaf Pine, Sand Hill, Sand Pine, and Xeric Oak Scrub (generally shown on Map #14 and Map #15) within the Wekiva Springs Overlay Protection Area to the greatest extent practicable. The Land Development Regulations shall require a site analysis during the development review process to identify sensitive natural habitat. If such habitat is determined to exist on-site, proposed development shall be required to avoid and protect such areas as much as possible as follows:

- a. Design shall be accomplished to maintain sensitive natural upland habitat in functional, clustered and contiguous configurations that maximize use by wildlife (Map #18) and maintain the long-term viability of natural communities. This includes linkages to habitat corridors and greenways where possible.
- b. Sensitive natural habitat protected on-site shall require a permanent conservation easement and be incorporated as open space within the subject property.

Policy FLU 5.2.13: Management of Sensitive Natural Habitats

The City may require a management plan for sensitive natural habitat areas greater than two acres in size that are protected as the result of a development project. The management plan shall be prepared at the expense of the developer by a qualified professional biologist and provide for the following:

- a. Eventual removal of invasive plants and replanting with Florida Friendly vegetation as necessary;
- b. Maintenance of biodiversity, with special emphasis on the protection of listed plant and animal species;
- c. Removal of debris, articles, and structures not permitted by the management plan;
- d. Conditions for use that are limited to passive recreation; and
- e. Any additional measures necessary to protect and maintain the functions and values of the habitat area while ensuring protection from wildfire.

EXHIBIT B FUTURE LAND USE ELEMENT APPENDIX**SECTION FLU A-1: PLAN AMENDMENT STANDARDS OF REVIEW**

The City of Eustis Comprehensive Plan is designed to preserve and enhance the public health, safety, and welfare through the management of growth, the provision of adequate public services and the protection of natural resources. These purposes are accomplished by the legislative establishment of goals, objectives, and policies that are designed to guide the future growth and development of lands within the City.

GENERAL

All applications for a Plan amendment including, but not limited to, site specific applications for changes in land use designations, are presumed to involve a legislative function of local government which, if approved, would be by legislative act of the City and shall, therefore, be evaluated based upon the numerous generally acceptable planning, timing, compatibility, and public facility considerations detailed or inferred in the policies of the Plan. Each application for an amendment to the Map #1: 2035 Future Land Use Map by changing the land use designation assigned to a parcel of property shall also be reviewed to determine and assess any significant impacts to the policy structure on the Comprehensive Plan of the proposed amendment including, but not limited to, the effect of the land use change on either the internal consistency or fiscal structure of the Plan.

This Plan amendment application review and evaluation process will be prepared and presented in a format consistent with the four (4) major categories of Plan policies as follows:

A **General Public Facilities/Services**: Since the Plan policies address the continuance, expansion and initiation of new government service and facility programs, including, but not limited to, capital facility construction, each application for a land use designation amendment shall include a description and evaluation of any Plan programs (such as the effect on the timing/financing of these programs) that will be affected by the amendment if approved. This analysis shall include the availability of, and actual and anticipated demand on, facilities and services serving or proposed to serve the subject property. The facilities and services required for analysis include emergency services, parks and recreation, potable water, public transportation if and when available, sanitary sewer, schools, solid waste, stormwater, and the transportation network.

B **Natural Resources/Natural Features**: The policies of the Plan also contain general regulatory guidelines and requirements for managing growth and protecting the environment. These guidelines will be used to evaluate the overall consistency of the land use amendment with the Comprehensive Plan. Evaluation of specific features and impacts shall be included in the Land Development Regulations and addressed at time of site plan or subdivision plan consideration.

C **Comprehensive Plan Review**: Additional criteria and standards are also included in the Plan that describe when, where and how development is to occur. Plan development policies will be used to evaluate the appropriateness of the compatibility of the use, intensity, location, and timing of the proposed amendment.

1. **Proposed Residential Land Uses**. The City shall limit these uses adjacent to incompatible commercial or industrial land uses unless sufficient mitigation, such as buffering and setbacks is provided and available through the Land Development Regulations, which lessens the impact to the proposed residences.

2. Proposed Non-Residential Land Uses. The City shall generally not permit new industrial uses to be located adjacent to existing or planned residentially designated areas.

D **Transportation:** Each application for a land use designation amendment will be required to demonstrate consistency with the Transportation Element of the adopted Comprehensive Plan.

E **Water Supply:** Each application for a land use designation amendment will be required to demonstrate that adequate water supplies and associated public facilities are (or will be) available to meet the projected growth demands.

AMENDMENTS WITHIN THE WEKIVA SPRINGS OVERLAY PROTECTION DISTRICT

Amendments to the Future Land Use Map (FLUM) within the Wekiva Springs Overlay Protection District shall be required to comply with all applicable policies of this Comprehensive Plan and at time of site plan or subdivision consideration, approval of a development plan shall satisfy the following criteria:

A. Support the development plan with the required studies and surveys in FLU Policy 5.1.3 to document that the development is consistent with protection of groundwater and surface water and natural resources;

B. Support the development plan with a nitrate/nitrogen loading analysis prepared by a professional qualified to use professionally accepted methods that compare the existing land use activity to the proposed future land use activity at build-out if there is no connection to central sanitary sewer. The analysis must demonstrate when all factors are considered, that there shall be no increase in nitrate/nitrogen loading to groundwater and surface water.

SECTION FLU A-2: ZONING STANDARDS OF REVIEW

The City of Eustis does not have zoning districts. The City of Eustis regulates the specific uses that are permitted and prohibited within each land use district through the City's Land Development Code based on the Future Land Use Map designation and establishes the minimum design standards to be used when developing property through the application of a Design District Overlay. The intent of the land use and design regulations of the Land Development Code is to promote the health, safety, and welfare of the community; to ensure that future growth and development which occurs in Eustis is consistent and compatible with the city comprehensive plan; is compatible with existing and planned development in the City in type, design, and location; is served by adequate public services and facilities; and in all other respects achieves and implements the goals, objectives, and policies of the city as contained in the city comprehensive plan.

SECTION FLU A-3: THE OFFICIAL FUTURE LAND USE MAP**General Application**

The City of Eustis Future Land Use Element contains the Official Future Land Use Map. This map depicts a land use classification system which defines the location and range of permitted uses in each classification, the range of permitted densities and/or intensities of use, and other data necessary to comply with minimum State requirements. The Future Land Use Classifications set forth the potential uses of property in the context of the lawful planning horizon and provide for a wide array of density or intensity of use within each land use classification. A property owner is not necessarily entitled to the most potentially dense or intense uses permitted within a land use classification. In some cases, the compatibility standards in the Land Development Regulations may result in an actual project density less than the maximum permitted by the Comprehensive Plan. The Future Land Use Map does not guarantee that maximum densities will be achieved in all cases and does not serve as a substitute density limit in place of any other regulations that would place further restrictions and/or limitations on the development density of a parcel.

The official Future Land Use Map depicts the following land use classifications, map symbols, and the identification of designations that require urban services.

TABLE A-3.1 FUTURE LAND USE DESIGNATIONS

LAND USE DISTRICT	MAP SYMBOL	Maximum Net Density (Total dwelling units per net acre)	Intensity Range (Floor Area Ratio)	Maximum Impervious Surface (% of net buildable area)
Suburban Residential	SR	5 dwelling units/acre ⁽²⁾	N/A	50% ⁽⁴⁾
Urban Residential	UR	12 dwelling units/acre ⁽²⁾	N/A	50% ⁽⁴⁾
Manufactured Home Community	MH	8 dwelling units/acre	N/A	50% ⁽⁴⁾
General Commercial	GC	N/A	up to 2.5 ⁽³⁾	75%
General Industrial	GI	N/A	up to 2.5 ⁽³⁾	75%
Central Business District	CBD Residential Non-Residential	40 dwelling units/acre ⁽¹⁾	up to 3.0	100%
Residential/Office Transitional	RT Residential Non- Residential	12 dwelling units/acre ⁽²⁾	up to 2.5 ⁽³⁾	50% ⁽⁴⁾ 75%
Mixed Commercial/ Residential	MCR Residential Non- Residential	12 dwelling units/acre ⁽²⁾	up to 2.5 ⁽³⁾	50% ⁽⁴⁾ 75%
Mixed Commercial/ Industrial	MCI	N/A	up to 2.5 ⁽³⁾	75%
Public and Institutional	PI	N/A	up to 2.5 ⁽³⁾	75%
Conservation	CON	N/A	up to 0.20 ⁽³⁾	10%
Table Footnotes Generally: Stated densities and intensities will not be achieved in all cases. Compatibility standards and other Land Development Regulations, including those regulating the interaction between land use districts and design districts, as related to each specific site's unique characteristics, will determine actual achievable densities and intensities. (1) In the Central Business District, the maximum of 40 units per acre is permitted in the portion of the central business district bordered on the west by Bay Street, south by Orange Avenue, east by Center Street and north by Clifford Avenue. The remainder of the Central Business District shall have a base maximum density of 12 du/ac and shall require a conditional use permit to develop up to 40 units per acre. With the implementation of Transfer of Development Rights, maximum density/intensity in the CBD shall be measured district wide <u>versus per site</u>.				

LAND USE DISTRICT	MAP SYMBOL	Maximum Net Density (Total dwelling units per net acre)	Intensity Range (Floor Area Ratio)	Maximum Impervious Surface (% of net buildable area)
(2) Density bonuses are permitted for the provision of affordable housing, including opportunities for a bonus increase between 5-15 percent in density in these classifications where at least 20 percent of the dwelling units are affordable to families having incomes less than 80 percent of the Orlando Metropolitan Statistical Area median, or where at least 50 percent of the dwelling units are affordable to families having incomes less than 120 percent of the Orlando Metropolitan Statistical Area median. Affordability is based on a housing cost-to-family income factor of 30 percent. (3) Allowable intensities incrementally decrease between downtown and outlying areas, and between corridors and neighborhoods, as specified in Section 109-3 of the Land Development Regulations. Higher intensities apply in urban districts, medium intensities in suburban districts and lower intensities in rural districts. Similarly, within those districts, higher intensities apply along corridors and lower intensities in neighborhoods. (4) Maximum impervious surface requirements apply to the development as a whole, when common area is provided. In no case shall individual building lot coverage exceed 80 percent. For more information regarding open space and impervious definitions see the City of Eustis Land Development Regulations, Definitions and Chapter 115, Section 115-4.1				

DEFINITIONS OF FUTURE LAND USE DESIGNATIONS

The definitions and uses provided for in each of the following future land use designations are descriptive definitions only.

Residential Districts

Suburban Residential

Urban Residential

Mobile Home Community

Suburban Residential (SR)

This designation is provided to accommodate the majority of residential development within the City.

General Range of Uses: This designation is intended to provide for a mix of single family detached, patio home, and townhouse dwellings in a suburban atmosphere and may also include ACLF, parks and recreation facilities, and schools. Apartments may be permitted through the PUD process. Public and utility services and facilities that are 2 acres or less in size are also permitted.

Maximum Density/Intensity: Suburban Residential lands may be developed up to a maximum density of 5 dwelling units per net buildable acre. The maximum density may be exceeded through an affordable housing density bonus as provided in the Special Provisions below.

Special Provisions:

- (1) Density bonuses are permitted for the provision of affordable housing, including opportunities for a bonus increase between 5-15 percent in density in the Suburban Residential (SR) classification where at least 20 percent of the dwelling units are affordable to families having incomes less than 80 percent of the Orlando Metropolitan Statistical Area median, or where at least 50 percent of the dwelling units are affordable to families having incomes less than 120 percent of the Orlando Metropolitan Statistical Area median. Affordability is based on a housing cost-to-family income factor of 30 percent. A density bonus may also be allowed for energy conservation or green certification as provided for in the LDRs. The combined density bonus for affordable housing and energy conservation/green certification is limited to a total increase of 15%.
- (2) Permit the placement of residential units manufactured off site which otherwise meet all applicable federal and state regulations and standards, provided that:

- a. all such housing is attached to foundations as in the case of conventional site-built construction; and
 - b. all such housing otherwise meets applicable lot, yard, and related residential classification as set forth in the Land Development Regulations.
- (3) Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Urban Residential (UR)

This designation is intended to provide higher density residential options for the areas near the downtown core of the city. General Range of Uses: Includes single family detached, patio home, townhouse dwellings, and apartments. Additional uses include adult congregate living facilities (ACLF), other group housing facilities, manufactured residential dwelling units, limited neighborhood commercial uses, parks and recreation facilities, and schools. Public and utility services and facilities that are 2 acres or less in size are also permitted.

Maximum Density: Urban residential densities may be developed at a minimum density of six dwelling units per net buildable acre up to a maximum of 12 dwelling units per net buildable acre, except where existing conditions require a density less than six dwelling units per net buildable acre. The maximum density may be exceeded through an affordable housing density bonus as provided in the Special Provisions below.

Special Provisions:

- (1) Density bonuses are permitted for the provision of affordable housing, including opportunities for a bonus increase between 5-15 percent in density in the Urban Residential (UR) classification where at least 20 percent of the dwelling units are affordable to families having incomes less than 80 percent of the Orlando Metropolitan Statistical Area median, or where at least 50 percent of the dwelling units are affordable to families having incomes less than 120 percent of the Orlando Metropolitan Statistical Area median. Affordability is based on a housing cost-to-family income factor of 30 percent. A density bonus may also be allowed for energy conservation or green certification as provided for in the LDRs. The combined density bonus for affordable housing and energy conservation/green certification is limited to a total increase of 15%.
- (2) Permit the placement of residential units manufactured off site which otherwise meet all applicable federal and state regulations and standards, provided that:
 - a. all such housing is attached to foundations as in the case of conventional site-built construction; and
 - b. all such housing otherwise meets applicable lot, yard, and related residential classification as set forth in the Land Development Regulations.

Mobile Home Community (MH/RV)

This designation applies to specific existing mobile home and recreational vehicle developments which are predominantly located north of Trout Lake. The purpose of this district is to provide for a mobile home urban environment in a rental park where the dwelling unit may or may not be owned by the tenant residing within, provided however, that the real property for the entire mobile home community is under single ownership. No new mobile home or transient recreation vehicle developments are contemplated on the Future Land Use Map.

General Range of Uses: Single-family residential dwelling units, multi-family dwelling units, manufactured residential dwelling units, mobile homes, outdoor recreation, and schools. Public and utility services and facilities that are 2 acres or less in size are also permitted.

Maximum Density: Residential densities may not exceed eight dwelling unit per net buildable acre.

Special Provisions:

(1) Permit the placement of residential units manufactured off site which otherwise meet all applicable federal and state regulations and standards, provided that:

- a. all such housing is attached to foundations as in the case of conventional site-built construction; and
- b. all such housing otherwise meets applicable lot, yard, and related residential classification as set forth in the Land Development Regulations.

Commercial Districts**General Commercial (GC)**

The GC designation is intended to provide an area consisting of primarily free-standing commercial land uses serving both motorists and local residents.

General Range of Uses: General Commercial may include a variety of free-standing retail and service uses and small strip centers including automotive-oriented uses such as service stations and auto sales as well as outdoor recreation, and schools. Public and utility services and facilities that are 5 acres or less in size are also permitted.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the

net buildable area.

Industrial Districts

General Industrial (GI)

This land use designation is provided for those businesses that have one or more objectionable uses such as noise, dust or odor. The purpose of this district is to provide a method whereby industries necessary to the area, but with inherent characteristics which could prove obnoxious or detrimental to a different type of industrial operation, may locate in the most suitable and advantageous spots to minimize inconvenience to the general public. This district also offers greater economy and freedom to the industrial developer by the relaxation of certain standards and screening requirements within the district itself.

General Range of Uses: General Industrial development includes existing industrial development of light-to-heavy nature along the rail line both north and south of downtown. Outdoor recreation, schools, and public and utility services and facilities that are 5 acres or less in size are also permitted.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Special Provisions:

- (1) New development within GI areas shall continue to be required to:
 - a. Provide adequate setbacks and buffering from residential areas and public roads;
 - b. Comply with all federal and state environmental regulations and local performance standards contained in the Land Development Regulations; and
 - c. Limit effluent discharges to the municipal sewer system to approved pretreated industrial wastes and domestic wastes only.
- (2) Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Mixed Use Districts

Central Business District
Residential / Office Transitional
Mixed Commercial / Residential
Mixed Commercial / Industrial

Central Business District (CBD)

This land use designation is designed to support a mixed-use area encompassing downtown Eustis within which a combination of commercial, institutional, office, and residential uses may occur at comparatively high densities.

General Range of Uses: This category accommodates the mix of residential, commercial, light industrial/manufacturing, office, institutional, and schools. Public and utility services that are 5 acres or less in size are also permitted as well as residential uses found in or otherwise desirable in downtown areas.

Density: The maximum density is 40 du/ net buildable acre where the maximum of 40 units per buildable acre is permitted in the "core area" of the district which is defined as that portion of the central business district bordered on the west by Bay Street, south by Orange Avenue, east by Center Street and north by Clifford Avenue. The remainder of the Central Business District shall be a maximum density of 12 du/ net buildable area unless granted a conditional use permit to develop up to 40 units per net buildable acre. The minimum density within the "core area" of the CBD is 6 du/ net buildable acre except where existing conditions require less than the minimum.

IntensityRange: up to 3.0 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Mix Requirements: There are proportional requirements and limitations regarding the amount of residential and non-residential uses allowable in an area designated CBD. For the mixed land use category CBD, the city establishes, and shall monitor on a citywide basis, a mix of uses as follows:

Commercial/Office: 50% - 80% of total CBD building square
footage Residential: 20% - 60% of total CBD building square
footage Institutional: 5% - 15% of total CBD building square
footage

The composition of mix for each proposed development will be determined on a case-by-case basis during the development review process. Specific uses permitted will be monitored by the city to ensure continuity and compatibility with adjacent land uses. Individual properties may develop residentially, commercially, or as an institutional use provided that all applicable criteria set forth herein are met.

Residential / Office Transitional (RT)

This land use designation applies to older residential areas having residential character, which are located adjacent to non-residential development. The purpose is to provide for establishment of business and professional offices and limited retail and service businesses while maintaining residential character or compatibility. The concept is that many older residences are impacted by traffic or adjacent non-residential uses and are no longer economically viable as dwellings. Allowance of limited commercial use is a means of making these areas more productive while maintaining a residential-type character.

General Range of Uses: This category accommodates residential uses; professional and business offices in certain predominantly residential areas near major traffic arteries and adjacent to commercial areas; outdoor recreation; and schools. Public and utility services and facilities that are 2 acres or less in size are also permitted.

Maximum Density: Residential densities may not exceed 12 dwelling units per net buildable acre.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Mix Requirements: There are proportional requirements or limitations regarding the amount of residential and non-residential uses allowable in an area designated RT on the Future Land Use Map. For the mixed land use category RT, the city establishes, and shall monitor on a citywide basis, a mix of uses as follows:

Residential: 55% - 70% of total RT acreage
Commercial/Office: 30% - 45% of total RT acreage

The composition of mix for each proposed development will be determined on a case-by-case basis during the development review process. Specific uses permitted will be monitored by the city to ensure continuity and compatibility with adjacent land uses. Individual properties may develop residentially or commercially, provided that all applicable criteria set forth herein are met.

Special Provisions:

(1) Future amendments to designate areas as RT shall be required to be designated near thoroughfares and commercial areas to allow for limited transitional commercial uses in recognition that these areas are impacted by adjacent commercial use and to provide an economic use of property while maintaining their general residential character by:

- a. limiting commercial uses to retail, business and professional offices, group homes, and home occupations as defined in the Land Development Regulations;

- b. limiting external lighting and signs to that which would normally be permitted in adjacent residential zoning districts;
 - c. screening any permitted non-residential use from abutting residential properties by a landscape buffer, in accordance with city requirements;
- (2) Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Mixed Commercial / Residential (MCR)

This land use designation is intended to regulate the character and scale of commercial uses so as to minimize their impacts on adjacent roadways and to promote their compatibility with adjacent or nearby residential uses.

General Range of Uses: This category accommodates a mix of residential, commercial, office, institutional, and schools. Public and utility services that are 5 acres or less in size are also permitted.

Maximum Density: Residential densities may not exceed 12 dwelling units per net buildable acre.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Mix Requirements: There are proportional requirements and limitations regarding the amount of residential and non-residential uses allowable in an area designated MCR. For the mixed land use category MCR, the city establishes, and shall monitor on a citywide basis, a mix of uses as follows:

Residential: 15% - 25% of total MCR acreage
Commercial/Office: 75% - 85% of total MCR acreage

The composition of mix for each proposed development will be determined on a case-by-case basis during the development review process. Specific uses permitted will be monitored by the city to ensure continuity and compatibility with adjacent land uses. Individual properties may develop residentially or commercially, provided that all applicable criteria set forth herein are met.

Special Provisions:

- (1) Future amendments to designate areas as MCR shall be permitted only along arterial and collector roads and in certain neighborhoods which meet the following conditions:
- a. where the arterial road frontage is generally undeveloped, residential

development may be feasible and will be encouraged;

b. strip commercial development shall be minimized, including actions that would extend or expand existing strip development;

c. the arterial road frontage contains an existing mix of viable commercial and residential uses;

d. the clustering of viable commercial businesses within or adjacent to residential neighborhoods is determined to not have a detrimental visual or operational impact on such adjacent or nearby residential uses;

(2) Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Mixed Commercial / Industrial (MCI)

This land use designation is intended to provide for development of light manufacturing, distribution, corporate office and related commercial and industrial facilities in select high profile locations and in well planned environments. General Range of Uses: Uses include light industry and manufacturing, distribution, corporate office, and related commercial and industrial facilities in select high profile locations and in well- planned environments. Outdoor recreation and schools are permitted as well as public and utility services and facilities that are 5 acres or less in size.

Light industry includes warehousing and wholesale distribution, provided that truck access bays and loading operations are effectively screened from view where necessary, truck traffic does not impact local streets, and hours of operation are compatible with adjacent land uses. Light industry also includes those manufacturing, distribution, and associated activities which do not create any noise, glare, vibration, odor, or waste products which would adversely impact adjacent properties or municipal utility systems, based on performance standards established in the Land Development Regulations.

Maximum Density: Not applicable.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Mix Requirements: There are proportional requirements and limitations regarding the amount of residential and non-residential uses allowable in an area designated MCI. For the mixed land use category MCI, the city establishes, and shall monitor on a citywide basis, a mix of uses as follows:

Commercial: No more than 20% of total MCI acreage

The composition of mix for each proposed development will be determined on a case-by-case basis during the development review process. Specific uses permitted will be monitored by the

city to ensure continuity and compatibility with adjacent land uses. Individual properties may develop all commercially or all industrially, provided that all applicable criteria set forth herein are met.

Special Provisions:

(1) Future amendments to designate areas as MCI may be permitted in undeveloped areas oriented to major highways and other transportation facilities as determined by market demand, and provided that:

- a. Mixed Commercial Industrial areas and developments therein will be held to a higher level of community design relative to signage, lighting, landscape materials, and building quality than General Commercial (GC) areas; and
- b. Signage and lighting are limited to maintain the generally semi-rural or high-profile image character of these designated areas.

(2) Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Other Districts

Public and Institutional

Conservation

Public and Institutional (PI)

This land use designation applies to public and quasi-public properties and other facilities that provide a community service.

General Range of Uses: Uses include school, recreation, and public utility properties and other governmental facilities. Cemeteries are also included in this category.

Maximum Density: Not Applicable

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Conservation (CON)

This land use designation provides for lands that have environmental sensitivity and significance

Future Land Use Element

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with the purpose of preserving natural resources in the community.

General Range of Uses: Development within these areas is limited to interpretative features and related facilities for nature study and enjoyment. These related facilities may include nature trails, needed utility services, and shelters. Outdoor recreation facilities may be permitted in disturbed uplands or other non-environmentally sensitive land within the designation.

Intensity Range: up to 0.20 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

EXHIBIT C**CONSERVATION
GOALS, OBJECTIVES AND POLICIES****GOAL CON 1: AIR AND WATER RESOURCES**

Promote the attainment and preservation of clean air and water in the Eustis Planning Area.

OBJECTIVE CON 1.1: WATER AND AIR QUALITY

To assist federal, state, regional, and county efforts on an ongoing basis to improve water and air quality within prescribed standards and compliance schedules.

Policy CON 1.1.1: Water Quality Permit Requirements

The City shall continue to mandate that applicants meet all applicable permit requirements relating to water quality, including those of the St. Johns River Water Management District and Florida Department of Environmental Protection, as provided for the Land Development Regulations.

Policy CON 1.1.2: Water Quality Program

The City shall, on a continuing basis, participate in discussions with Lake County, the Lake County Water Authority, and the St. Johns River Water Management District leading to the design and implementation of a program to monitor water quality in key lakes in the planning area and the establishment of joint stormwater runoff management and waste disposal guidelines and improvement programs.

Policy CON 1.1.3: Growth Control Programs for Invasive Aquatic Weeds

The City shall continue to participate in discussions with the Lake County Water Authority, the St. Johns River Water Management District, and/or the Florida Department of Environmental Protection leading to design and implementation of programs to control growth of invasive aquatic weeds in local lakes and waterways.

Policy CON 1.1.4: Floodplains

Land development shall not be permitted in the 100-year floodplain unless the following criteria are met:

- a. Public wastewater service is provided. Alternatively, on-site waste disposal may be used only where it is permissible by state and local agencies having jurisdiction and where public sewer service is unavailable and is not included in the current five-year Capital Improvements Program;
- b. Public water service is provided;
- c. Wetlands and other designated environmentally sensitive resources are not displaced;
- d. Impervious surfaces in a development, including road pavement, are limited; and
- e. There is no net loss of flood storage capacity.

Policy CON 1.1.5: Lakeshore Development Limitations

The Land Development Regulations shall continue to limit development in areas near lake shorelines, as provided for in the Land Development Regulations

Policy CON 1.1.8: Air Quality

The City shall coordinate with adjacent municipalities and Lake County to comply with or exceed air quality standards established by the Florida Department of Environmental Protection (FDEP), including the following actions:

- a. Through the adopted land development regulations and the development review and approval process, regulate uses to prevent adverse impacts to air quality.
- b. Through enforcement of building codes, provide proper ventilation and restrict use of hazardous construction materials in order to promote safe indoor air quality.

Policy CON 1.1.19: Protection and Replanting of Trees

The City shall maintain provisions in the Land Development Regulations for the protection and replanting of trees on public property as natural air pollution filters in the community.

OBJECTIVE CON 1.2: STORMWATER MANAGEMENT

To take actions on a continuing basis to improve local surface water quality through implementation of Best Management Practices and regulations to minimize potential nonpoint pollution sources in accordance with the policies below.

Policy CON 1.2.1: Drainage Program

As provided for in Policy INT 1.3.6., the City will coordinate with state and local agencies regarding drainage in existing developed areas.

Policy CON 1.2.2: Correction of Existing Drainage Deficiencies

The City will participate, on an ongoing basis, (based on facts and needs determined using the process outlined in Policy CON 1.2.1 above) in the correction of existing drainage deficiencies, including remediation of surface water pollution from urban runoff, consistent with the requirements of Rule 62-40.420, FAC through the following actions:

- a. Establishment of Best Management Practices (BMPs) applicable to existing areas of development and
- b. Improvement of facilities as recommended in the 2005 Update to the Master Stormwater Plan and any subsequent updates.

Policy CON 1.2.3: Best Management Practices for Surface Water Quality

The City shall implement Best Management Practices (BMPs) on an ongoing basis to improve surface water quality through the Land Development Regulations and through public improvements as scheduled in the annually updated five-year Capital Improvements Program commensurate with the availability of funds through the stormwater utility, grants from other levels of government, and other sources. Such BMPs, based on recommendations contained in the 2002 Master Stormwater Plan, the 2005 Update, and any subsequent updates shall include, where appropriate:

- a. Reverse berms in areas where existing drainage facilities outlet directly into lakes;

- b. Dry retention/detention basins for soils with good percolation;
- c. Wet retention/detention basins for soils with high water table characteristics and poor percolation;
- d. Construction of roadway swales;
- e. Exfiltration trenches;
- f. Use of wetland systems;
- g. Use of grass inlets;
- h. Multi-component sedimentation/filtration retention/detention ponds; and
- i. Vegetative swales, landscaped bump-outs, and bio-retention systems

Policy CON 1.2.4: Mitigation of Stormwater Impacts

The City shall on a continuing basis implement a phased multi-year program of improvements needed to mitigate existing runoff impacts commensurate with available local, state, and federal funding. The City will aggressively seek outside support in the form of grants from the Florida Department of Transportation, Florida Department of Environmental Protection, the St. Johns River Water Management District, and the Lake County Water Authority for the implementation of this program.

Policy CON 1.2.5: LOS Standards for New Development

The City shall adopt level of service (LOS) standards principally applicable to new development as follows:

- a. Rate of Discharge. The post-development peak rate of discharge shall not exceed predevelopment conditions based on a 50-year, 24-hour storm for areas having positive drainage outfall, and a 100-year, 24-hour storm for areas which do not have positive drainage outfall.
- b. Volume of Discharge. The post-development volume of discharge shall not exceed predevelopment conditions based on a 100-year, 24-hour storm for certain drainage basins identified in the 1990 Stormwater Facilities Study. Volumes of discharge for other basins may meet lesser requirements to be determined.
- c. Retention/Detention. Minimum on-site retention/detention for pollution abatement purposes shall be as determined by the St. Johns River Water Management District (SJRWMD) per Rule 40C-42, FAC.

Policy CON 1.2.6: Requirements for Water Quality Standards for Stormwater Discharge

The City shall adopt the requirements of Rule 62-25, FAC for water quality standards for stormwater discharge for all new and existing stormwater management systems. As part of this adoption by reference, the City includes the following clarifications and exceptions:

- a. The City does not mandate that existing facilities must be retrofitted to meet these standards. Such retrofitting will be accomplished through the funding constraints of the City's stormwater utility and other revenue sources.
- b. Stormwater management systems which satisfy the appropriate state or regional regulatory design and performance criteria are deemed to satisfy the stormwater discharge water quality standards.
- c. Stormwater management systems that comply with adequate locally or regionally established level of service standards shall also be deemed to satisfy the stormwater discharge water quality standards.
- d. The City of Eustis may, at its discretion, allow exemptions to the stormwater management water quality standards to the extent that such appear in state or regional stormwater management water quality laws or regulations.

This policy does not mandate that the City conduct water quality sampling or testing of stormwater discharge receiving waters to implement the standards of the policy.

Policy CON 1.2.7: Provision of Public Sewer Service to Lake Shoreline Areas

The City shall initiate, in accordance with the final rules resulting from the implementation of the Wekiva Parkway and Preservation Act, and continue to implement a phased program to provide public sewer service to developed and developing areas within 400 feet of lake shorelines where such service is not presently available, provided that such service extensions are found to be economically feasible or otherwise determined to be necessary to maintain water quality. When service is available in these areas, the City will mandate connection to the public sewer system.

OBJECTIVE CON 1.3: GROUNDWATER PROTECTION

To continue to protect the integrity of groundwater resources in the community through the implementation of design standards (performance and technical) and operating standards including Best Management Practices (BMPs) regarding water consumption and location of development in relation to high recharge areas and designated wellhead protection areas.

Policy CON 1.3.1: Development Regulation within Wellhead Protection Areas and High Recharge Areas

The City shall continue to regulate development within designated wellhead protection areas of public water supply wellheads and in high recharge areas as follows:

- a. At a minimum, conform to Rule 62-521, FAC (Wellhead Protection) adopted by the Florida Department of Environmental Protection regarding types of restrictions within designated wellhead protection areas;
- b. Limit impervious surface areas, including roofs and pavement, in high recharge areas and designated wellhead protection areas, except that impervious cover factors may be increased in areas with central sewer service; and
- c. On-site waste disposal methods may be used only where permissible by state and local agencies having jurisdiction and where public sewer service is unavailable and is not included in the current five-year Capital Improvements Program.

High recharge areas are generally identified in Map #12 and Designated Wellhead Protection Areas are generally those set forth in Map #5. Specific site information will determine actual applicability.

Policy CON 1.3.2. Public Sewer Service to High Recharge Areas

The city will continue to implement its phased program to provide public sewer service in high recharge areas, and in designated wellhead protection areas, where such service is not presently available, provided that such service extensions are found to be economically feasible or otherwise determined to be necessary to maintain water quality. When service is available in these areas, the city will mandate connection to the public sewer system.

OBJECTIVE CON 1.4: WATER CONSERVATION

To continue to implement water conservation measures to reduce per capita consumption of potable water supplies and depletion of groundwater resources during times of drought, based on the specific policies and timetables set forth below.

Policy CON 1.4.1: Installation of Low Volume Plumbing Fixtures in New and Renovated Buildings

The City shall continue to require the installation of low volume plumbing fixtures in new and renovated buildings, consistent with requirements of the State Water Conservation Act (Chapter 553.14, FS).

Policy CON 1.4.2: Leak Detection and Correction Program

The City shall, on an ongoing basis, implement a leak detection and correction program for the City's water system and schedule needed improvements through the annually updated five-year Capital Improvements Program.

Policy CON 1.4.3: Water Conservation Programs

The City shall, on an ongoing basis, cooperate with the St. Johns River Water Management District in implementing educational and regulatory programs related to water conservation, including enforcement of periodic water consumption restrictions.

Policy CON 1.4.4: Water Use Rate Structure

The City shall review local water consumption trends no less frequently than biannually and, as needed, adjust the city's water use rate structure accordingly to maintain per capita consumption at or below previous levels.

Policy CON 1.4.5: Programs for Recycled Non-Potable Water Sources

The City shall continue to expand programs using recycled non-potable water sources for irrigation of public and private properties, including grey water, collected runoff, and treated effluent.

Policy CON 1.4.6: Criteria for Reuse of Stormwater

The City shall maintain criteria for reuse of stormwater for irrigation purposes and supplementation of reclaimed water.

OBJECTIVE CON 1.5: WEKIVA SPRINGS WATER CONSERVATION/RESOURCES

To conserve water and protect the Wekiva spring system and groundwater and surface water resources of the Wekiva Springs Overlay Protection District.

Policy CON 1.5.1: Landscape Best Management Practices

The City shall require the use of landscaping Best Management Practices as described in *Guidelines for Model Ordinance Language for Protection of Water Quality and Quantity Using Florida Friendly Lawns and Landscapes* (Florida Department of Environmental Protection, September 2, 2003).

Policy CON 1.5.2: Landscaping at City Facilities

The City shall manage existing and future lawns and landscapes at all City facilities using the educational guidelines contained in the University of Florida Extension's Florida Yards and Neighborhoods Program, Environmental Landscape Management (ELM) principles, and Best Management Practices.

Policy CON 1.5.3: Best Management Practices Education

The City shall continue to coordinate with other local governments to develop and maintain programs to educate and encourage homeowners and private land owners to use Best Management Practices to protect natural habitat and to protect the quality and quantity of surface and groundwater resources within the Wekiva Springs Overlay Protection District.

Policy CON 1.5.4: Landscaping and Lawn Care Certification

The City shall encourage homeowners to be responsible in the application of fertilizers and pesticides, especially within the Wekiva Springs Overlay Protection District.

GOAL CON 2: LAND, VEGETATION, AND WILDLIFE RESOURCES

Protect and conserve environmentally sensitive resources, including soils, wetlands, woodlands, and other resources which provide habitat for endangered, threatened, and rare species of plants and wildlife and other important ecological functions.

OBJECTIVE CON 2.1: SOILS

To prevent soil erosion, on an ongoing basis, by recognizing soil limitations for development and requiring the utilization of Best Management Practices (BMPs).

Policy CON 2.1.1: Use of Septic Systems

The City shall continue to regulate the use of septic systems for on-site waste disposal in accordance with Florida Statutes and the requirements of FAC rule 64E 6. On-site sub-surface waste disposal methods may be used only where permissible by state and local agencies having jurisdiction and where public service is unavailable and not included in the Five-Year Capital Improvements Element at the time of application.

No on-site subsurface waste disposal is permitted in areas having the soil types listed below, except for existing lots-of-record of not less than 25,000 square feet and provided that the on-site disposal method is permissible by state and local agencies having jurisdiction under Florida Statute.

- a. Anclote
- b. Manatee
- c. Iberia
- d. Felda
- e. Oklawaha
- f. Placid
- g. Pelham
- h. Ocoee
- i. Pompano
- j. Iberia and Manatee
- k. Anclote and Myakka
- l. Swamp
- m. Placid and Myakka
- n. Emerald
- o. Myakka and Placid
- p. Fellowship
- q. Brighton
- r. Montverde

Policy CON 2.1.2: Erosion Prevention

The City shall continue to provide for, in the Land Development Regulations, standards, site plan review procedures, and Best Management Practices to prevent soil erosion and loss during construction on and occupancy of a site, including provisions which address the following:

- a. Density and land coverage in areas having highly erodible soils.
- b. Time period between site clearance and initiation of construction standards for tree protection and removal;
- c. Time period between completion of construction and replanting, sodding, or seeding the site; and
- d. Submittal of soil removal and erosion prevention plans for all major subdivisions and developments, as defined in the Land Development Regulations, including procedures for removal of vegetation, temporary soil stockpiling, and soil stabilization.

OBJECTIVE CON 2.2: MINERAL RESOURCES

To promote, on an ongoing basis, the conservation and commercial use of locally available mineral resources in an environmentally acceptable manner.

Policy CON 2.2.1: Extraction of Mineral Resources

The City may permit the extraction of mineral resources , provided that:

- a. Compatibility with existing and potential development can be shown in terms of the character, phasing, and buffering of the proposed mineral extraction activities;
- b. Compatibility with existing and potential development can be shown in terms of access to the proposed mineral extraction activities;
- c. The activity meets all applicable licenses, regulations, and standards and is permissible by state agencies having jurisdiction; and
- d. Excavation, erosion control, and reclamation plans are submitted and provide for the protection of surface and groundwater resources, wetlands, and upland habitat areas (or their mitigation) and for the productive reuse of land after excavation is discontinued.

OBJECTIVE CON 2.3: WETLANDS

To continue to preserve the integrity of locally and regionally significant wetland communities from urban encroachment and degradation through the Land Development Regulations and Best Management Practices.

Policy CON 2.3.1 Wetland Protection

The City shall continue to protect the natural functions provided by wetlands by first directing incompatible uses away from wetlands, and then by requiring conservation easements, setbacks/buffers, and/or mitigation consistent with the Uniform Mitigation Assessment method used by the St. John's River Water Management District.

Policy CON 2.3.2: Wetland Mitigation

The City shall consider wetland alteration with mitigation only as a last resort, and only if the City determines that encroachment in the wetland is the least damaging alternative and no practicable on-site alternative exists. Such mitigation activities should replace similar habitat and function, and shall result in no net loss of wetland functions as determined by SJRWMD. Preservation of upland habitat may be considered in certain instances if deemed appropriate by the City but shall not result in a net loss of wetland functions.

Policy CON 2.3.3: Wetland Encroachment

In determining whether an encroachment in the wetland is the least damaging to the wetland and that no practicable on-site (or when in same ownership, adjacent off-site) alternative exists, the City shall evaluate the following:

- a. The land use category according to the Future Land Use Map (FLUM) series of the site and surrounding parcels;
- b. Alternative designs which could accomplish the purpose of providing a minimal, reasonable, beneficial use including the encroachment on the wetland of such alternative design;
- c. The degree of impact to the wetlands; and
- d. The quality of the wetland and the wetland functions being served by the area proposed to be encroached upon.
- e. The requirements applied by SJRWMD through the permitting process.

Policy CON 2.3.4: Wetland Buffer

The City shall require, for all natural, protected wetlands, an undisturbed upland buffer consistent with SJRWMD requirements, except where exemptions are established by SJRWMD and the Land Development Regulations. The size of the buffer shall vary in proportion to the ecological value of the adjacent wetland. The wetland classes are as follows:

- a. Isolated – on-site wetlands entirely isolated hydrologically from off-site wetlands and not considered waters of the state
- b. Non-isolated – on-site wetlands that are connected hydrologically to off-site wetlands, but not through permanently standing water
- c. Stream or lake – on-site wetlands which are riparian or otherwise connected to off-site wetlands via permanent bodies of water.

The minimum and average size buffers are as follows:

Type	Average width	Minimum width
Isolated	25 ft.	10 ft.
Non-isolated	35 ft.	15 ft.
Stream/lake	50 ft.	35 ft.

Policy CON 2.3.5 Enforcement

The City shall continue to enforce and apply all special Federal, State, and local provisions that relate to the protection of wetlands and their functions.

OBJECTIVE CON 2.4: WILDLIFE

To protect, on a continuing basis, locally significant habitat for endangered, threatened, and rare species of terrestrial and aquatic animals.

Policy CON 2.4.1: Development Application Requirements

The City shall, on an ongoing basis, require applications for major subdivisions and developments requiring site plan approval to identify locally significant habitat areas potentially impacted by proposed development and include a plan and procedures for avoiding or mitigating potential impacts.

OBJECTIVE CON 2.5: OPEN SPACE/ENVIRONMENTAL PROTECTION

To conserve open space in the Eustis Planning Area for passive recreation use and natural beauty consistent with the Future Land Use and Recreation and Open Space elements.

Policy CON 2.5.1: Required Open Space

The City shall establish minimum open space standards by limiting the amount of impervious coverage for each future land use designation, where applicable, through the Future Land Use Element Appendix.

Policy CON 2.5.2: Reservation and Maintenance of Open Space

The City shall allow clustering of development in subdivisions or developments to provide for the reservation and maintenance of common open spaces.

Policy CON 2.5.3: Open Space Maintenance

The City may accept jurisdiction for a dedicated common open space area where it finds the following:

- a. Public recreational opportunities are lacking and the site is well located to meet local needs based on adopted levels of service;
- b. The site is accessible for both public use and maintenance;
- c. Public access to and use of the site will be compatible with the proposed development and surrounding land uses; and
- d. Funding can be accommodated within normal budgeting processes and limitations and insurance liabilities are maintained within reasonable limits.

Policy CON 2.5.4: Acquisition of Open Space

The City may acquire open spaces needed to preserve and protect sensitive environmental and historical resources where it determines one or more of the following:

- a. The open space is part of a connected system of open spaces and will protect and preserve a sensitive environmental resource designated or delineated in the City or County Conservation Element;
- b. Requirements of the Land Development Regulations provide

- insufficient protection; or
- c. Grants are available to help defray acquisition costs.

Policy CON 2.5.5: Protection of Environmentally Sensitive Areas

The City shall, on an ongoing basis, undertake efforts to protect designated environmentally sensitive areas in perpetuity as common open space through conservation easements, deed restrictions, or other means.

Policy CON 2.5.6: Intergovernmental Coordination

The City shall coordinate with Lake County and other jurisdictions to ensure the protection of environmentally sensitive areas that cross jurisdictional boundaries.

OBJECTIVE CON 2.6: LAND ACQUISITION

To support public land acquisition within the Wekiva Springs Overlay Protection District to protect and preserve through acquisition and management most effective recharge areas, karst features, and sensitive natural habitats including Longleaf Pine, Sand Hill, Sand Pine, and Xeric Oak Scrub.

Policy CON 2.6.1: Acquisition Partnerships

The City shall support funding opportunities and partnerships with state agencies and local governments through programs such as the Florida Communities Trust to acquire lands for preservation within the Wekiva Springs Overlay Protection District including, but not limited to, karst features, habitat, corridors for wildlife movement, and most effective recharge areas. Both fee-simple acquisition of environmentally-sensitive land and less-than-fee simple conservation easements should be considered.

Policy CON 2.6.2: Wildlife Corridors and Greenways

The City shall coordinate with pertinent state and regional land acquisition and wildlife agencies to identify natural greenways and wildlife corridors to link public parks, preservation areas, and similar areas for aquifer recharge, conservation and habitat preservation purposes.

GOAL CON 3: EFFICIENT DESIGN FOR THE BUILT ENVIRONMENT

Minimize the effects of urban development on the natural resources of the City, and to the regional environment.

OBJECTIVE CON 3.1: Efficient Design and Sustainable Techniques

To continue to review and update policies, codes and practices to provide guidance for new development to utilize worthwhile sustainable techniques, measures and materials as appropriate.

Policy CON 3.1.1: Incentives for Conservation Certified Projects

The City shall continue to provide incentives for energy efficient development as provided in the Land Development Code as detailed in Policy FLU 1.1.4

Policy CON 3.1.2: Existing Efficient Design at the Site Planning Scale

As provided for in the Future Land Use Element, the City shall continue to support and require efficient design concepts as a part of the site plan review and approval process through the City's Land Development Regulations.

Policy CON 3.1.3 City Projects

The City, in its public development projects, will utilize worthwhile sustainable techniques, measures and materials as appropriate.

EXHIBIT D**ECONOMIC DEVELOPMENT
GOALS, OBJECTIVES AND POLICIES****GOAL ECD 1: ECONOMIC DEVELOPMENT**

Promote a healthy and growing local employment and tax base in terms of new job opportunities provided, wages paid and revenues generated.

OBJECTIVE ECD 1.1: TARGET INDUSTRIES

To provide an environment favorable for the development of new target industries within the City.

Policy ECD 1.1.1: Industrial Development

The City shall continue to provide locations for industrial development on the Future Land Use Map, consistent with the standards and provisions for each district as defined in the Future Land Use Appendix.

Policy ECD 1.1.2: Land Development Regulations Standards

The City shall continue to ensure that Land Development Regulations standards regarding industrial development are contextually appropriate and do not place onerous site standards on new industrial development.

Policy ECD 1.1.3: Coordination with the Orlando Economic Partnership

The City shall maintain regular communications with the Orlando Economic Partnership to promote the Eustis area as a location for industrial development.

Policy ECD 1.1.4: Coordination with Local Economic Development Organizations

The City shall maintain regular communications with the, Lake Technical College, the Lake County Agency for Economic Prosperity and Lake-Sumter State College to ensure that labor force skills and training programs are relevant to local economic development needs and opportunities.

OBJECTIVE ECD 1.2: DOWNTOWN EUSTIS

To promote the continued development and redevelopment of Downtown Eustis, consistent with the adopted Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan.

Policy ECD 1.2.1: Land Development Regulations Standards

The City shall ensure that the Land Development Regulations promote investments in the Downtown and do not create significant regulatory impediments to redevelopment and infill projects.

Policy ECD 1.2.2: Walkability and Beautification

The City shall continue to pursue projects that enhance the beauty and walkability of the Eustis Downtown through streetscaping projects such as the addition of street trees, sidewalks, bike lanes, on-street parking, improved crosswalks, and Florida Friendly plantings.

Policy ECD 1.2.3: Land Acquisition

The City may consider programs for purchasing key downtown parcels for economic development, redevelopment, and/or housing.

Policy ECD 1.2.4: Downtown Signage

The City shall maintain a cohesive wayfinding and signage Master Plan for the Downtown area.

OBJECTIVE ECD 1.3: EUSTIS COMMUNITY REDEVELOPMENT AGENCY

To coordinate economic development efforts by the City with the Community Redevelopment Agency.

Policy ECD 1.3.1: CRA Master Plan

The City shall consider the specific action items in the Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan when reviewing applications for redevelopment, site plans, or amendments to the Future Land Use Map within the CRA.

Policy ECD 1.3.2: CRA Plan Implementation

The City shall incorporate goals and objectives of the Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan into the City's Strategic Plan.

Policy ECD 1.3.3: Infrastructure Coordination

The City shall coordinate with the CRA in developing updates to the City's Five-Year Capital Improvements Plan.

EXHIBIT E

HOUSING ELEMENT

GOALS OBJECTIVES AND POLICIES

GOAL HSG 1: SAFE AFFORDABLE SANITARY HOUSING

Promote safe, sanitary, and affordable housing to meet current and projected future needs.

OBJECTIVE: HSG 1.1: ADEQUATE AND AFFORDABLE HOUSING

To provide sufficient land and incentives and take other actions necessary to accommodate and facilitate construction of housing to meet projected demand and to accommodate the needs of the various household types and income groups characteristic of the city and planning area.

Policy HSG 1.1.1: Future Land Use

The City shall maintain land use classifications and density criteria to accommodate the varying housing needs of the community, as provided for in the Future Land Use Element Appendix.

Policy HSG 1.1.2: Land Development Regulations

The City shall continue to rely upon its Land Development Regulations to promote compact growth and preservation of open space.

Policy HSG 1.1.3: Future Permit Placement

The City shall continue to permit placement in residential districts of residential units manufactured off site which otherwise meet all applicable building codes and federal and state regulations and standards.

Policy HSG 1.1.4: Energy Efficiency

The City shall encourage construction methods, materials, and appliances that minimize energy and water consumption, limit or eliminate the use of toxic materials and reduce waste in housing construction to help reduce the overall cost of home maintenance and operation. As provided for in FLU 1.1.4 the City may participate in green residential programs.

OBJECTIVE HSG 1.2: SUBSTANDARD HOUSING

To eliminate substandard housing within the City while providing relocation assistance to displaced persons.

Policy HSG 1.2.1: Code Enforcement

The City shall continue to carry out systematic code enforcement activities to condemn and clear substandard structures which are beyond reasonable rehabilitation, based on the provisions of City Ordinances

dealing with unsafe structures and minimum conditions for habitation.

Policy HSG 1.2.2: City Code Enforcement Displaced Residents

Where residents are displaced by city code enforcement activities or other local public actions, the City shall assist residents as follows in seeking standard housing in the community:

- a. Provide adequate notification of public action to owners and occupants;
- b. Maintain an inventory of available assisted and affordable market rate housing and housing providers in the community and advise displaced occupants of same; and
- c. Utilize the services of the Eustis Housing Authority, as needed, to help qualify applicants for available housing in the community.

OBJECTIVE HSG 1.3: DISADVANTAGED POPULATIONS

To provide housing opportunities commensurate with identified needs and available resources for individuals and families having physical, economic or other limitations or who require assistance, care, or supervision through the following policies and implementing regulations and programs.

Policy HSG 1.3.1: Permit Group Homes and Foster Care Facilities

The City shall continue to permit group homes and foster care facilities in residential areas, and through the Land Development Regulations, provide minimum standards designed to limit impacts to other residential uses

Policy HSG 1.3.2: High Density Residential Development

The City shall continue to allow higher density residential development as one way to reduce per-unit costs.

Policy HSG 1.3.3: Extremely Low, Low and Moderate Income Housing Funding

The City shall continue to pursue, directly or through the Eustis Housing Authority and/or agencies of Lake County, available federal and state funds to help meet the projected housing needs of extremely low-, low-, and moderate-income families and elderly households, and permit participation by the city in partnership arrangements with private and non-profit housing providers, including the following programs or their successors:

- d. SAIL;
- e. Section 8;
- f. Rental Rehabilitation;
- g. Weatherization; and
- h. Section 202.
- i. Community Development Block Grants
- j. HOPE VI

OBJECTIVE HSG 1.4: NEIGHBORHOOD ENVIRONMENT

To take actions to conserve and rehabilitate standard and deteriorating housing in the community and to improve living conditions in residential neighborhoods.

Policy HSG 1.4.1: Repair and Upgrade Funding

The City shall monitor, apply for, and utilize available federal and state funding programs to repair and upgrade residential properties to meet minimum applicable construction and sanitary standards.

Policy HSG 1.4.2: Housing Conservation

The City shall consult with federal and state housing agencies to help refine and apply principles and criteria for local housing conservation, code enforcement, and rehabilitation activities, such criteria to consider cost of repair versus economic value and health and safety issues, among others.

OBJECTIVE HSG 1.5: HISTORIC HOUSING

To preserve historically significant housing in the community.

Policy HSG 1.5.1: Maintain Historic Character

The City shall maintain or improve the character of designated historic properties and areas by implementing the Historic Preservation Ordinance.

OBJECTIVE HSG 1.6: HOUSING IMPLEMENTATION

To pursue available means, including federal and state grants and its local regulatory authority to implement housing needs and activities.

Policy HSG 1.6.1: Nonprofit Technical Assistance

The city shall provide technical assistance to private, nonprofit, and other entities wishing to participate in meeting local housing needs

Policy HSG 1.6.2: Affordable Housing

The city shall facilitate provision of infill and affordable housing by making a percentage of the City-owned residential parcels available for residential construction and utilization to Habitat for Humanity and similar not for profit organizations at no cost and to private parties at minimal cost.

OBJECTIVE HSG 1.7: RELOCATION

To provide for the relocation of residents when City actions, such as the acquisition and clearance of property for construction of public facilities, result in the displacement of residents.

Policy HSG 1.7.2: Displacement Compensation

The City shall compensate owners and occupants according to applicable state requirements and, prior to displacement, assist occupants in seeking standard housing in the community in the manner provided in Policy HSG 1.2.2 of this element.

EXHIBIT F**INTERGOVERNMENTAL COORDINATION
GOALS, OBJECTIVES AND POLICIES****GOAL 1: INTERGOVERNMENTAL COORDINATION**

Promote adequate coordination among local governments in the Eustis area and with other public agencies on all matters of mutual interest.

OBJECTIVE INT 1.1: LAND USE AND DEVELOPMENT

To coordinate with adjacent local governments on mutual land use and development issues.

Policy INT 1.1.1: Dispute Resolution Process

The City shall use the dispute resolution process prescribed in Section 186.509, Florida Statutes, if or when conflicts of purpose among jurisdictions cannot be resolved locally.

Policy INT 1.1.3: Joint Planning Agreement with Lake County

The City shall continue to observe the joint planning area agreement with Lake County.

Policy INT 1.1.4: Amending the Joint Planning Agreement with Lake County

The City shall amend the joint planning agreement with Lake County as necessary to update the location of public utility facilities.

Policy INT 1.1.5: Level of Service Standards

The City shall continue to coordinate level-of-service standards and the impacts of development proposed in this plan upon adjacent cities, the county, the region and the State.

OBJECTIVE INT 1.2: TRANSPORTATION

To coordinate with adjacent local governments, the Lake-Sumter MPO and the Florida Department of Transportation on transportation mobility and transportation service issues according to the specific policies listed below.

Policy INT 1.2.1: Transportation Performance Standards

The City and County shall coordinate transportation needs for county-maintained roads in unincorporated sections of the Eustis Planning Area.

Policy INT 1.2.2: Five-Year Work Program

The City shall continue to meet with the Florida Department of Transportation, Lake County, the Lake-Sumter MPO and adjacent

municipal jurisdictions annually to ensure that the FDOT Five-Year Work Program adequately reflects local needs.

Policy INT 1.2.3: Regional Bicycle and Trails Network

The City shall coordinate with the Lake-Sumter MPO in implementing the regional bicycle and trails network identified in its 2035 Long-Range Plan and any subsequent updates.

Policy INT 1.2.4: Regional Mass Transit Systems

The City shall coordinate with the Lake-Sumter MPO and Lake Xpress in implementing the regional transit systems plan identified in the MPO's 2035 Long Range Plan and any subsequent updates.

Policy INT 1.2.5: Transportation Impact Fees

The City shall coordinate with Lake County in implementing a transportation impact fee system to support mobility improvements consistent with the City's vision.

OBJECTIVE INT 1.3: UTILITIES

To continue to coordinate with adjacent local governments and federal, state, and regional agencies on issues related to provision of urban services and conservation and protection of natural resources which supply urban needs including local and regional water supply plans, according to the specific policies listed below:

Policy INT 1.3.1: Ten-Year Water Supply Plan

The City will implement the Ten-Year Water Supply Plan Update adopted February 2010; will coordinate with SJRWMD and local governments to identify potable water supply, infrastructure and facility projects; potable water sources; and estimated project costs; and will provide fiveyear updates within one year of the District's regional water supply plan update.

Policy INT 1.3.2: Water Management District Coordination

The City will coordinate with SJRWMD in evaluating alternative sources of providing potable water and will participate in the development of updates to the SJRWMD Water Supply Plan and other initiatives that affect the City.

Policy INT 1.3.3: Water Supply Project Selection

The City will work with other jurisdictions to consider the feasibility of interconnecting alternative water supply facilities and in the evaluation of alternative water supply sources.

Policy INT 1.3.4: Water Conservation Programs Coordination

The City shall cooperate with the St. Johns River Water Management

District in implementing educational and regulatory programs related to water conservation, including enforcement of periodic water consumption restrictions.

Policy INT 1.3.5: Interlocal Agreements

The City shall continue to coordinate with Lake County and other municipalities in water supply planning.

Policy INT 1.3.6: Intergovernmental Coordination

The City shall participate in discussions with Lake County, the Lake County Water Authority, the St. Johns River Water Management District, the Florida Department of Transportation, and others leading to a program which (1) establishes reasonable and effective standards and procedures which can be applied to existing developed areas as a basis for programs designed to correct deficiencies and (2) delineates solutions to drainage problems in these areas. Such a program will also address or includes:

- a. Determination of those basins, sub-basins, and water bodies in the Eustis area to be included; and
- b.
- c. Establishment of a system to monitor the quality of discharges into receiving waters using certain pollution indicators.
- d. Identification of funding sources; and
- e. Establishment of stormwater recharge and supplemental stormwater irrigation to meet the requirements of the Wekiva Parkway and Protection Act; and

Policy INT 1.3.7: Mitigating Existing Impacts

The City shall implement a phased multi-year program of stormwater improvements needed to mitigate existing runoff impacts and remedy existing deficiencies, commensurate with available local, state, and federal funding. The City will aggressively seek outside support in the form of grants from the Florida Department of Transportation, Florida Department of Environmental Protection, the St. Johns River Water Management District, and the Lake County Water Authority for the implementation of this program.

Policy INT 1.3.8: Disposal Coordination

The City shall coordinate with Lake County to regulate sources and disposal of hazardous wastes, consistent with federal and state guidelines and requirements, and collection and disposal activities.

Policy INT 1.3.9: Used Oil and Battery Collection

The City shall cooperate with Lake County in implementing its used oil and battery collection programs according to procedures and timetables adopted by Lake County. **OBJECTIVE INT**

1.4: NATURAL AND HISTORIC RESOURCES

To coordinate with adjacent local governments and federal, state, and regional agencies on issues related to protection and conservation of local natural and historical resources according to the specific policies listed below.

Policy INT 1.4.1: Water Quality Requirements

The City's Land Development Regulations shall continue address applicable permit requirements relating to water quality, including those of the St. Johns River Water Management District and Florida Department of Environmental Protection.

Policy INT 1.4.3: Mapping Environmentally Sensitive Lands

The City shall continue to coordinate with Lake County regarding policies on environmentally sensitive lands. The City's Land Development Regulations continue to regulate these areas through one or more of the following approaches:

- k. Utilize the general information presented in this element, the Conservation Element, and the Future Land Use Element as a basis for development review; and
- l. Require applications for development within the Wekiva Study Area to include information on these environmental resources, including assessments of impacts and plans for avoidance or mitigation.

Policy INT 1.4.5: Historical Resources

The City shall provide ongoing affirmational support to organizations which have an individual or collective interest in preserving the architectural and historical heritage of Eustis.

Policy INT 1.4.6: National Register of Historic Resources

Where an application for development may involve the removal of a historic structure listed on the National Register, the City shall first invite comment by the Florida Trust for Historic Preservation and the City's Historic Preservation Board before rendering a decision on the application..

OBJECTIVE INT 1.5: RECREATION AND OPEN SPACE

To coordinate with adjacent local governments and other public providers on issues relating to provision of recreation services and facilities and preservation of open space, according to the specific policies listed below.

Policy INT 1.5.1: Inventory of Public Water Access Points

The City shall cooperate with Lake County and the Lake County Water Authority in preparing an inventory of existing public water access points and continue to develop and improve water access facilities in the Eustis area, including boat ramps, viewing areas, and nature trails.

OBJECTIVE INT 1.6: HOUSING AND REDEVELOPMENT

To coordinate with adjacent local governments and federal and state agencies on issues relating to delivery of affordable housing and urban revitalization and redevelopment, according to the specific policies listed below.

Policy INT 1.6.1: Coordination with Housing Needs

As provided for in the Housing Element, the City shall continue to pursue available federal and state funds to help meet the projected housing needs of very low-, low-, and moderate-income families and elderly households

Policy INT 1.6.2: Consult Federal and State Housing Agencies

The City shall consult with federal and state housing agencies to help refine and apply principles and criteria for local housing conservation, code enforcement, and rehabilitation activities

OBJECTIVE INT 1.8: PUBLIC SCHOOL FACILITIES

To abide by and enforce the interlocal agreement between the city and school board to require cooperation in terms of population projections and school siting.

Policy INT 1.1.2: Interlocal Agreement

The City shall continue to observe and uphold the requirements of the interlocal agreement executed between the City and Lake County School Board to establish joint processes for collaborative planning and decision-making. The joint processes included in the agreement include:

- m. Population projections;
- n. Public school siting;
- o. The location and extension of public facilities subject to concurrency; and
- p. The siting of facilities with countywide significance, including locally unwanted land uses.

Policy INT 1.8.1: Annual Reporting for facilities and population projections

The school board shall provide facilities plans and population projections on an annual basis to ensure that consistency is maintained between the two.

Policy INT 1.8.2: School Board Planning

The School Board shall provide the City with any plans to site schools within the corporate limits or joint planning area.

Policy INT 1.8.3: Land Use Plan Amendments

The City shall provide to the school board all applications for land use plan amendments that have the potential of increasing residential density and that may affect student enrollment, enrollment projections, or school facilities.

Policy INT 1.8.4: School Board Member Local Planning Agency

The City shall allow a member of the school board to sit on the local planning agency and comment on proposals that have the potential to increase density.

Policy INT 1.8.5: Lake County Educational Concurrency Review Committee

The City shall take part in the Lake County Educational Concurrency Review Committee established by the County, School Board and municipalities that shall meet at least annually, but more often if needed, as outlined in the Interlocal Agreement between Lake County, Lake County School Board and Municipalities for School Facilities Planning and Siting, and will hear reports and discuss issues concerning school concurrency.

Policy INT 1.8.6: The Joint Staff School Concurrency Review Group

The City shall take part in the Joint Staff School Concurrency Review Group, comprised of Staff of the County, Cities, and School Board, that shall meet at least quarterly, as outlined in the Interlocal Agreement between the City and the Lake County School Board, to discuss issues concerning school planning. The School Board staff shall be responsible for making meeting arrangements.

OBJECTIVE INT 1.9: INTERGOVERNMENTAL COORDINATION WITHIN THE WEKIVA SPRINGS OVERLAY PROTECTION DISTRICT

To coordinate with other local governments located in the Wekiva Springs Overlay Protection District to ensure a consistent approach to springs, springshed, and aquifer protection.

Policy INT 1.9.1: Cooperation with Local Governments and Agencies

The City shall coordinate with local governments and regulatory agencies within the Wekiva Springs Overlay Protection District regarding land development regulations, stormwater management, and other matters that impact the springs and springshed.

Policy INT 1.9.2: Water Resource and Supply Planning

The City shall pursue joint strategies with the SJRWMD and local governments within the Wekiva Springs Overlay Protection District for protection of water resources through water supply planning, specifically addressing identification and use of alternative water sources.

Policy INT 1.9.3: Joint Land Acquisition Strategies

Where possible, the City shall pursue joint strategies with local governments within the Wekiva Springs Overlay Protection District regarding land acquisition efforts and conservation easements for protection of water resources, environmentally sensitive lands and open spaces.

OBJECTIVE INT 1.10: WASTEWATER TREATMENT COORDINATION

To coordinate with the Department of Health regarding on-site sewerage treatment and disposal systems located in the Wekiva Springs Overlay Protection District to ensure a coordinated approach to the provision of wastewater treatment.

Policy INT 1.10.1: On-site Sewage Treatment and Disposal Systems

The City shall coordinate with the county health department regarding the owners of on-site sewerage treatment and disposal systems that will be required to connect to central sewer facilities, and owners of on-site sewerage treatment and disposal systems that will remain, including those that require a department of health permit or permit modification, because of failing systems or systems requiring major repairs.

Policy INT 1.10.2: Notification of Central Sewer Availability

The City shall coordinate with providers of public and private sewer systems regarding the process for notification of existing owners of the availability of central sewer facilities.

EXHIBIT G**RECREATION AND OPEN SPACE
GOALS, OBJECTIVES AND POLICIES****GOAL REC 1: OPEN SPACE FOR RECREATIONAL USE**

Ensure adequate open space for recreational use by all citizens and conservation of natural amenities.

OBJECTIVE REC 1.1: FACILITIES

To provide recreational facilities in accordance with current and projected demand.

Policy REC 1.1.1: Recreation Level of Service Standards

The City's recreation level of service standards reflect minimum land requirements for certain classifications of parks and recreation sites rather than standards for specific types of recreation facilities because of the variable nature of facility needs throughout the community. These level of service standards shall ensure that adequate lands are set aside for active and/or passive recreational use and protection of natural features in developed and developing areas.

Policy REC 1.1.2: Recreation Level of Service Standards

The City's recommended recreation level of service standards for certain classes of parks and recreation sites are as follows:

Table 1: Recreation Level of Service Standards

Class	Service Area	Standard
Neighborhood Park	Neighborhood (section of City)	1 acre per 1,000 people
Community Park	Citywide	2 acres per 1,000 people
*Special Use Facility (e.g., boat ramp)	Neighborhood or Citywide	No standard; location, size, and frequency will depend on presence or accessibility of natural resources.

**Can be separate or included in a neighborhood or community park.*

Policy REC 1.1.3: Neighborhood Parks Improvements

The City shall use the level of service standards for recreation facilities

summarized in Table 1 for planning and developing future parks and recreation sites. Neighborhood parks shall include one or more of the following types of improvements as determined on a case-by-case basis by neighborhood needs and the size and physical characteristics of an individual site:

- q. Shuffleboard court;
- r. Basketball court;
- s. Tennis court;
- t. Multi-purpose field;
- u. Picnic area with tables;
- v. Children's play equipment area; and
- w. Open area for passive use.

Community parks may include larger quantities of the facilities in the previous list plus the following facilities as appropriate:

- x. Community building;
- y. Baseball and softball fields;
- z. Swimming pool; and
- aa. Fishing pier.

Policy REC 1.1.4: Parks and Recreation Funding Program

The City shall continue to use its long-range program developed prior to 1992 to fund development, operations, and maintenance of the public parks and recreation system.

Policy REC 1.1.5: Parks Master Plan & Bicycle and Pedestrian Master Plan

The City shall develop a Parks Master Plan by the year 2035. The City shall develop a City-wide Bicycle and Pedestrian Master Plan by the year 2035. This Master Plan will address local circulation via sidewalks, trails and 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 Trail Plan, the Downtown and East Town Community Redevelopment Area Plan.

Policy REC 1.1.6: Private Recreation Connections

The City shall encourage private residential subdivisions to provide bicycle and pedestrian connections to the City's planned and existing trail system.

Policy REC 1.1.7: Local Recreation Preferences

The City shall make use of citizen surveys or other methods to ensure that the parks and recreation facilities provided by the City reflect the local

preferences and needs for such facilities.

OBJECTIVE REC 1.2: ACCESS

To make recreational facilities and important open space resources available to and accessible by the general public, including the physically impaired and economically disadvantaged.

Policy REC 1.2.1: Acquisition of Recreation Sites

The City shall locate and invest primarily in acquiring and developing recreation sites which are accessible by a variety of means of transportation, including automobile, public transit, bicycle, and foot to the largest number of community residents. This will include sites which relate well with the adopted bicycle and sidewalk plans, as well as to major population concentrations.

Policy REC 1.2.2: Access to Recreational Facilities for the Physically Handicapped

The City shall require that new recreational facilities are designed to facilitate access by the physically handicapped.

Policy REC 1.2.3: Special Programs

The City shall continue to implement community recreational programs to serve the economically disadvantaged and physically impaired populations in the Eustis area including special programs for the elderly and school-age populations in existing community buildings and parks. Information on these programs shall be posted in key locations around the community. The City shall seek outside funding support to assist in paying for these programs.

Policy REC 1.2.4: Urban Waterfront Park

The City shall maintain Ferran Park, the urban waterfront park along the Lake Eustis shoreline to serve as a catalyst for economic growth and revitalization in downtown Eustis.

Policy REC 1.2.5: Water Access Facilities Planning

The City shall cooperate with Lake County and the Lake County Water Authority in preparing an inventory of existing public water access points and shall continue to develop and improve water access facilities in the Eustis area, including boat ramps, viewing areas, and nature trails. This plan shall identify opportunities on Lake Eustis and other water bodies in the Eustis Planning Area that shall include recommended parking provisions and other access criteria.

Policy REC 1.2.6: Provision of Bicycle Racks and/or Storage Facilities

The City shall provide for bicycle racks and/or storage facilities at all recreation sites. Private recreation facilities permitted under the Land Development Regulations shall also meet this criterion.

Policy REC 1.2.7: Listing and Map of Recreational Sites and Facilities

The City's Recreation Department shall publish and distribute and/or post a listing and map of recreational sites and facilities, including conditions regarding public access and use, to better inform the local residents of recreational opportunities in the area.

OBJECTIVE REC 1.3: PUBLIC-PRIVATE COORDINATION

To provide for ongoing coordination of public and private resources to meet recreational demands of City residents.

Policy REC 1.3.1: Opportunities for Joint Public/Private Development and/or Use of Existing and Potential Recreation Facilities

The City staff shall continue to meet with private providers in the Eustis area and Lake County recreation officials on future opportunities for joint public/private development and/or use of existing and potential recreation facilities, including the nature of any operating arrangements between the public and private sectors.

OBJECTIVE REC 1.4: OPEN SPACE

The City will continue to conserve open space for passive recreation use and natural beauty, and acquire open space to protect sensitive environmental resources consistent with the Future Land Use and Conservation elements

Commented [BL1]: Duplicative language; addressed in conservation element.

EXHIBIT H**TRANSPORTATION
GOALS, OBJECTIVES AND POLICIES****GOAL TRA 1: SYSTEMS FRAMEWORK**

Implement a transportation systems framework based upon principles that will:

- Promote diversified economic development;
- Protect and enhance residential neighborhoods;
- Ensure adequate services and facilities to serve new and existing development;
- Discourage 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 consistent with the development patterns identified in FLU 1.2.4.

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 needs.

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 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 determine if these corridors are consistent 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, 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 recognize Future Land Use Element policies that 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 promote pedestrian and bicycle mobility and access, including standards related to street design and connectivity; 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 recognize policies in the Conservation Element.

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 and East Town Community Redevelopment Area 2016 Redevelopment Plan..

Policy TRA 1.5.2: Align Roadways to Connect to Stub-outs to Adjacent Parcels

The City shall continue to require joint connectivity and block structure requirements, including stub-outs to adjacent parcels and roadway alignment as provided for in the Land Development Regulations.

Policy TRA 1.5.3: Citywide Bicycle and Pedestrian Master Plan

The City shall improve mobility through infrastructure improvements to be included in the citywide Bicycle and Pedestrian Master Plan proposed for completion by 2035 as provided for in the Recreation and Open Space Element.

Policy TRA 1.5.4: 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 1.5.5: 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.

Policy TRA 1.5.6: 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 1.5.7: 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 1.5.8: 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 1.5.9: 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 MOBILITY APPROACH

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, the City rescinds transportation concurrency for all areas within the City limits .

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 according to the Future Land Use Element

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 Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan and 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.

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, 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: 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 1.6.6: Multi-Modal Transportation Level of Service

The City shall adopt transportation system performance measures to address its multimodal goals for bicycle, pedestrian and transit circulation.

Policy TRA 1.6.7: 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 1.6.8: Multi-Modal Transportation Level of Service Analysis Techniques/Standards

The City shall develop special area plans, as needed, for areas of special concern. 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 to address 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 Transportation Element for Lake County to address 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 to address 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 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 promote high intensity residential-based mixed use developments in Urban Centers.

Policy TRA 2.1.2: Promote Shared and Reduced Parking

The City shall continue to enforce policies, standards and regulations that encourage shared parking across development parcels within Urban Centers and Urban Corridors.

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.

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.

Policy TRA 2.2.3: Street Connectivity

As identified in the Downtown and East Town Community Redevelopment Area 2016 Redevelopment 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 and East Town Community Redevelopment Area Mobility Needs

The City shall support the implementation of the mobility needs identified in the Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan.

Policy TRA 2.2.5: Lake-Sumter MPO Long Range Mobility Needs

The City shall support the implementation of the Lake-Sumter MPO Long Range Transportation Plan,

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, as may be amendment

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 continue to investigate opportunities for the roadway connection for Bates Avenue between Prescott Street and Grove Street.

Policy TRA 2.2.8: 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

Provisions in the City's Land Development Regulations require new developments in Urban Development Patterns to support the highest levels of pedestrian access and mobility.

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.

OBJECTIVE TRA 2.5: URBAN 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 Urban Development Pattern.

- 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 has established the Urban Development Pattern intent and performance standards described in the Future Land Use Element and Land Development Regulations.
- 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 to the greatest extent practicable.
- 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.
- 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 Street Types outlined in the Land Development Regulations can serve as a guide for developing new complete streets within the Urban Development Pattern.
- Policy TRA 2.5.8: Trees and Street Furnishings**

Based on the recommendations of the Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan, the City shall work to ensure that all new and existing "A" streets within Urban Centers and Urban Corridors have basic street furnishings and streetscape amenities, including street trees, pedestrian-scale lighting, seating, and bus stop shelters (where appropriate).

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 accessible to residents within the Urban Development Pattern.

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 bicycle lanes or multi-use trails accessible to residents 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.

Policy TRA 2.5.14: Transit Stops and Transit Shelters

The City shall work with Lake County to ensure that transit stops within Urban Centers and major destinations (hospitals, employment centers, shopping centers and schools) have, as feasible, 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 during peak periods.

Policy TRA 2.5.16: Transit Service Accessibility

The City shall work with Lake County to improve transit service to ensure that all residents within the Urban Development Pattern have access to fixed-route transit service.

Policy TRA 2.5.17: Transit Service Span

The City shall work with Lake County to expand hours of operation for transit routes serving the City.

Policy TRA 2.5.18: Transit Serving Major Destinations

The City shall work with Lake County to ensure that 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 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 standards that encourage the development of Suburban Centers where a system of streets, pedestrian walkways, and driveways support uses 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 continue to enforce 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 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. 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

The City shall continue to 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.

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.

Policy TRA 3.2.6: 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 has established the Suburban Development Pattern and performance standards described in the Future Land Use Element and Land Development Regulations.

Policy TRA 3.3.2: Sidewalks

The City shall work to 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.

Policy TRA 3.3.6: Internal Streets

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- The City shall require a connected system of internal streets within new suburban developments I, per the standards established by the Land Development Regulations.
- 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.
- 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 bicycle lanes or multi-use trails are accessible to residents 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 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.
- Policy TRA 3.3.12: Transit Stops and Transit Shelters**
The City shall work with Lake County to ensure that transit stops at major destinations (hospitals, employment centers, shopping centers, and schools) shall have, as feasible, 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 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 to ensure that all residents within the Suburban Development Pattern have access to

fixed-route transit service.

Policy TRA 3.3.15: Transit Service Span

The City shall work with Lake County to expand hours of operation for transit routes serving the City.

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 Development Pattern Area through transportation policies and infrastructure investments that:

- Address vehicular circulation and allow for safe pedestrian and bicycle circulation
- 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 the Rural Development Pattern.

Policy TRA 4.1.1: Rural Centers

The City shall adopt and enforce standards and regulations that encourage the development of Rural Centers where a system of streets and pedestrian walkways support uses.

Policy TRA 4.1.2: Rural Corridors

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

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 are coordinated with previous phases to ensure multi-modal connectivity.

OBJECTIVE TRA 4.2: 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 has adopted the Rural Development Pattern and performance standards described in the Future Land Use Element Land Development Regulations.
- Policy TRA 4.3.2: Sidewalks**
The City shall work to ensure that within the Rural Centers sidewalks shall be provided 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.

EXHIBIT A

FUTURE LAND USE
GOALS, OBJECTIVES AND POLICIES**GOAL FLU 1: DEVELOPMENT FRAMEWORK**

Implement a land use and development framework that will:

- Promote diversified economic development;
- Protect and enhance residential neighborhoods;
- Ensure services and facilities for new and existing development;
- Discourage urban sprawl;
- Recognize the value of natural resources; and
- Respect private property rights.

OBJECTIVE FLU 1.1: DEVELOPMENT FRAMEWORK IMPLEMENTATION

To create a planning framework and implementation strategy that will enhance the livability of the City of Eustis; promote its natural, cultural, and physical resources; minimize any negative effects of urban development on the natural resources of the City; maintain overall air quality; and discourage urban sprawl.

Policy FLU 1.1.1: Planning Principles

The following principles shall guide the creation of land use policy and development regulations within the City of Eustis:

- Creating a range of housing opportunities and choices;
- Creating walkable neighborhoods;
- Encouraging community and stakeholder collaboration;
- Fostering distinctive, attractive communities with a strong sense of place;
- Making development decisions predictable, fair and cost effective;
- Allowing for a mix of land uses;
- Providing for open space, natural beauty and protection of critical environmental areas;
- Providing a variety of transportation choices; and
- Encouraging compact building design.

Policy FLU 1.1.2: Strategy for Sustainability

The City shall take the following actions as part of an overall strategy to improve energy efficiency and sustainability in the City of Eustis:

- a. Continue to support alternative modes of travel as called for in the Transportation Element.
- b. Support energy conservation measures and practices in the administration, design, and construction of City buildings and facilities.
- c. Encourage the cooperation of public agencies and private owners in the provision of a multi-modal transportation system connecting all land uses along arterial and collector roads within recreational, commercial and multi-family residential areas.

- d. Cooperate with existing and future land owners in the locating of solar sheds, bus stops, shelters, and other passenger and system accommodations for a transportation system to service current and future needs.
- e. Encourage energy efficient appliances and equipment, energy-efficient features in window design, use of operable windows and ceiling fans and other technology to conserve energy and encourage energy efficient lighting for streets, parking lots and other public areas.
- f. Continue to permit grassed parking areas and other permeable materials as a part of the City's Land Development Code and encourage reduced coverage by asphalt, concrete, rock and similar substances in streets, parking lots and other areas.
- g. Encourage the planting of Florida Friendly shade trees to provide reasonable shade for all recreation areas, streets and parking areas.
- ~~h. Promote the education of City employees in energy conservation measures and practices and promote certification for energy conservation practices to promote the energy conservation mission of the City.~~
- ~~i. Provide up-to-date information on its web site regarding the City's conservation initiatives, along with strategies and recommendations for all citizens.~~

Policy FLU 1.1.3: Development Incentives

The City shall continue to provide incentives for energy efficient development as provided in the Land Development Code and shall review the Land Development Code as a part of monitoring the effectiveness of the Comprehensive Plan to determine if there are additional opportunities for development incentives that can be provided for projects that participate in energy efficient development programs.

Policy FLU 1.1.4: Building and Development Conservation Principles

The City shall encourage energy and water conservation and solid waste reduction through the site plan review process and at the building scale, including participation in the following programs and development standards:

- Retrofit for Energy and Environmental Performance program (REEP)
- State Energy and Environment Development program (SEED)
- Federal Weatherization Assistance Program
- Multifamily Housing Energy Efficiency Grant Program
- Leadership in Energy Efficient Design (LEED)
- Energy Star
- Water Star
- Florida Friendly landscaping
- Reduction of fertilizer needs
- Block standards and connected streets
- High density and intensity development in the urban core
- Compact, mixed use development
- Infill development
- Support of multi-modal transportation networks
- Protection of environmentally sensitive lands

OBJECTIVE FLU 1.2: FUTURE LAND USE MAP (FLUM)

To direct the timing, location, density, and intensity of development and redevelopment throughout the City of Eustis.

Policy FLU 1.2.1: Adopted Future Land Use Map Series (FLUM)

The Future Land Use Map (FLUM) series provides the information for strategies designed to build long term community value, discourage urban sprawl and ensure that public facilities and services are provided in the most cost-effective and efficient manner. The City of Eustis provides appropriate future land use planning for a planning horizon through the year 2035 and adopts the Future Land Use Map Series as depicted in the following exhibits in the Map Appendix and uses the Future Land Use Designations as defined in the Future Land Use Element Appendix which is also adopted herein by reference:

Map #1:	2035 Future Land Use Map
Map #3:	Soils
Map #4:	Topography and Drainage Basins
Map #5:	Designated Water Wellhead Protection Areas
Map #6:	Surface Water Features
Map #7:	Areas Subject to Flooding
Map #8:	Vegetation
Map #9:	Washington Avenue Historic District
Map #10:	National Register of Historic Places and Sites
Map #11:	Local Landmark Sites
Map #12:	Wekiva Study Area: Most Effective Undeveloped Recharge Areas
Map #13:	Wekiva Study Area: Undeveloped and Water-Filled Karst Areas
Map #14:	Wekiva Study Area: Integrated Wildlife Habitat Ranking System
Map #15:	Wekiva Basin Land Cover
Map #16:	Priority Wetlands
Map #17:	Wekiva Basin: Strategic Habitat Ranking Systems, Public Lands and Proposed Acquisitions
Map #18:	Biodiversity Hotspots
Map #19:	~~Eustis-Lake County Joint Planning Area Map~~

With the exception of Map #1, the Future Land Use Map, ~~and Map #19, the Planning Area Map,~~ these maps shall be used for general identification only and are not specifically regulatory in nature. Site specific information and analysis shall determine the actual features or applicability of a site for the purposes of applying the requirements of this Plan. The city shall continue to allocate lands in the Comprehensive Plan to meet projected development needs through the long-term planning horizon of 2035, including amounts sufficient to minimize land speculation and undue price appreciation and to provide for choices of residential and non-residential locations.

Policy FLU 1.2.2: Future Land Use Map Limitations

The Future Land Use Classifications set forth the current and long-range potential uses of property in the context of the lawful planning horizon and provide for a wide array of density or intensity of use within each land use classification. A property owner is not entitled to the most potentially dense or intense uses permitted within a land use classification. Thus, in some cases, the application of compatibility standards in the land development regulations may result in an actual project density less than the maximum permitted by the Comprehensive Plan. The Future Land Use Map does not guarantee that maximum densities will be achieved in all cases and does not serve as a substitute density limit in place of any other regulations that would place further restrictions and/or limitations on the development density of a parcel.

Policy FLU 1.2.3: Urban Services Required

All new development in the city shall be required to receive public water service. All new development must be served by public sewer systems, except where public sewer is not available and it can be demonstrated that sewage disposal is permissible by those state and county agencies having regulatory jurisdiction.

Policy FLU 1.2.4: Development Patterns

To discourage urban sprawl and to protect and enhance the community's unique character, the City shall implement regulations within the Land Development Code that encourage a 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 performance standards for the land uses within each development pattern as prescribed by the City's Land Development Code. In general, the patterns are as follows:

- a. Urban Areas. Urban development pattern areas shall rely primarily on a system of interconnected streets in a grid network pattern that prioritizes pedestrians and transit features and links civic buildings, squares, parks, and other neighborhood uses.
- b. Suburban Areas. Suburban development pattern areas shall rely primarily on a pattern of residential development that is formed on a street network ~~with fewer vehicular connections,~~ which shall be designed to provide for pedestrian and bicycle connections, ~~to reduce cut-through traffic and to establish distinct boundaries for residential communities/subdivisions.~~ Non-residential uses shall be primarily located on corridors and within districts.
- c. Rural Areas. Rural development pattern areas ~~may include clustered residential development or~~ large lots ~~and clustered residential development~~ that provide substantive open space 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. The rural pattern is generally located on the ~~outer fringes of the Planning area periphery of the Eustis urbanized area,~~ away from the urban core.

Policy FLU 1.2.5: Joint Planning Area

The City shall continue to coordinate with Lake County to address annexation and land use issues ~~and shall rely upon the City of Eustis Lake County Joint Planning Area (JPA) Map (Map #19) or its successor agreement as describing the appropriate transition between the City's urban core and the County's rural areas.~~

OBJECTIVE FLU 1.3: RELATIONSHIP OF THE COMPREHENSIVE PLAN TO THE LAND DEVELOPMENT CODE

To implement the policies, standards and land use classifications of the City's Comprehensive Plan through the Land Development Code.

Policy FLU 1.3.1: Promote Compact Growth and Preservation of Open Space

The City shall continue to rely upon its Land Development Regulations to promote compact growth and preservation of open space, ~~including those regulations which provide for:~~
~~voluntary cluster development in all residential land use classifications~~
~~specific minimum open space requirements by land use district including standards for the Wekiva Springs Overlay Protection District (see FLU Policy 5.1.5 and Table A-3.1.)~~
~~maximum coverage by impervious surfaces requirements and specific maximum impervious surface requirements by land use district; for a development site within the Wekiva Springs Overlay Protection District, see Future Land Use Element Appendix, Table A-3.1.~~
~~density bonuses for the provision of affordable housing, including opportunities for a bonus increase between 5-15 percent in density where at least 20 percent of the dwelling units are affordable to families having incomes less than 80 percent of the Orlando Metropolitan Statistical Area median, or where at least 50 percent of the dwelling units are affordable to families having incomes less than 120 percent of the Orlando Metropolitan Statistical Area median. Affordability is based on a housing cost-to-family income factor of 30 percent.~~
~~Limitations on development in floodplains, near wellfields, and near lake shorelines, as more specifically provided for in the Conservation element.~~

Policy FLU 1.3.2: Maintain Residential Compatibility

The City shall continue to rely upon the Land Development Code to address specific standards for the review of residential compatibility to provide standard and predictable measures for establishing and creating compatibility ~~through landscapes, buffers, natural areas or transitional development practices in an effort to lessen impacts and integrate development along the edges of properties where different land use districts or densities are present, screen undesirable views, preserve tree canopy and vegetation and facilitate the safe movement of traffic and pedestrians in vehicle use areas.~~ At a minimum these standards shall conform to the following guidelines:

- a. The review and analysis of development applications and future land use map amendments shall recognize as a fundamental principle of the City's Comprehensive Plan that the highest concentration of development density and intensity within the City shall be permitted in the downtown and that this overall density/intensity decreases incrementally outward from the downtown to lower densities that are located ~~in outlying rural areas on the periphery of the Eustis urbanized area~~ or ~~in~~ areas of the City which have physical limitations to development. Higher density in locations away from downtown, but supported with urban services ~~and retail/employment activity~~, is permitted as an exception to this principle.
- b. Landscapes, buffers, natural areas or transitional development practices shall be utilized in site planning to demonstrate that the project transitions appropriately to adjacent uses or to lessen impacts and integrate development along the edges of different land use categories, screen undesirable views, preserve tree canopy and vegetation.
- c. The location of development on a site shall:
 - (1) Protect existing natural and environmental features on and adjacent to the site to the extent practicable, including wetlands and wetland systems, karst features, and tree canopy;
 - (2) Respect the existing ~~adjacent development pattern~~ ~~development transect~~;

(3) Permit the most density and intensity in areas that are served or may be served by public utilities, or are most proximate to support services.

d. The location of required minimum open space on a site shall be configured to:

(1) To create external connectedness by adding to a larger contiguous off-site network of interconnected open space, particularly existing habitats, where applicable.

(2) To create internal connectedness through connected and integrated open space within the subdivision parcel where applicable and shall be based upon the- context sensitive site design standards.

Policy FLU 1.3.3: Right-of Way Standards for Utilities

Right-of-way standards adopted as part of the Land Development Regulations and roadway improvement projects shall be designed to accommodate public and regulated utility distribution lines providing needed local services.

Policy FLU 1.3.4: Compatibility with the Placement of Utility Structures

The City shall rely upon the Land Development Regulations to continue to provide for the placement and construction of utility structures and equipment, other than local distribution lines, including but not limited to water storage tanks, sewage treatment plants, electric substations, and telephone switching stations where needs for such facilities can be demonstrated by providers of services. The Land Development Regulations shall ensure compatibility of such facilities with surrounding land uses and natural resources to the extent possible.

OBJECTIVE FLU 1.4: PROTECTION OF HISTORIC RESOURCES

To protect and enhance those areas and individual sites of historical significance or distinct architectural character in the community.

Policy FLU 1.4.1: Protect Historic Character and Preserve Historic Properties

Land Development Regulations and development review procedures shall continue to recognize the need to maintain or improve the character of designated historic properties and the historic district, and incorporate incentives to preserve designated historic properties, including advice to applicants on the tax benefits of historic preservation.

Policy FLU 1.4.2: Downtown Main Street Character

In addition to adding beauty to the Downtown, walkable design standards shall be included in the Land Development Regulations regarding the City shall continue to require development and redevelopment in the Urban Core, to adhere to walkable design standards. These standards address street trees; wider sidewalks; bike lanes; on-street parking; and improving / upgrading crosswalks as appropriate.

Policy FLU 1.4.3: Preserve Historic Properties

Land Development Regulations and development review procedures shall continue to incorporate incentives to preserve designated historic properties, including advice to applicants on the tax benefits of historic preservation.

Policy FLU 1.4.4: Preserve the Architectural and Historical Heritage of Eustis

~~Pursuant to the Intergovernmental Coordination element, provide ongoing affirmational support to preservation organizations, which have an individual or collective interest in preserving the architectural and historical heritage of Eustis.~~

Policy FLU 1.4.5: Historic Structures

Where an application for development may involve the removal, ~~alteration, or reuse~~ of a historic structure listed on the National Register, the city shall first invite comment by the Florida Division of Historical Resources and the City's Historic Preservation Board before rendering a decision on the application.

Policy FLU 1.4.6 Historic Overlay

~~When sites or structures are included on the National Register of Historic Places, designated as local Landmarks, or designated as~~ When an area is designated as a local Historic Districts, the designation shall be entered as an overlay to the Future Land Use map in accordance with State law.

Policy FLU 1.4.7: Archaeological Discovery

By year-end ~~2045~~2035, the Land Development Regulations shall provide for notification of the archaeological discovery to and request for guidance from the Florida Division of Historical Resources ~~the following~~ in instances when an archaeological discovery occurs in the city: and will provide for best management practices to address the discovery.

a. ~~notification of the archaeological discovery to and request for guidance from the Florida Division of Historical Resources~~

b. ~~suspension of all ground disturbing activities within 20 feet of the discovery for up to 30 days to provide for an initial evaluation of archaeological significance. This period can be extended for another 30 days for further evaluation where the discovery is considered significant by the state.~~

~~Where the discovery is determined to be significant, various options, including relocation, acquisition of property, or redesign of the proposed development will be considered to preserve the resource. Where preservation is not a feasible alternative, the resource will be relocated if feasible, information regarding the resource shall be recorded, or elements of the resource will be salvaged for further study at the expense of the State of Florida.~~

GOAL FLU 2: URBAN DEVELOPMENT PATTERN AREA

Enhance the livability and viability of the urban core area of the City through design standards and capital improvement priorities that:

- Align public investments, incentives and Future Land Use Element policies to encourage and protect redevelopment and revitalization opportunities that leverage existing economic assets;
- Promote revitalization in developed neighborhoods that are aging; and
- Rely primarily on a system of interconnected street grids with pedestrian and mass transit features and links to civic buildings, squares, parks and other neighborhood uses.

OBJECTIVE FLU 2.1: REDEVELOPMENT AND INFILL

To implement programs which facilitate redevelopment of and infill development in older sections of the city ~~including downtown Eustis~~ and to promote the revitalization of the ~~East Eustis Downtown and East Town Community Redevelopment Area~~ as a safe, attractive, and stable residential and business area.

Policy FLU 2.1.1: Downtown Redevelopment

The City shall continue to implement the redevelopment and revitalization vision for the ~~downtown area and vicinity as expressed in the Downtown Eustis Master Plan and the East CRA Plan Update~~ Community Revopment Area as provided for in the Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan, and Economic Element. This vision shall be used as the basis for prioritizing public improvements, stimulation of business activity, and development of commercial, residential, and institutional properties.

Policy FLU 2.1.2: Funding Assistance for Housing Needs

~~The City shall continue to pursue funding pursuant to the Housing Element Policy HSG 1.3.3.~~

~~Pursue, directly or through the Eustis Housing Authority and/or agencies of Lake County, available federal and state funds to help promote the revitalization of the East Eustis area and meet the projected housing needs of very low-, low-, and moderate-income families and elderly households, including the following programs or their successors:~~

- a. ~~SAIL~~
- b. ~~Section 8~~
- c. ~~Rental Rehabilitation~~
- d. ~~Weatherization~~
- e. ~~Section 202~~
- f. ~~Community Development Block Grants~~
- g. ~~HOPE VI~~

Policy FLU 2.1.3: Code Enforcement & Displacement

~~Continue an aggressive code enforcement program to upgrade properties capable of rehabilitation and modernization and to remove those which are unsafe or unfit for habitation.~~

~~The City shall continue to address substandard housing and displacement pursuant to the Housing Element Policies HSG 1.2.1 and 1.2.2.~~

Policy FLU 2.1.4: Displacement Requirements

In every instance where residents are displaced by city code enforcement activities or other local public actions, assist residents as follows in seeking standard housing in the community:

- a. provide adequate notification of public action to owners and occupants
- b. maintain an inventory of available assisted and affordable market rate housing and housing providers in the community and advise displaced occupants of same
- c. utilize the services of the Eustis Housing Authority, as needed, to help qualify applicants for available housing in the community

GOAL FLU 3: SUBURBAN DEVELOPMENT PATTERN AREA

Enhance the livability and viability of neighborhoods and existing commercial corridors through the implementation of a coordinated strategy that discourages urban sprawl and:

- Promotes development standards for new neighborhoods consistent with the principles included in FLU Policy 1.1.1.
- Preserves and protects existing viable neighborhoods and subdivisions;
- Promotes revitalization in developed neighborhoods that are aging; and
- Promotes development standards for new neighborhoods consistent with the principles included in FLU Policy 1.1.1.

OBJECTIVE FLU 3.1: PROTECTION OF RESIDENTIAL NEIGHBORHOODS

To ensure the long-term viability of residential neighborhoods by regulating future development and redevelopment to create compatibility with surrounding land uses.

Policy FLU 3.1.1: Neighborhood Compatibility

The City shall protect the quality and integrity of established neighborhoods from adjacent incompatible development and shall by relying upon the standards of the adopted Land Development Regulations to address residential compatibility including specific provisions that address the adjacency of urban areas to suburban and rural areas.

Policy FLU 3.1.2: Roadway Compatibility

The City shall maintain and protect the long-term viability of residential neighborhoods where they are developed adjacent to collector and arterial roadways by relying upon the standards of the adopted Land Development Regulations which include standards that regulate context sensitive land use and roadway relationships.

Policy FLU 3.1.3: Utility Compatibility

Protect the integrity of existing neighborhoods from the effects, if any, of bulk electric transmission corridors; and similar facilities by prohibiting, to the maximum extent of the City's jurisdictional authority, their location through or immediately adjacent to existing residential neighborhoods.

Policy FLU 3.1.4: Limits on Industrial Uses Adjacent to Residential Areas

The City shall ensure that future Plan amendments to industrial uses adjacent to existing Residential Land Use categories shall be light industrial uses only to protect residences from the adverse impacts of smoke, fumes, vibrations, light, glare, odors, and noise. Access which is limited only to local residential roadways may be considered unacceptable for heavy industrial uses, notwithstanding applicable access management requirements.

OBJECTIVE FLU 3.2: DISCOURAGE URBAN SPRAWL

To use an approach to neighborhood revitalization that will transform the character, function and form of residential land uses into functional, sustainable neighborhoods.

Policy FLU 3.2.1: Neighborhood Revitalization

The City shall encourage neighborhood revitalization by continuing to implement and enforce the adopted Land Development regulations regarding pedestrian connectivity standards and block configuration requirements.

GOAL FLU 4: RURAL DEVELOPMENT PATTERN AREA

Manage the form, pattern and timing of future growth and development for the areas on the periphery of the Eustis urbanized area~~rural areas of the City~~ through a clear and predictable land use strategy that:

- ~~Facilitates the transition of land uses over time into sustainable, livable places (communities).~~
- ~~Provides for a rural character and lifestyle for rural residents~~transitional area between suburban development and the County's rural areas;
- ~~Respects the~~Allows the continuance of agricultural land uses ~~and landowners;~~
- Values and preserves open spaces; and
- ~~Facilitates the transition of land uses over time into sustainable, livable places (communities).~~

OBJECTIVE FLU 4.1: PROTECTION OF RURAL CHARACTER

To protect the ~~existing rural~~ character of those areas ~~in the City of Eustis~~ that are designated as Rural Design Districts, ~~and thereby ensure that there is a rural lifestyle for existing and future residents.~~

Policy FLU 4.1.1: Rural Residential Design Districts

Greater flexibility and creativity in the design of residential developments within the Rural Design Districts is permitted through the subdivision development approval process and the design criteria provided ~~herein in the Land Development Regulations~~ as a means to preserve significant on-site environmental resources and preservation areas.

GOAL FLU 5: WEKIVA SPRINGS OVERLAY PROTECTION DISTRICT

Support and further the *Wekiva Parkway and Protection Act* through land use strategies designed to protect significant natural resources of the Wekiva Springs Overlay Protection District, also known as the Wekiva Study Area, including the springshed and springs.

OBJECTIVE FLU 5.1: Wekiva Springs Overlay Protection District Land Use Strategy

The City shall establish an overlay district described herein for the purpose of providing an appropriate transition between the City's urban core and the County's rural areas, and implementing enhanced standards for the protection of significant open space. The following policies and open space requirements recognize the relative position of the City within the Wekiva Springs Overlay Protection District, ~~and are intended to ensure compatibility with the persistence of rural land use patterns outside~~

and east of the City of Eustis-Lake County Joint Planning Area (JPA) (Map #19).

Policy FLU 5.1.1: Land Use Activity Restrictions

The City designates the Wekiva Springs Overlay Protection District as provided on the Future Land Use Map. The City shall restrict new land use activities within the Wekiva Springs Overlay Protection District, ~~within that areand~~ adjacent to most effective recharge areas, karst features and sensitive natural habitats, that have a potential to adversely impact ground water and surface water quality; such as mining, landfills, ~~spray~~ fields, golf courses, heavy industry, intense animal operations, and other uses or activities with extensive impervious surface area, involving hazardous chemicals or materials, having potential to contaminate groundwater, or requiring significant consumption of groundwater beyond the City's adopted level of service.

Policy FLU 5.1.2: Best Management Practices and Standards

Where avoidance of impacts through the limitation of land use activities ~~and minimum open space requirements outlined in Table A-3.1 of the Future Land Use Element Appendix~~ is not feasible, ~~including existing single-family platted lots and infill lots or sites within and completely surrounded by existing/built urban areas of the City~~, the City shall require implementation of Best Management Practices and development/redevelopment standards, such as buffering, setbacks and open space standards, that will minimize the impact of land use and development within the Wekiva Springs Overlay Protection District, consistent with Objectives FLU 5.1, and 5.2 and supporting policies applicable to the Wekiva Springs Overlay Protection District.

Policy FLU 5.1.3: Surveys and Studies

The Land Development Regulations shall require the following surveys and studies to be submitted with a subdivision plan or site plan or its functional equivalent to provide an analysis and evaluate the location and presence of most effective recharge areas, karst features, and sensitive natural habitats including Longleaf Pine, Sand Hill, Sand Pine and Xeric Oak Scrub:

- a. An analysis of soils, by a professional qualified to determine the location of most effective recharge areas. Unless otherwise provided for by rule of the St. Johns River Water Management District (SJRWMD), most effective recharge areas shall be defined as Type "A" Hydrologic soils described by the National Resources Conservation Service (NRCS) Soil Survey.
- b. An analysis of the site, by a professional qualified to determine the location and nature of sinkholes and other karst features of the property, such as stream-to-sink and other direct connections to the aquifer including an analysis to determine the depth of the water table, location of the Floridan Aquifer relative to ground surface and thickness and extent of the bedrock or other confining layers over the aquifer. This analysis may include the use of geophysical surveys, such as microgravity and ground penetrating radar surveys, and may be supplemented with documented locations of sinkholes, light detection and ranging surveys, and aerial photographs. If karst features are determined to exist on site, further analysis may be required to evaluate surface and sub-surface characteristics that provide potential connection to the aquifer, assess the potential for contamination of the aquifer from development, and identify protective solutions to be incorporated into the site design. Such design solutions shall utilize Best Management Practices described in Protecting Florida's Springs Manual – Land Use Planning Strategies and Best Management Practices (November 2002).
- c. An analysis of the site by a professional qualified to identify flora and fauna, state and federally listed species, and vegetative habitat types including but not limited to wetlands and sensitive natural habitat defined as Longleaf Pine, Sand Hill, Sand Pine and Xeric Oak Scrub. This analysis shall include field surveys and use of best available information from federal, state, regional, and

local agencies. The site analysis shall also consider ecosystem connectivity in relationship to adjacent properties and surrounding area in coordination with the Florida Fish and Wildlife Conservation Commission and the Florida Department of Environmental Protection.

- d. The analysis required above shall be used to characterize on-site soils and determine locations of geologic features including sinkholes, solution pipes, depressions, and depth of soil to lime rock, including karst features like sinkholes with a direct connection to the aquifer and stream-to-sink features that require protection.

Policy FLU 5.1.4: Open Space Requirements

In order to protect natural resources within the Wekiva Springs Overlay Protection District, including but not limited to most effective recharge areas, karst features and sensitive natural habitats, including Longleaf Pine, Sand Hill, Sand Pine, and Xeric Oak Scrub, the City shall require that new development preserve and dedicate open space pursuant to the policies established for the Wekiva Springs Overlay Protection District. Open space shall be connected to the greatest extent possible within the development site and to natural areas or open space within adjacent property in order to provide larger contiguous corridors.

Policy FLU 5.1.5: Open Space Priority and Assignment

Priority for preservation and dedication of open space shall be given to most effective recharge areas, karst features, and sensitive natural habitats including Long Leaf Pine, Sand Hill, Sand Pine and Xeric Oak Scrub vegetative communities. Assignment of open space shall be determined at the time of site plan review to maximize protection of natural resource features and functions. This evaluation shall consider the aforementioned priorities, protection of wildlife habitat, the ability to provide substantial buffering to natural wetlands and water bodies, and the ability to create greenway corridors. Other significant resources, such as natural wetlands and floodplains and other sensitive natural habitats shall be protected consistent with all other objectives and policies of this Comprehensive Plan. Within the Wekiva Springs Overlay Protection District, natural wetland impacts, including the placing or depositing of fill within natural wetlands, shall be prohibited except as necessary to provide for legal ingress or egress to developable upland areas. In such circumstances, structural enhancements may be required to maintain wetland connectivity and natural flow regimes.

Policy FLU 5.1.6: Dedication of Open Space

Natural open space designated as part of a development project shall remain undeveloped and protected in perpetuity through the use of conservation easements, plat restrictions, deed restrictions or similar legal instruments that run with the land and establish the conditions and restrictions on the use of open space areas. The boundaries of the designated open space shall be clearly delineated on project site plans, including recorded plats, ~~and marked in the field when larger than one (1) acre to distinguish from areas suitable for development and those open space areas dedicated to stormwater management and/or recreation.~~

Policy FLU 5.1.7: Ownership and Maintenance of Open Space

Ownership and maintenance of open space that is held in group ownership shall be by one or a combination of the following, which shall be designated prior to development.

- a. Conservation Agency such as the SJRWMD
- b. Non-profit conservation organization or land trust
- c. City of Eustis, subject to City approval
- d. Homeowners Association providing for binding legal commitments regarding preservation and management

The costs and responsibility of maintaining open space shall be borne by the owner of open space. If not properly maintained, the City may enforce maintenance.

OBJECTIVE FLU 5.2: Conservation Design Standards

All development within the Wekiva Springs Overlay Protection District shall meet the conservation design standards as set forth below as provided for in the Conservation Element:

Policy FLU 5.2.1: Principles of Conservation Design

Within the Wekiva Springs Overlay Protection District, all new development shall be required to implement the following principles of conservation design, ~~with the exception of very low density rural residential development that does not exceed one (1) dwelling unit per five (5) acres:~~

- a. When clustering dwelling units within a development, the clustering of uses shall be designed to occur in those areas with the lowest priority for preservation.
- b. Establishment of natural open space, consistent with Policies FLU 5.1.4 through 5.1.8 and Policies FLU 5.2.1 through 5.2.3, which shall be connected wherever possible and protected by recorded conservation easement, dedicated plat, or similar binding instrument;
- c. Protection and enhancement of corridors for wildlife movement in coordination with adjacent properties if applicable;
- d. Minimize site disturbance and alteration of terrain through use of design techniques that protect native vegetation and minimize earth movement;
- e. Use of Florida Friendly landscaping, and limiting areas requiring irrigation;
- f. Design of stormwater systems as natural amenities where possible;
- g. Central water and sewer treatment facilities within urban service areas that can be connected to a regional system when available or use of performance-based on-site wastewater treatment systems consistent with the Sanitary Sewer, Solid Waste, Stormwater Management, Potable Water and Natural Groundwater Aquifer Recharge Element;
- h. Installation of reclaimed water lines in order to ensure the present or future capability to receive treated reuse water.

Policy FLU 5.2.2: Setback from Karst Features

All development shall be set back from springs, spring runs, sinkholes, and other karst features as shown below. The setback area shall consist of a buffer that excludes development and retains all natural vegetation within the setback area, with the exception of the setback area from subsurface caves and flow corridors.

Development Setbacks

Feature	Minimum setback (feet)
Springs	300
Spring runs	100
Sinkholes, with a direct connection to the aquifer	200, measured from the drainage divide
Other sinkholes	100, measured from the drainage divide
Other karst features with a	200, measured from the

direct connection to the aquifer (swallet or stream-to-sink)	drainage divide
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Land uses with a high potential to impact groundwater resources such as mining, landfills, spray-fields, heavy industrial, and intense animal operations will be prohibited within one mile of a springhead and ½ mile of a surface centerline of the cave system.

Land Use Setbacks

Feature	Minimum setback (feet) for land uses identified as having a high potential to impact groundwater resources.
Caves (subsurface caves and flow corridors)	½ mile, measured on the surface from the centerline of the cave system
Springhead (vent)	One (1) mile, measured from the springhead in all directions

Policy FLU 5.2.3: Setback Exceptions

Where an existing lot of record as of the effective date of the previous Policy is too small to accommodate the minimum amount of development necessary for the setbacks set forth in Policy FLU 5.2.2, the allowable use may be established provided that the building and associated paved areas are located the maximum distance possible from the karst features, and further provided that a swale and berm are located between the development and the karst feature with a direct connection to the aquifer. The swale and berm shall be designed to direct drainage away from the karst feature.

Policy FLU 5.2.4: Shared Access and Stormwater Facilities

Development shall use joint or shared access and stormwater facilities to the maximum extent feasible when it serves to minimize impervious surfaces.

Policy FLU 5.2.5: Parking

Non-residential development shall use shared parking and pervious pavement to the maximum extent feasible in order to minimize impervious surfaces.

Policy FLU 5.2.6: Minimization of Connected Impervious Areas

Design of access, parking lots, sidewalks, buildings, and other impervious surfaces shall minimize connections between impervious surfaces through techniques shown on a site plan such as:

- a. a. Development shall use joint or shared access and stormwater facilities to the maximum extent feasible when it serves to minimize impervious surfaces.
- b. Non-residential development shall use shared parking and pervious pavement to the maximum extent feasible in order to minimize impervious surfaces.
- a. Directing flows from roof drains to vegetated areas or to rain barrels or cisterns for reuse of the water;
- b. Directing flows from paved areas to vegetated areas;

- c. ~~e.~~ Locating impervious surfaces so that they drain to vegetated buffers or natural areas; and
- d. ~~d.~~ Breaking up flow directions from large paved surfaces.

Policy FLU 5.2.7: Use of Pervious Materials

Porous pavement materials, pervious concrete, and pervious asphalt should be used to minimize the amount of impervious surface within new development and redevelopment consistent with code requirements regarding protection of natural systems from contaminants.

Policy FLU 5.2.8: Stormwater Drainage

Drainage for streets and roads within new development shall ~~be through roadside swales and berms whenever possible. Curb and gutter design should not generally be approved, except where safety or other issues exist. Infill and redevelopment within existing urban areas with existing curb and gutter are exempt from these requirements. Where curb and gutter is approved and to the extent feasible, the curb and gutter shall be designed to provide adequate curb cuts to allow run-off to be directed to roadside landscaped swales for infiltration and treatment prior to discharge.~~ be consistent with the St. Johns River Water Management District requirement and the Land Development Regulations.

Policy FLU 5.2.9: Minimization of Site Disturbance

Development shall be designed to minimize site disturbance by limiting clearing to the minimum area necessary to accomplish development through the following:

- a. Avoid or minimize the removal of existing native trees and vegetation;
- b. Minimize soil compaction by delineating the smallest disturbance area feasible;
- c. Use design techniques that limit earth movement and impervious surfaces such as stem-wall construction, reduced pavement widths, and swales; and
- d. Maximize disconnection of impervious surfaces to reduce water runoff flows and increase opportunities for infiltration.

Policy FLU 5.2.10: Golf Courses

All golf course siting, design, construction, and management shall implement the prevention, management, and monitoring practices, detailed in the golf course siting, design, and management chapter of the *Protecting Florida's Springs Manual – Land Use Planning Strategies and Best Management Practices* (November 2002). These practices are derived from the Audubon International Signature program.

Policy FLU 5.2.11: Landscape Best Management Practices

The following landscaping Best Management Practices shall be instituted to the greatest extent practicable to reduce nitrate loading:

- a. Planted turf grass and landscaping within residential lots shall be restricted wherever feasible to minimize the use of fertilization and water for irrigation;
- b. Florida Friendly landscaping shall be required wherever feasible; and
- c. The City will adopt Land Development Regulations for managing future lawns and landscapes within the Wekiva Springs Overlay Protection Area using the educational guidelines contained in the University of Florida Extension's Florida Yards and Neighborhoods Program, Environmental Landscape Management (ELM) principles and Best Management Practices wherever feasible. Such Land Development Regulations shall include practices that are designed to reduce nitrate infiltration into ground and surface water.

Policy FLU 5.2.12: Protection of Sensitive Natural Habitats

The City shall protect sensitive natural habitat including Longleaf Pine, Sand Hill, Sand Pine, and Xeric Oak Scrub (generally shown on Map #14 and Map #15) within the Wekiva Springs Overlay Protection Area to the greatest extent practicable. The Land Development Regulations shall require a site analysis during the development review process to identify sensitive natural habitat. If such habitat is determined to exist on-site, proposed development shall be required to avoid and protect such areas as much as possible as follows:

- a. Design shall be accomplished to maintain sensitive natural upland habitat in functional, clustered and contiguous configurations that maximize use by wildlife (Map #18) and maintain the long-term viability of natural communities. This includes linkages to habitat corridors and greenways where possible.
- b. Sensitive natural habitat protected on-site shall require a permanent conservation easement and be incorporated as open space within the subject property.

Policy FLU 5.2.13: Management of Sensitive Natural Habitats

The City may require a management plan for sensitive natural habitat areas greater than two acres in size that are protected as the result of a development project. The management plan shall be prepared at the expense of the developer by a qualified professional biologist and provide for the following:

- a. Eventual removal of invasive plants and replanting with Florida Friendly vegetation as necessary;
- b. Maintenance of biodiversity, with special emphasis on the protection of listed plant and animal species;
- c. Removal of debris, articles, and structures not permitted by the management plan;
- d. Conditions for use that are limited to passive recreation; and
- e. Any additional measures necessary to protect and maintain the functions and values of the habitat area while ensuring protection from wildfire.

EXHIBIT B FUTURE LAND USE ELEMENT APPENDIX**SECTION FLU A-1: PLAN AMENDMENT STANDARDS OF REVIEW**

The City of Eustis Comprehensive Plan is designed to preserve and enhance the public health, safety, and welfare through the management of growth, the provision of adequate public services and the protection of natural resources. These purposes are accomplished by the legislative establishment of goals, objectives, and policies that are designed to guide the future growth and development of lands within the City.

GENERAL

All applications for a Plan amendment including, but not limited to, site specific applications for changes in land use designations, are presumed to involve a legislative function of local government which, if approved, would be by legislative act of the City and shall, therefore, be evaluated based upon the numerous generally acceptable planning, timing, compatibility, and public facility considerations detailed or inferred in the policies of the Plan. Each application for an amendment to the Map #1: 2035 Future Land Use Map by changing the land use designation assigned to a parcel of property shall also be reviewed to determine and assess any significant impacts to the policy structure on the Comprehensive Plan of the proposed amendment including, but not limited to, the effect of the land use change on either the internal consistency or fiscal structure of the Plan.

This Plan amendment application review and evaluation process will be prepared and presented in a format consistent with the four (4) major categories of Plan policies as follows:

A **General Public Facilities/Services**: Since the Plan policies address the continuance, expansion and initiation of new government service and facility programs, including, but not limited to, capital facility construction, each application for a land use designation amendment shall include a description and evaluation of any Plan programs (such as -the effect on the timing/financing of these programs) that will be affected by the amendment if approved. This analysis shall include the availability of, and actual and anticipated demand on, facilities and services serving or proposed to serve the subject property. The facilities and services required for analysis include emergency services, parks and recreation, potable water, public transportation if and when available, sanitary sewer, schools, solid waste, stormwater, and the transportation network.

B **Natural Resources/Natural Features**: The policies of the Plan also contain general regulatory guidelines and requirements for managing growth and protecting the environment. These guidelines will be used to evaluate the overall consistency of the land use amendment with the Comprehensive Plan. Evaluation of specific features and impacts shall be included in the Land Development Regulations and addressed at time of site plan or subdivision plan consideration.

C **Comprehensive Plan Review**: Additional criteria and standards are also included in the Plan that describe when, where and how development is to occur. Plan development policies will be used to evaluate the appropriateness of the compatibility of the use, intensity, location, and timing of the proposed amendment.

1. Proposed Residential Land Uses. The City shall limit these uses adjacent to incompatible commercial or industrial land uses unless sufficient mitigation, such as buffering and setbacks is provided and available through the Land Development Regulations, which lessens the impact to the proposed residences.

2. Proposed Non-Residential Land Uses. The City shall generally not permit new industrial uses to be located adjacent to existing or planned residentially designated areas.

D **Transportation:** Each application for a land use designation amendment will be required to demonstrate consistency with the Transportation Element of the adopted Comprehensive Plan.

E **Water Supply:** Each application for a land use designation amendment will be required to demonstrate that adequate water supplies and associated public facilities are (or will be) available to meet the projected growth demands.

AMENDMENTS WITHIN THE WEKIVA SPRINGS OVERLAY PROTECTION DISTRICT

Amendments to the Future Land Use Map (FLUM) within the Wekiva Springs Overlay Protection District shall be required to comply with all applicable policies of this Comprehensive Plan and at time of site plan or subdivision consideration, approval of a development plan shall satisfy the following criteria:

A. Support the development plan with the -required studies and surveys -in FLU Policy 5.1.3 to document that the development is consistent with protection of groundwater and surface water and natural resources;

B. Support the development plan with a nitrate/nitrogen loading analysis prepared by a professional qualified to use professionally accepted methods that compare the existing land use activity to the proposed future land use activity at build-out if there is no connection to central sanitary sewer. The analysis must demonstrate when all factors are ~~taken into account~~ considered, that there shall be no increase in nitrate/nitrogen loading to groundwater and surface water.

SECTION FLU A-2: ZONING STANDARDS OF REVIEW

The City of Eustis does not have zoning districts. The City of Eustis regulates the specific uses that are permitted and prohibited within each land use district through the City's Land Development Code based on the Future Land Use Map designation and establishes the minimum design standards to be used when developing property through the application of a Design District Overlay. The intent of the land use and design regulations of the Land Development Code is to promote the health, safety, and welfare of the community; to ensure that future growth and development which occurs in Eustis is consistent and compatible with the city comprehensive plan; is compatible with existing and planned development in the City in type, design, and location; is served by adequate public services and facilities; and in all other respects achieves and implements the goals, objectives, and policies of the city as contained in the city comprehensive plan.

SECTION FLU A-3: THE OFFICIAL FUTURE LAND USE MAP**General Application**

The City of Eustis Future Land Use Element contains the Official Future Land Use Map. This map depicts a land use classification system which defines the location and range of permitted uses in each classification, the range of permitted densities and/or intensities of use, and other data necessary to comply with minimum State requirements. The Future Land Use Classifications set forth the potential uses of property in the context of the lawful planning horizon and provide for a wide array of density or intensity of use within each land use classification. A property owner is not necessarily entitled to the most potentially dense or intense uses permitted within a land use classification. In some cases, the compatibility standards in the Land Development Regulations may result in an actual project density less than the maximum permitted by the Comprehensive Plan. The Future Land Use Map does not guarantee that maximum densities will be achieved in all cases and does not serve as a substitute density limit in place of any other regulations that would place further restrictions and/or limitations on the development density of a parcel.

The official Future Land Use Map depicts the following land use classifications, map symbols, and the identification of designations that require urban services.

TABLE A-3.1 FUTURE LAND USE DESIGNATIONS

LAND USE DISTRICT	MAP SYMBOL	Maximum Net Density (Total dwelling units per net acre)	Intensity Range (Floor Area Ratio)	Maximum Impervious Surface (% of net buildable area)
Rural-Residential	RR	1 dwelling-unit/acre	N/A	20%
Suburban Residential	SR	5 dwelling units/acre ⁽²⁾	N/A	450% ⁽⁴⁾
Urban Residential	UR	12 dwelling units/acre ⁽²⁾	N/A	450% ⁽⁴⁾
Manufactured Home Community	MH	8 dwelling units/acre	N/A	550% ⁽⁴⁾
General Commercial	GC	N/A	up to 2.5 ⁽³⁾	75%
General Industrial	GI	N/A	up to 2.5 ⁽³⁾	75%
Central Business District	CBD Residential Non-Residential	40 dwelling units/acre ⁽¹⁾	up to 3.0	100%
Residential/Office Transitional	RT Residential Non- Residential	12 dwelling units/acre ⁽²⁾	up to 2.5 ⁽³⁾	450% ⁽⁴⁾ 75%
Mixed Commercial/ Residential	MCR Residential Non- Residential	12 dwelling units/acre ⁽²⁾	up to 2.5 ⁽³⁾	450% ⁽⁴⁾ 75%
Mixed Commercial/ Industrial	MCI	N/A	up to 2.5 ⁽³⁾	75%
Public and Institutional	PI	N/A	up to 2.5 ⁽³⁾	75%
Agricultural	AG	1 dwelling-unit/5 acres	N/A	20%
Conservation	CON	N/A	up to 0.20 ⁽³⁾	10%
Table Footnotes Generally: Stated densities and intensities will not be achieved in all cases. Compatibility standards and other Land Development Regulations, including those regulating the interaction between land use districts and design districts, as related to each specific site's unique characteristics, will determine actual achievable densities and intensities. (1) In the Central Business District, the maximum of 40 units per acre is permitted in the portion of the central business district bordered on the west by Bay Street, south by Orange Avenue, east by Center Street and north by Clifford Avenue. The remainder of the Central Business District shall have a base maximum density of 12 du/ac and shall require a conditional use permit to develop up to 40 units per acre. <u>With the implementation of Transfer of Development Rights, maximum density/intensity in the CBD shall be measured district wide versus per site.</u>				

LAND USE DISTRICT	MAP SYMBOL	Maximum Net Density (Total dwelling units per net acre)	Intensity Range (Floor Area Ratio)	Maximum Impervious Surface (% of net buildable area)
(2) Density bonuses are permitted for the provision of affordable housing, including opportunities for a bonus increase between 5-15 percent in density in these classifications where at least 20 percent of the dwelling units are affordable to families having incomes less than 80 percent of the Orlando Metropolitan Statistical Area median, or where at least 50 percent of the dwelling units are affordable to families having incomes less than 120 percent of the Orlando Metropolitan Statistical Area median. Affordability is based on a housing cost-to-family income factor of 30 percent. (3) Allowable intensities incrementally decrease between downtown and outlying areas, and between corridors and neighborhoods, as specified in Section 109-3 of the Land Development Regulations. Higher intensities apply in urban districts, medium intensities in suburban districts and lower intensities in rural districts. Similarly, within those districts, higher intensities apply along corridors and lower intensities in neighborhoods. (4) <u>Maximum impervious surface requirements apply to the development as a whole, when common area is provided. In no case shall individual building lot coverage exceed 80 percent.</u> For more information regarding open space and impervious definitions see the City of Eustis Land Development Regulations, Definitions and Chapter 115, Section 115-4.1				

(1)

For more information regarding open space and impervious definitions see the City of Eustis Land Development Regulations, Definitions and Chapter 115, Section 115-4.1

DEFINITIONS OF FUTURE LAND USE DESIGNATIONS

The definitions and uses provided for in each of the following future land use designations are descriptive definitions only.

Residential Districts

~~Rural Residential~~

Suburban Residential

Urban Residential

~~Manufacture-Mobile~~ Home Community

Rural Residential (RR)

~~This designation provides for large lot development near or on the periphery of the Eustis urbanized area. Low density designation is a proven effective means for delaying development until growth can be accommodated in an orderly economical fashion. Mainly, this category is seen as providing a low density estate type housing environment preferred by a segment of the local population. Principal locations are near East Crooked Lake, Lake Joanna, Lake Yale, and around certain lakes in the eastern portion of the City.~~

~~General Range of Uses: Single family residential dwelling units, parks, schools, and public and utility services and facilities that are 2 acres or less in size.~~

~~Maximum Density: Residential densities in Rural Residential may not exceed one dwelling unit per net buildable acre. Net Densities of one unit or less per acre are appropriate in areas of steep slope near lakes where soil erosion is a potential problem and in remote locations where provision of urban services is not economically feasible.~~

Special Provisions:

~~(1) _____ Permit the placement of residential units manufactured off site which otherwise meet all applicable federal and state regulations and standards, provided that:~~

- ~~a. all such housing is attached to foundations as in the case of conventional site-built construction; and~~
- ~~b. all such housing otherwise meets applicable lot, yard, and related residential classification as set forth in the Land Development Regulations.~~
- ~~(2) Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.~~

Suburban Residential (SR)

This designation is provided to accommodate the majority of residential development within the City.

General Range of Uses: This designation is intended to provide for a mix of single family detached, patio home, and townhouse dwellings in a suburban atmosphere and may also include ACLF, parks and recreation facilities, and schools. Apartments may be permitted through the PUD process. Public and utility services and facilities that are 2 acres or less in size are also permitted.

Maximum Density/Intensity: Suburban Residential lands may be developed up to a maximum density of 5 dwelling units per net buildable acre. The maximum density may be exceeded through an affordable housing density bonus as provided in the Special Provisions below.

Special Provisions:

- (1) Density bonuses are permitted for the provision of affordable housing, including opportunities for a bonus increase between 5-15 percent in density in the Suburban Residential (SR) classification where at least 20 percent of the dwelling units are affordable to families having incomes less than 80 percent of the Orlando Metropolitan Statistical Area median, or where at least 50 percent of the dwelling units are affordable to families having incomes less than 120 percent of the Orlando Metropolitan Statistical Area median. Affordability is based on a housing cost-to-family income factor of 30 percent. A density bonus may also be allowed for energy conservation or green certification as provided for in the LDRs. The combined density bonus for affordable housing and energy conservation/green certification is limited to a total increase of 15%.
- (2) Permit the placement of residential units manufactured off site which otherwise meet all applicable federal and state regulations and standards, provided that:
 - a. all such housing is attached to foundations as in the case of conventional site-built construction; and
 - b. all such housing otherwise meets applicable lot, yard, and related residential

- (3) classification as set forth in the Land Development Regulations. Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Urban Residential (UR)

This designation is intended to provide higher density residential options for the areas near the downtown core of the city.

General Range of Uses: Includes single family detached, patio home, townhouse dwellings, and apartments. Additional uses include adult congregate living facilities (ACLF), other group housing facilities, manufactured residential dwelling units, limited neighborhood commercial uses, parks and recreation facilities, and schools. Public and utility services and facilities that are 2 acres or less in size are also permitted.

Maximum Density: Urban residential densities may be developed at a minimum density of six dwelling units per net buildable acre up to a maximum of 12 dwelling units per net buildable acre, except where existing conditions require a density less than six dwelling units per net buildable acre. The maximum density may be exceeded through an affordable housing density bonus as provided in the Special Provisions below.

Special Provisions:

- (1) Density bonuses are permitted for the provision of affordable housing, including opportunities for a bonus increase between 5-15 percent in density in the Urban Residential (UR) classification where at least 20 percent of the dwelling units are affordable to families having incomes less than 80 percent of the Orlando Metropolitan Statistical Area median, or where at least 50 percent of the dwelling units are affordable to families having incomes less than 120 percent of the Orlando Metropolitan Statistical Area median. Affordability is based on a housing cost-to-family income factor of 30 percent. A density bonus may also be allowed for energy conservation or green certification as provided for in the LDRs. The combined density bonus for affordable housing and energy conservation/green certification is limited to a total increase of 15%.
- (2) Permit the placement of residential units manufactured off site which otherwise meet all applicable federal and state regulations and standards, provided that:
 - a. all such housing is attached to foundations as in the case of conventional site-built construction; and
 - b. all such housing otherwise meets applicable lot, yard, and related residential classification as set forth in the Land Development Regulations.

Manufactured-Mobile Home Community (MH/RV)

This designation applies to specific existing mobile home and recreational vehicle developments which are predominantly located north of Trout Lake. The purpose of this district is to provide for a mobile home urban environment in a rental park where the dwelling unit may or may not be owned by the tenant residing within, provided however, that the real property for the entire mobile home community is under single ownership.

No new mobile home or transient recreation vehicle home developments are specifically provided for contemplated on the Future Land Use Map.

General Range of Uses: Single-family residential dwelling units, multi-family dwelling units, manufactured residential dwelling units, mobile homes, outdoor recreation, and schools. Public and utility services and facilities that are 2 acres or less in size are also permitted.

Maximum Density: Residential densities may not exceed eight dwelling unit per net buildable acre.

Special Provisions:

(1) Permit the placement of residential units manufactured off site which otherwise meet all applicable federal and state regulations and standards, provided that:

- a. all such housing is attached to foundations as in the case of conventional site-built construction; and
- b. all such housing otherwise meets applicable lot, yard, and related residential classification as set forth in the Land Development Regulations.

Commercial Districts**General Commercial (GC)**

The GC designation is intended to provide an area consisting of primarily free-standing commercial land uses serving both motorists and local residents.

General Range of Uses: General Commercial may include a variety of free-standing retail and service uses and small strip centers including automotive-oriented uses such as service stations and auto sales as well as outdoor recreation, and schools. Public and utility services and facilities that are 5 acres or less in size are also permitted.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open

space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Industrial Districts

General Industrial (GI)

This land use designation is provided for those businesses that have one or more objectionable uses such as noise, dust or odor. The purpose of this district is to provide a method whereby industries necessary to the area, but with inherent characteristics which could prove obnoxious or detrimental to a different type of industrial operation, may locate in the most suitable and advantageous spots to minimize inconvenience to the general public. This district also offers greater economy and freedom to the industrial developer by the relaxation of certain standards and screening requirements within the district itself.

General Range of Uses: General Industrial development includes existing industrial development of light-to-heavy nature along the rail line both north and south of downtown. Outdoor recreation, schools, and public and utility services and facilities that are 5 acres or less in size are also permitted.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Special Provisions:

- (1) New development within GI areas shall continue to be required to:
 - a. Provide adequate setbacks and buffering from residential areas and public roads;
 - b. Comply with all federal and state environmental regulations and local performance standards contained in the Land Development Regulations; and
 - c. Limit effluent discharges to the municipal sewer system to approved pretreated industrial wastes and domestic wastes only.
- (2) Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Mixed Use Districts

Central Business District
Residential / Office Transitional

Mixed Commercial / Residential
Mixed Commercial / Industrial

Central Business District (CBD)

This land use designation is designed to support a mixed-use area encompassing downtown Eustis within which a combination of commercial, institutional, office, and residential uses may occur at comparatively high densities.

General Range of Uses: This category accommodates the mix of residential, commercial, light industrial/manufacturing, office, institutional, and schools. Public and utility services that are 5 acres or less in size are also permitted as well as residential uses found in or otherwise desirable in downtown areas.

Density: The maximum density is 40 du/ net buildable acre where the maximum of 40 units per buildable acre is permitted in the "core area" of the district which is defined as that portion of the central business district bordered on the west by Bay Street, south by Orange Avenue, east by Center Street and north by Clifford Avenue. The remainder of the Central Business District shall be a maximum density of 12 du/ net buildable area unless granted a conditional use permit to develop up to 40 units per net buildable acre. The minimum density within the "core area" of the CBD is 6 du/ net buildable acre except where existing conditions require less than the minimum.

IntensityRange: up to 3.0 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Mix Requirements: There are proportional requirements and limitations regarding the amount of residential and non-residential uses allowable in an area designated CBD. For the mixed land use category CBD, the city establishes, and shall monitor on a citywide basis, a mix of uses as follows:

Commercial/Office: 50% - 80% of total CBD building square
footage Residential: 20% - 60% of total CBD building square
footage Institutional: 5% - 15% of total CBD building square
footage

The composition of mix for each proposed development will be determined on a case-by-case basis during the development review process. Specific uses permitted will be monitored by the city to ensure continuity and compatibility with adjacent land uses. Individual properties may develop residentially, commercially, or as an institutional use provided that all applicable criteria set forth herein are met.

Residential / Office Transitional (RT)

This land use designation applies to older residential areas having residential character, which are located adjacent to non-residential development. The purpose is to provide for establishment of business and professional offices and limited retail and service businesses while maintaining residential character or compatibility. The concept is that many older residences are impacted by traffic or adjacent non-residential uses and are no longer economically viable as dwellings. Allowance of limited commercial use is a means of making these areas more productive while maintaining a residential-type character.

General Range of Uses: This category accommodates residential uses; professional and business offices in certain predominantly residential areas near major traffic arteries and adjacent to commercial areas; outdoor recreation; and schools. Public and utility services and facilities that are 2 acres or less in size are also permitted.

Maximum Density: Residential densities may not exceed 12 dwelling units per net buildable acre.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Mix Requirements: There are proportional requirements or limitations regarding the amount of residential and non-residential uses allowable in an area designated RT on the Future Land Use Map. For the mixed land use category RT, the city establishes, and shall monitor on a citywide basis, a mix of uses as follows:

Residential: 55% - 70% of total RT acreage
Commercial/Office: 30% - 45% of total RT acreage

The composition of mix for each proposed development will be determined on a case-by-case basis during the development review process. Specific uses permitted will be monitored by the city to ensure continuity and compatibility with adjacent land uses. Individual properties may develop residentially or commercially, provided that all applicable criteria set forth herein are met.

Special Provisions:

(1) Future amendments to designate areas as RT shall be required to be designated near thoroughfares and commercial areas to allow for limited transitional

commercial uses in recognition that these areas are impacted by adjacent commercial use and to provide an economic use of property while maintaining their general residential character by:

- a. limiting commercial uses to retail, business and professional offices, group homes, and home occupations as defined in the Land Development Regulations;
 - b. limiting external lighting and signs to that which would normally be permitted in adjacent residential zoning districts;
 - c. screening any permitted non-residential use from abutting residential properties by a landscape buffer, in accordance with city requirements;
- (2) Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Mixed Commercial / Residential (MCR)

This land use designation is intended to regulate the character and scale of commercial uses so as to minimize their impacts on adjacent roadways and to promote their compatibility with adjacent or nearby residential uses.

General Range of Uses: This category accommodates a mix of residential, commercial, office, institutional, and schools. Public and utility services that are 5 acres or less in size are also permitted.

Maximum Density: Residential densities may not exceed 12 dwelling units per net buildable acre.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Mix Requirements: There are proportional requirements and limitations regarding the amount of residential and non-residential uses allowable in an area designated MCR. For the mixed land use category MCR, the city establishes, and shall monitor on a citywide basis, a mix of uses as follows:

Residential: 15% - 25% of total MCR acreage
Commercial/Office: 75% - 85% of total MCR acreage

The composition of mix for each proposed development will be determined on a case-by-case basis during the development review process. Specific uses permitted will be monitored by the city to ensure continuity and compatibility with adjacent land uses. Individual properties may develop residentially or commercially, provided that all

applicable criteria set forth herein are met.

Special Provisions:

(1) Future amendments to designate areas as MCR shall be permitted only along arterial and collector roads and in certain neighborhoods which meet the following conditions:

- a. where the arterial road frontage is generally undeveloped, residential development may be feasible and will be encouraged;
- b. strip commercial development shall be minimized, including actions that would extend or expand existing strip development;
- c. the arterial road frontage contains an existing mix of viable commercial and residential uses;
- d. the clustering of viable commercial businesses within or adjacent to residential neighborhoods is determined to not have a detrimental visual or operational impact on such adjacent or nearby residential uses;

(2) Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Mixed Commercial / Industrial (MCI)

This land use designation is intended to provide for development of light manufacturing, distribution, corporate office and related commercial and industrial facilities in select high profile locations and in well planned environments. General Range of Uses: Uses include light industry and manufacturing, distribution, corporate office, and related commercial and industrial facilities in select high profile locations and in well- planned environments. Outdoor recreation and schools are permitted as well as public and utility services and facilities that are 5 acres or less in size.

Light industry includes warehousing and wholesale distribution, provided that truck access bays and loading operations are effectively screened from view where necessary, truck traffic does not impact local streets, and hours of operation are compatible with adjacent land uses. Light industry also includes those manufacturing, distribution, and associated activities which do not create any noise, glare, vibration, odor, or waste products which would adversely impact adjacent properties or municipal utility systems, based on performance standards established in the Land Development Regulations.

Maximum Density: Not applicable.

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

Mix Requirements: There are proportional requirements and limitations regarding the amount of residential and non-residential uses allowable in an area designated MCI. For the mixed land use category MCI, the city establishes, and shall monitor on a citywide basis, a mix of uses as follows:

Commercial: No more than 20% of total MCI acreage

The composition of mix for each proposed development will be determined on a case-by-case basis during the development review process. Specific uses permitted will be monitored by the city to ensure continuity and compatibility with adjacent land uses. Individual properties may develop all commercially or all industrially, provided that all applicable criteria set forth herein are met.

Special Provisions:

(1) Future amendments to designate areas as MCI may be permitted in undeveloped areas oriented to major highways and other transportation facilities as determined by market demand, and provided that:

- a. Mixed Commercial Industrial areas and developments therein will be held to a higher level of community design relative to signage, lighting, landscape materials, and building quality than General Commercial (GC) areas; and
- b. Signage and lighting are limited to maintain the generally semi-rural or high-profile image character of these designated areas.

(2) Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Other Districts

Public and Institutional

Agricultural

Conservation

Public and Institutional (PI)

This land use designation applies to public and quasi-public properties and other facilities that provide a community service.

General Range of Uses: Uses include school, recreation, and public utility properties and other governmental facilities. Cemeteries are also included in this category.

Maximum Density: Not Applicable

Intensity Range: up to 2.5 FAR subject to restrictions in Section 109-3 of the Land Development

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Regulations.

Developments within the Wekiva Protection Overlay that include longleaf pine, sand hill, sand pine, and xeric oak communities shall protect these areas as dedicated open space or conservation easements, with total open space equal to at least 35% of the net buildable area.

Agricultural (AG)

~~This land use designation is designed to limit the premature spread of urban growth and conversion of productive agricultural lands until such time as urban growth is contiguous and agricultural activities can no longer be economically sustained.~~

~~General Range of Uses: Single-family residential dwelling units, ranching, crop farming including citriculture, silviculture, aquaculture, row crops, and public and utility services and facilities.~~

~~Maximum Density: Residential densities in Agricultural may not exceed one dwelling unit per five net buildable acres except as provided in the Special Provisions below.~~

~~Special Provisions:~~

~~(1) Mineral Resources Extraction. The extraction of mineral resources may be permitted in Agricultural (AG) land use areas, provided that:~~

- ~~a. compatibility with existing and potential development can be shown in terms of the character, phasing, and buffering of the proposed mineral extraction activities;~~
- ~~b. compatibility with existing and potential development can be shown in terms of access to the proposed mineral extraction activities;~~
- ~~c. the activity meets all applicable licenses, regulations, and standards and is permissible by state agencies having jurisdiction; and~~
- ~~d. excavation, erosion control, and reclamation plans are submitted and provide for the protection of surface and groundwater resources, wetlands, and upland habitat areas (or their mitigation) and for the productive reuse of land after excavation is discontinued.~~

Conservation (CON)

This land use designation provides for lands that have environmental sensitivity and significance with the purpose of preserving natural resources in the community.

General Range of Uses: Development within these areas is limited to interpretative features and related facilities for nature study and enjoyment. These related facilities may include nature trails, needed utility services, and shelters. Outdoor recreation facilities may be permitted in disturbed uplands or other non-environmentally sensitive land within the designation.

Intensity Range: up to 0.20 FAR subject to restrictions in Section 109-3 of the Land Development Regulations.

EXHIBIT C

**CONSERVATION
GOALS, OBJECTIVES AND POLICIES****GOAL CON 1: AIR AND WATER RESOURCES**

Promote the attainment and preservation of clean air and water in the Eustis Planning Area.

OBJECTIVE CON 1.1: WATER AND AIR QUALITY

To assist federal, state, regional, and county efforts on an ongoing basis to improve water and air quality within prescribed standards and compliance schedules.

Policy CON 1.1.1: Water Quality Permit Requirements

The City shall continue to mandate that applicants meet all applicable permit requirements relating to water quality, including those of the St. Johns River Water Management District and Florida Department of Environmental Protection, as provided for ~~in the land development review procedures in~~ the Land Development Regulations.

Policy CON 1.1.2: Water Quality Program

The City shall, on a continuing basis, participate in discussions with Lake County, the Lake County Water Authority, and the St. Johns River Water Management District leading to the design and implementation of a program to monitor water quality in key lakes in the planning area and the establishment of joint stormwater runoff management and waste disposal guidelines and improvement programs.

Policy CON 1.1.3: Growth Control Programs for Invasive Aquatic Weeds

The City shall continue to participate in discussions with the Lake County Water Authority, the St. Johns River Water Management District, and/or the Florida Department of Environmental Protection leading to design and implementation of programs to control growth of invasive aquatic weeds in local lakes and waterways.

Policy CON 1.1.4: Floodplains

Land development shall not be permitted in the 100-year floodplain unless the following criteria are met:

- a. Public wastewater service is provided. Alternatively, on-site waste disposal may be used only where it is permissible by state and local agencies having jurisdiction and where public sewer service is unavailable and is not included in the current five-year Capital Improvements Program;
- ~~b. Gross residential density is less than two units per acre;~~
- ~~e.b. Public water service is provided;~~
- ~~d.c. Wetlands and other designated environmentally sensitive resources are not displaced;~~
- ~~e.d. Impervious surfaces in a development, including road pavement, are limited to 25 percent; and~~
- ~~f.e. There is no net loss of flood storage capacity.~~

Policy CON 1.1.5: Lakeshore Development Limitations

The Land Development Regulations shall continue to limit development in areas near lake shorelines, as provided for in the Land Development Regulations follows:

~~Erosion control plans will be required for all subdivisions and building sites in areas within 400 feet from lake shorelines, including provisions for retaining trees and other natural vegetative cover. Ground disturbing activities will be minimized in all cases.~~

~~No net loss of 100-year flood storage area or wetlands function will be permitted.~~

~~On-site waste disposal methods may be permitted in these areas, [but only within the front yard (the yard furthest from the lake)] provided that soil conditions are acceptable (see Policy CON 2.1.1), no practical connection to a public system can be made, and disposal facilities are placed not closer to the mean high water line of a lake than 100 feet. The 100 ft. setback does not apply to lots that do not have sufficient depth to meet the 100 ft. setback and that were platted and recorded as of July 1, 2010, provided that the on-site disposal facility is located as far as possible from the mean high water line in accordance with the other provisions of this policy.~~

~~Subdivisions having more than 10 lots will be required to install dry lines for future connection to a public sewer system where such connection is scheduled or can be made realistically within five years from preliminary plat approval.~~

Policy CON 1.1.6: ~~Public Sewer Service to High Recharge Areas~~

~~The city will continue to implement its phased program to provide public sewer service in high recharge areas, in designated wellhead protection areas, and to developed and developing areas within 400 feet of lake shorelines where such service is not presently available, provided that such service extensions are found to be economically feasible or otherwise determined to be necessary to maintain water quality. When service is available in these areas, the city will mandate connection to the public sewer system.~~

Policy CON 1.1.7: ~~Development Regulation within High Recharge Areas~~

~~The City shall continue to regulate development within high recharge areas and designated wellhead protection areas of public water supply wellheads as follows:~~

- ~~a. At a minimum, conform to Rule 62-521, FAC (Wellhead Protection) adopted by the Florida Department of Environmental Protection regarding types of restrictions within designated wellhead protection areas;~~
- ~~b. Limit impervious surface areas, including roofs and pavement, in high recharge areas and designated wellhead protection areas, except that impervious cover factors may be increased for infill locations in already developed areas of the same or greater intensity; and~~
- ~~c. On-site waste disposal methods may be used only where permissible by state and local agencies having jurisdiction and where public sewer service is unavailable and is not included in the current five-year Capital Improvements Program.~~

~~High recharge areas are generally identified in Map #12 and Designated Wellhead Protection Areas are generally those set forth in Map #5. Specific site information will determine actual applicability.~~

Policy CON 1.1.8: ~~Air Quality~~

~~The City shall coordinate with adjacent municipalities and Lake County to comply with or exceed air quality standards established by the Florida Department of Environmental Protection (FDEP), including the following actions:~~

- ~~a. Through the adopted land development regulations and the development review and approval process, regulate uses to prevent adverse impacts to air quality.~~
- ~~b. Through enforcement of building codes, provide proper ventilation and restrict use of hazardous construction materials~~

in order to promote safe indoor air quality.

Policy CON 1.1.19: Protection and Replanting of Trees

The City shall maintain provisions in the Land Development Regulations for the protection and replanting of trees on public property as natural air pollution filters in the community.

OBJECTIVE CON 1.2: STORMWATER MANAGEMENT

To take actions on a continuing basis to improve local surface water quality through implementation of Best Management Practices and regulations to minimize potential nonpoint pollution sources in accordance with the policies below.

Policy CON 1.2.1: Drainage Program

~~As provided for in Policy INT 1.3.6., The City shall will participate coordinate with state and local agencies regarding drainage in existing developed areas on a continuing basis in discussions with Lake County, the Lake County Water Authority, the St. Johns River Water Management District, the Florida Department of Transportation, and others leading to a program which (1) establishes reasonable and effective standards and procedures which can be applied to existing developed areas as a basis for individual or joint improvement programs designed to correct deficiencies and (2) delineates intergovernmental solutions to drainage problems in these areas. Such a program will also address or include:~~

- ~~a. Determination of those basins, subbasins, and waterbodies in the Eustis area to be included;~~
- ~~b. Improvement of existing drainage in unincorporated sections of the planning area; and~~
- ~~Establishment of a system to monitor the quality of discharges into receiving waters using certain pollution indicators.~~

Policy CON 1.2.2: Correction of Existing Drainage Deficiencies

The City will participate, on an ongoing basis, (based on facts and needs determined using the process outlined in Policy CON 1.2.1 above) in the correction of existing drainage deficiencies, including remediation of

surface water pollution from urban runoff, consistent with the requirements of Rule 62-40.420, FAC through the following actions:

- a. Establishment of Best Management Practices (BMPs) applicable to existing areas of development and
- b. Improvement of facilities as recommended in the 2005 Update to the Master Stormwater Plan and any subsequent updates.

Policy CON 1.2.3: Best Management Practices for Surface Water Quality

The City shall implement Best Management Practices (BMPs) on an ongoing basis to improve surface water quality through the Land Development Regulations and through public improvements as scheduled in the annually updated five-year Capital Improvements Program commensurate with the availability of funds through the stormwater utility, grants from other levels of government, and other sources. Such BMPs, based on recommendations contained in the 2002 Master Stormwater Plan, the 2005 Update, and any subsequent updates shall include, where appropriate:

- a. Reverse berms in areas where existing drainage facilities outlet directly into lakes;
- b. Dry retention/detention basins for soils with good percolation;
- c. Wet retention/detention basins for soils with high water table characteristics and poor percolation;
- d. Construction of roadway swales;
- e. Exfiltration trenches;
- f. Use of wetland systems;
- g. Use of grass inlets;
- h. Multi-component sedimentation/filtration retention/detention ponds; and
- i. Vegetative swales, landscaped bump-outs, and bio-retention systems

Policy CON 1.2.4: Mitigation of Stormwater Impacts

The City shall on a continuing basis implement a phased multi-year program of improvements needed to mitigate existing runoff impacts commensurate with available local, state, and federal funding. The City will aggressively seek outside support in the form of grants from the Florida

Department of Transportation, Florida Department of Environmental Protection, the St. Johns River Water Management District, and the Lake County Water Authority for the implementation of this program.

Policy CON 1.2.5: LOS Standards for New Development

The City shall adopt level of service (LOS) standards principally applicable to new development as follows:

- a. Rate of Discharge. The post-development peak rate of discharge shall not exceed predevelopment conditions based on a 50-year, 24-hour storm for areas having positive drainage outfall, and a 100-year, 24-hour storm for areas which do not have positive drainage outfall.
- b. Volume of Discharge. The post-development volume of discharge shall not exceed predevelopment conditions based on a 100-year, 24-hour storm for certain drainage basins identified in the 1990 Stormwater Facilities Study. Volumes of discharge for other basins may meet lesser requirements to be determined.
- c. Retention/Detention. Minimum on-site retention/detention for pollution abatement purposes shall be as determined by the St. Johns River Water Management District (SJRWMD) per Rule 40C-42, FAC.

Policy CON 1.2.6: Requirements for Water Quality Standards for Stormwater Discharge

The City shall adopt the requirements of Rule 62-25, FAC for water quality standards for stormwater discharge for all new and existing stormwater management systems. As part of this adoption by reference, the City includes the following clarifications and exceptions:

- a. The City does not mandate that existing facilities must be retrofitted to meet these standards. Such retrofitting will be accomplished through the funding constraints of the City's stormwater utility and other revenue sources.
- b. Stormwater management systems which satisfy the appropriate state or regional regulatory design and performance criteria are deemed to satisfy the stormwater discharge water quality standards.
- c. Stormwater management systems that comply with adequate locally or regionally established level of service standards shall also be deemed to satisfy the stormwater discharge water quality standards.
- d. The City of Eustis may, at its discretion, allow exemptions to the stormwater management water quality standards to the extent that such appear in state or regional stormwater management water quality laws or regulations.

This policy does not mandate that the City conduct water quality sampling or testing of stormwater discharge receiving waters to implement the standards of the policy.

Policy CON 1.2.7: Provision of Public Sewer Service to Lake Shoreline Areas

The City shall initiate, in accordance with the final rules resulting from the implementation of the Wekiva Parkway and Preservation Act, and continue to implement a phased program to provide public sewer service to developed and developing areas within 400 feet of lake shorelines where such service is not presently available, provided that such service extensions are found to be economically feasible or otherwise determined to be necessary to maintain water quality. When service is available in these areas, the City will mandate connection to the public sewer system.

OBJECTIVE CON 1.3: GROUNDWATER PROTECTION

To continue to protect the integrity of groundwater resources in the community through the implementation of design standards (performance and technical) –and operating standards including Best Management Practices (BMPs) regarding water consumption and location of development in relation to high recharge areas and designated wellhead protection areas.

Policy CON 1.3.1: Development Regulation within Wellhead Protection Areas and High Recharge Areas

The City shall continue to regulate development within designated wellhead protection areas of public water supply wellheads and in high recharge areas as follows:

- a. At a minimum, conform to Rule 62-521, FAC (Wellhead Protection) adopted by the Florida Department of Environmental Protection regarding types of restrictions within designated wellhead protection areas;
- b. Limit impervious surface areas, including roofs and pavement, in high recharge areas and designated wellhead protection areas, except that impervious cover factors may be increased for infill locations in already developed areas of the same or greater intensity in areas with central sewer service; and
- c. On-site waste disposal methods may be used only where permissible by state and local agencies having jurisdiction and where public sewer service is unavailable and is not included in the current five-year Capital Improvements Program.

High recharge areas are generally identified in Map #12 and Designated Wellhead Protection Areas are generally those set forth in Map #5. Specific site information will determine actual applicability.

The general high recharge areas to which this policy will apply are included as a part of the Future Land Use map series in Map #12 Wekiva Study Area: Most Effective Undeveloped Recharge Areas. These areas shall be reviewed with local jurisdictions as a basis for interlocal cooperation and agreements regarding regulation of development of environmentally sensitive lands. Designated wellhead protection areas are generally included as a part of the Future Land Use map series in Map #5 Designated Water Wellhead Protection Areas and accepted by the City of Eustis. Site specific evaluation must verify areas as high recharge or wellhead protection to determine applicability.

Policy CON 1.3.2. Public Sewer Service to High Recharge Areas

The city will continue to implement its phased program to provide public sewer service in high recharge areas, and in designated wellhead protection areas, where such service is not presently available, provided that such service extensions are found to be economically feasible or otherwise determined to be necessary to maintain water quality. When service is available in these areas, the city will mandate connection to the public sewer system.

OBJECTIVE CON 1.4: WATER CONSERVATION

To continue to implement water conservation measures to reduce per capita consumption of potable water supplies and depletion of groundwater resources during times of drought, based on the specific policies and timetables set forth below.

Policy CON 1.4.1: Installation of Low Volume Plumbing Fixtures in New and Renovated Buildings

The City shall, ~~through the City's Building code,~~ continue to require the installation of low volume plumbing fixtures in new and renovated buildings, consistent with requirements of the State Water Conservation Act (Chapter 553.14, FS).

Policy CON 1.4.2: Leak Detection and Correction Program

The City shall, on an ongoing basis, implement a leak detection and correction program for the City's water system and schedule needed improvements through the annually updated five-year Capital Improvements Program.

Policy CON 1.4.3: Water Conservation Programs

The City shall, on an ongoing basis, cooperate with the St. Johns River Water Management District in implementing educational and regulatory programs related to water conservation, including enforcement of periodic water consumption restrictions.

Policy CON 1.4.4: Water Use Rate Structure

The City shall review local water consumption trends no less frequently than biannually and, as needed, adjust the city's water use rate structure accordingly to maintain per capita consumption at or below previous levels.

Policy CON 1.4.5: Programs for Recycled Non-Potable Water Sources

The City shall continue to expand programs using recycled non-potable water sources for irrigation of public and private properties, including grey water, collected runoff, and treated effluent.

Policy CON 1.4.6: Criteria for Reuse of Stormwater

The City shall, ~~by 2015 establish~~ maintain criteria for reuse of stormwater for irrigation purposes and supplementation of reclaimed water.

OBJECTIVE CON 1.5: WEKIVA SPRINGS WATER CONSERVATION/RESOURCES

To conserve water and protect the Wekiva spring system and groundwater and surface water resources of the Wekiva Springs Overlay Protection District.

Policy CON 1.5.1: Landscape Best Management Practices

The City shall require the use of landscaping Best Management Practices as described in *Guidelines for Model Ordinance Language for Protection*

of Water Quality and Quantity Using Florida Friendly Lawns and Landscapes (Florida Department of Environmental Protection, September 2, 2003).

Policy CON 1.5.2: Landscaping at City Facilities

The City shall manage existing and future lawns and landscapes at all City facilities using the educational guidelines contained in the University of Florida Extension's Florida Yards and Neighborhoods Program, Environmental Landscape Management (ELM) principles, and Best Management Practices.

Policy CON 1.5.3: Best Management Practices Education

The City shall continue to coordinate with other local governments to develop and maintain programs to educate and encourage homeowners and private land owners to use Best Management Practices to protect natural habitat and to protect the quality and quantity of surface and groundwater resources within the Wekiva Springs Overlay Protection District.

Policy CON 1.5.4: Landscaping and Lawn Care Certification

The City shall encourage homeowners to be responsible in the application of fertilizers and pesticides, especially within the Wekiva Springs Overlay Protection District.

GOAL CON 2: LAND, VEGETATION, AND WILDLIFE RESOURCES

Protect and conserve environmentally sensitive resources, including soils, wetlands, woodlands, and other resources which provide habitat for endangered, threatened, and rare species of plants and wildlife and other important ecological functions.

OBJECTIVE CON 2.1: SOILS

To prevent soil erosion, on an ongoing basis, by recognizing soil limitations for development and requiring the utilization of Best Management Practices (BMPs).

Policy CON 2.1.1: Use of Septic Systems

The City shall continue to regulate the use of septic systems for on-site waste disposal in accordance with Florida Statutes and the requirements of FAC rule 64E 6. On-site sub-surface waste disposal methods may be used only where permissible by state and local agencies having jurisdiction and where public service is unavailable and not included in the Five-Year Capital Improvements Element at the time of application.

No on-site subsurface waste disposal is permitted in areas having the soil types listed below, except for existing lots-of-record of not less than 25,000 square feet and provided that the on-site disposal method is permissible by state and local agencies having jurisdiction under Florida Statute.

- a. Anclote
- b. Manatee
- c. Iberia
- d. Felda
- e. Oklawaha
- f. Placid
- g. Pelham
- h. Ocoee
- i. Pompano
- j. Iberia and Manatee
- k. Anclote and Myakka
- l. Swamp
- m. Placid and Myakka
- n. Emerald
- o. Myakka and Placid
- p. Fellowship
- q. Brighton
- r. Montverde

Policy CON 2.1.2: Erosion Prevention

The City shall continue to provide for, in the Land Development Regulations, standards, site plan review procedures, and Best Management Practices to prevent soil erosion and loss during construction on and occupancy of a site, including provisions which address the following:

- a. Density and land coverage in areas having highly erodible soils.
- b. Time period between site clearance and initiation of construction standards for tree protection and removal;
- c. Time period between completion of construction and replanting, sodding, or seeding the site; and
- d. Submittal of soil removal and erosion prevention plans for all major subdivisions and developments, as defined in the Land Development Regulations, including procedures for removal of vegetation, temporary soil stockpiling, and soil stabilization.

OBJECTIVE CON 2.2: MINERAL RESOURCES

To promote, on an ongoing basis, the conservation and commercial use of locally available mineral resources in an environmentally acceptable manner.

Policy CON 2.2.1: Extraction of Mineral Resources

The City may permit the extraction of mineral resources ~~in Agricultural (AG) land use areas~~, provided that:

- a. Compatibility with existing and potential development can be shown in terms of the character, phasing, and buffering of the proposed mineral extraction activities;
- b. Compatibility with existing and potential development can be shown in terms of access to the proposed mineral extraction activities;
- c. The activity meets all applicable licenses, regulations, and standards and is permissible by state agencies having jurisdiction; and
- d. Excavation, erosion control, and reclamation plans are submitted and provide for the protection of surface and groundwater resources, wetlands, and upland habitat areas (or their mitigation) and for the productive reuse of land after excavation is discontinued.

OBJECTIVE CON 2.3: WETLANDS

To continue to preserve the integrity of locally and regionally significant wetland communities from urban encroachment and degradation through the Land Development Regulations and Best Management Practices.

Policy CON 2.3.1 Wetland Protection

The City shall continue to protect the natural functions provided by wetlands by first directing incompatible uses away from wetlands, and then by requiring conservation easements, setbacks/buffers, and/or mitigation consistent with the Uniform Mitigation Assessment method used by the St. John's River Water Management District.

Policy CON 2.3.2: Wetland Mitigation

The City shall consider wetland alteration with mitigation only as a last resort, and only if the City determines that encroachment in the wetland is the least damaging alternative and no practicable on-site alternative exists. Such mitigation activities should replace similar habitat and function, and shall result in no net loss of wetland functions as determined by SJRWMD. Preservation of upland habitat may be considered in certain instances if deemed appropriate by the City but shall not result in a net loss of wetland functions.

Policy CON 2.3.3: Wetland Encroachment

In determining whether an encroachment in the wetland is the least damaging to the wetland and that no practicable on-site (or when in same ownership, adjacent off-site) alternative exists, the City shall evaluate the following:

- a. The land use category according to the Future Land Use Map (FLUM) series of the site and surrounding parcels;
- b. Alternative designs which could accomplish the purpose of providing a minimal, reasonable, beneficial use including the encroachment on the wetland of such alternative design;
- c. The degree of impact to the wetlands; and
- d. The quality of the wetland and the wetland functions being served by the area proposed to be encroached upon.
- e. The requirements applied by SJRWMD through the permitting process.

Policy CON 2.3.4: Wetland Buffer

The City shall require, for all natural, protected wetlands, an undisturbed upland buffer consistent with SJRWMD requirements, except where exemptions are established by SJRWMD and the Land Development Regulations. The size of the buffer shall vary in proportion to the ecological value of the adjacent wetland. The wetland classes are as follows:

- a. Isolated – on-site wetlands entirely isolated hydrologically from off-site wetlands and not considered waters of the state
- b. Non-isolated – on-site wetlands that are connected hydrologically to off-site wetlands, but not through permanently standing water
- c. Stream or lake – on-site wetlands which are riparian or otherwise connected to off-site wetlands via permanent bodies of water.

The minimum and average size buffers are as follows:

Type	Average width	Minimum width
Isolated	25 ft.	10 ft.
Non-isolated	35 ft.	15 ft.
Stream/lake	50 ft.	35 ft.

Policy CON 2.3.5 Enforcement

The City shall continue to enforce and apply all special Federal, State, and local provisions that relate to the protection of wetlands and their functions.

OBJECTIVE CON 2.4: WILDLIFE

To protect, on a continuing basis, locally significant habitat for endangered, threatened, and rare species of terrestrial and aquatic animals.

Policy CON 2.4.1: Development Application Requirements

The City shall, on an ongoing basis, require applications for major subdivisions and developments requiring site plan approval to identify locally significant habitat areas potentially impacted by proposed

development and include a plan and procedures for avoiding or mitigating potential impacts. ~~Criteria and requirements will include:~~

~~Use of some Florida-Friendly vegetation in landscape plans and limitations on tree removal in accordance with the City's landscape and tree protection regulations and the minimum open space standards set forth under Objective 1.4 of the Recreation and Open Space Element;~~

~~Minimum setbacks for land clearing and building construction activities from high water lines of lakes and waterways; and~~

~~Retention of some native vegetation and open space for habitat maintenance and wildlife corridors, in accordance with policies under Objective 1.4 of the Recreation and Open Space Element.~~

OBJECTIVE CON 2.5: OPEN SPACE/ENVIRONMENTAL PROTECTION

To conserve open space in the Eustis Planning Area for passive recreation use and natural beauty consistent with the Future Land Use and Recreation and Open Space elements.

Policy CON 2.5.1: Required Open Space

The City shall establish minimum open space standards by limiting the amount of impervious coverage for each future land use designation, where applicable, through the Future Land Use Element Appendix.

Policy CON 2.5.2: Reservation and Maintenance of Open Space

The City shall allow clustering of development in subdivisions or developments ~~exceeding 5 acres in size~~ to provide for the reservation and maintenance of common open spaces.

Policy CON 2.5.3: Open Space Maintenance

The City may accept jurisdiction for a dedicated common open space area where it finds the following:

- a. Public recreational opportunities are lacking and the site is well located to meet local needs based on adopted levels of service;

- b. The site is accessible for both public use and maintenance;
- c. Public access to and use of the site will be compatible with the proposed development and surrounding land uses; and
- d. Funding can be accommodated within normal budgeting processes and limitations and insurance liabilities are maintained within reasonable limits.

Policy CON 2.5.4: Acquisition of Open Space

The City may acquire open spaces needed to preserve and protect sensitive environmental and historical resources where it determines one or more of the following:

- a. The open space is part of a connected system of open spaces and will protect and preserve a sensitive environmental resource designated or delineated in the City or County Conservation Element;
- b. Requirements of the Land Development Regulations provide insufficient protection; or
- c. Grants are available to help defray acquisition costs.

Policy CON 2.5.5: Protection of Environmentally Sensitive Areas

The City shall, on an ongoing basis, undertake efforts to protect designated environmentally sensitive areas in perpetuity as common open space through conservation easements, deed restrictions, or other means.

Policy CON 2.5.6: Intergovernmental Coordination

The City shall coordinate with Lake County and other jurisdictions to ensure the protection of environmentally sensitive areas that cross jurisdictional boundaries.

OBJECTIVE CON 2.6: LAND ACQUISITION

To support public land acquisition within the Wekiva Springs Overlay Protection District to protect and preserve through acquisition and management most effective recharge areas, karst features, and sensitive natural habitats including Longleaf Pine, Sand Hill, Sand Pine, and Xeric Oak Scrub.

Policy CON 2.6.1: Acquisition Partnerships

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The City shall support funding opportunities and partnerships with state agencies and local governments through programs such as the Florida Communities Trust to acquire lands for preservation within the Wekiva Springs Overlay Protection District including, but not limited to, karst features, habitat, corridors for wildlife movement, and most effective recharge areas. Both fee-simple acquisition of environmentally-sensitive land and less-than-fee simple conservation easements should be considered.

Policy CON 2.6.2: Wildlife Corridors and Greenways

The City shall coordinate with pertinent state and regional land acquisition and wildlife agencies to identify natural greenways and wildlife corridors to link public parks, preservation areas, and similar areas for aquifer recharge, conservation and habitat preservation purposes.

GOAL CON 3: EFFICIENT DESIGN FOR THE BUILT ENVIRONMENT

Minimize the effects of urban development on the natural resources of the City, and to the regional environment.

OBJECTIVE CON 3.1: Efficient Design and Sustainable Techniques

To continue to review and update policies, codes and practices to provide guidance for new development to utilize worthwhile sustainable techniques, measures and materials as appropriate.

Policy CON 3.1.1: Incentives for Conservation Certified Projects

The City shall continue to provide incentives for energy efficient development as provided in the Land Development Code as detailed in Policy FLU 1.1.4 ~~and shall review the Land Development Regulations as a part of monitoring the effectiveness of the Comprehensive Plan to determine if there are additional opportunities for development incentives that can be provided for projects that participate in energy efficient development programs.~~

Policy CON 3.1.2: Existing Efficient Design at the Site Planning Scale

~~As provided for in the Future Land Use Element, the City shall continue to~~

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support and require efficient design concepts as a part of the site plan review and approval process through the City's Land Development Regulations, ~~that:~~

~~Allow a mix of high-density and intensity uses on development sites within the Central Business District;
Reduce fertilizers in urban landscapes through urban-scape requirements;
Require Florida Friendly Landscaping;
Encourage and protect the City's connected street network of small streets through the establishment of block standards for urban design districts; and
Protect water quality.~~

Policy CON 3.1.3 City Projects

The City, in its public development projects, will utilize worthwhile sustainable techniques, measures and materials as appropriate.

EXHIBIT D

ECONOMIC DEVELOPMENT
GOALS, OBJECTIVES AND POLICIES

GOAL ECD 1: ECONOMIC DEVELOPMENT

Promote a healthy and growing local employment and tax base in terms of new job opportunities provided, wages paid and revenues generated.

OBJECTIVE ECD 1.1: TARGET INDUSTRIES

To provide an environment favorable for the development of new target industries within the City.

Policy ECD 1.1.1: Industrial Development

The City shall continue to provide locations for industrial development on the Future Land Use Map, consistent with the standards and provisions for each district as defined in the Future Land Use Appendix.

Policy ECD 1.1.2: Land Development Regulations Standards

The City shall continue to ensure that Land Development Regulations standards regarding industrial development are contextually appropriate and do not place onerous site standards on new industrial development.

Policy ECD 1.1.3: Coordination with the ~~Economic Development Commission of Mid-Florida~~ Orlando Economic Partnership

The City shall maintain regular communications with the ~~Economic Development Commission of Mid-Florida~~ Orlando Economic Partnership to promote the Eustis area as a location for industrial development.

Policy ECD 1.1.4: Coordination with Local Economic Development Organizations

The City shall maintain regular communications with the ~~WAGES (Work and Gain Economic Self-sufficiency) board serving Lake County~~, Lake Technical College, the Lake County Agency for Economic Prosperity Development Office, and Lake-Sumter State College to ensure that labor force skills and training programs are relevant to local economic development needs and opportunities.

OBJECTIVE ECD 1.2: DOWNTOWN EUSTIS

To promote the continued development and redevelopment of Downtown Eustis, consistent with the adopted ~~City of Eustis~~ Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan.

Policy ECD 1.2.1: Land Development Regulations Standards

The City shall ensure that the Land Development Regulations promote investments in the Downtown and do not create significant regulatory impediments to redevelopment and infill projects.

Policy ECD 1.2.2: Walkability and Beautification

The City shall continue to pursue projects that enhance the beauty and walkability of the Eustis Downtown through streetscaping projects such as the addition of street trees, sidewalks, bike lanes, on-street parking, improved crosswalks, and Florida Friendly plantings.

Policy ECD 1.2.3: Land Acquisition

The City may consider programs for purchasing key downtown parcels for economic development, redevelopment, and/or housing.

Policy ECD 1.2.4: Downtown Signage

The City shall maintain a cohesive wayfinding and signage Master Plan for the Downtown area.

OBJECTIVE ECD 1.3: EUSTIS COMMUNITY REDEVELOPMENT AGENCY

To coordinate economic development efforts by the City with the Community Redevelopment Agency.

Policy ECD 1.3.1: CRA Master Plan

The City shall consider the specific action items in the Downtown ~~Eustis Master Plan~~ and East ~~Town Community Redevelopment Area 2016 Redevelopment Eustis CRA Master Plan~~ when reviewing applications for redevelopment, site plans, or amendments to the Future Land Use Map within the CRA.

Policy ECD 1.3.2: CRA Plan Implementation

The City shall ~~coordinate with the CRA in implementing a CRA Strategic Action Plan joining the needs of the Downtown and eastern portions of the CRA.~~
Incorporate goals and objectives of the Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan into the City's Strategic Plan.

Policy ECD 1.3.3: Infrastructure Coordination

The City shall coordinate with the CRA in developing updates to the City's Five-Year Capital Improvements Plan.

EXHIBIT E

HOUSING ELEMENT

GOALS OBJECTIVES AND POLICIES

GOAL HSG 1: SAFE AFFORDABLE SANITARY HOUSING

Promote safe, sanitary, and affordable housing to meet current and projected future needs.

OBJECTIVE: HSG 1.1: ADEQUATE AND AFFORDABLE HOUSING

To provide sufficient land and incentives and take other actions necessary to accommodate and facilitate construction of housing to meet projected demand and to accommodate the needs of the various household types and income groups characteristic of the city and planning area.

Policy HSG 1.1.1: Future Land Use

The City shall maintain land use classifications and density criteria to accommodate the varying housing needs of the community, as provided for in the Future Land Use Element Appendix.

Policy HSG 1.1.2: Land Development Regulations

The City shall continue to rely upon its Land Development Regulations to promote compact growth and preservation of open space.

Policy HSG 1.1.3: Future Permit Placement

The City shall continue to permit placement in residential districts of residential units manufactured off site which otherwise meet all applicable building codes and federal and state regulations and standards, ~~provided that:~~

~~All such housing is attached to foundations as in the case of conventional site-built construction and~~

~~All such housing otherwise meets lot, yard, and related requirements for the residential classification as set forth in the Land Development Regulations.~~

Policy HSG 1.1.4: Energy Efficiency

The City shall encourage construction methods, materials, and appliances that minimize energy and water consumption, limit or eliminate the use of toxic materials and reduce waste in housing construction to help reduce the overall cost of home maintenance and operation. As provided for in FLU 1.1.4 ~~The City shall may~~ participate in green residential programs, ~~which may include:~~

~~Retrofit for Energy and Environmental Performance program (REEP)~~

~~State Energy and Environment Development program (SEED)~~

Federal Weatherization Assistance Program
Multifamily Housing Energy Efficiency Grant Program
Leadership in Energy Efficient Design (LEED)
Energy Star
Water Star

OBJECTIVE HSG 1.2: SUBSTANDARD HOUSING

To eliminate substandard housing within the City while providing relocation assistance to displaced persons.

Policy HSG 1.2.1: Code Enforcement

The City shall continue to carry out systematic code enforcement activities to condemn and clear substandard structures which are beyond reasonable rehabilitation, based on the provisions of City Ordinances dealing with unsafe structures and minimum conditions for habitation.

Policy HSG 1.2.2: City Code Enforcement Displaced Residents

Where residents are displaced by city code enforcement activities or other local public actions, the City shall assist residents as follows in seeking standard housing in the community:

- ~~e.a.~~ Provide adequate notification of public action to owners and occupants;
- ~~d.b.~~ Maintain an inventory of available assisted and affordable market rate housing and housing providers in the community and advise displaced occupants of same; and
- ~~e.c.~~ Utilize the services of the Eustis Housing Authority, as needed, to help qualify applicants for available housing in the community.

OBJECTIVE HSG 1.3: DISADVANTAGED POPULATIONS

To provide housing opportunities commensurate with identified needs and available resources for individuals and families having physical, economic or other limitations or who require assistance, care, or supervision through the following policies and implementing regulations and programs.

Policy HSG 1.3.1: Permit Group Homes and Foster Care Facilities

The City shall continue to permit group homes and foster care facilities in residential areas, and through the Land Development Regulations, provide minimum standards designed to limit impacts to other residential uses, ~~including those with respect to:~~

~~Spacing between similar uses as allowed by statute or common practice;~~
~~Signs;~~
~~Off-street parking; and~~
~~Buffering of adjacent residential uses.~~

Policy HSG 1.3.2: High Density Residential Development

The City shall continue to allow higher density residential development as one way to reduce per-unit costs.

Policy HSG 1.3.3: Extremely Low, Low and Moderate Income Housing Funding

The City shall continue to pursue, directly or through the Eustis Housing Authority and/or agencies of Lake County, available federal and state funds to help meet the projected housing needs of extremely low-, low-, and moderate-income families and elderly households, and permit participation by the city in partnership arrangements with private and non-profit housing providers, including the following programs or their successors:

~~f.d.~~ SAIL;
~~g.e.~~ Section 8;
~~h.f.~~ Rental Rehabilitation;
~~i.g.~~ Weatherization; and
~~j.h.~~ Section 202.
~~k.i.~~ Community Development Block Grants
~~l.j.~~ HOPE VI

OBJECTIVE HSG 1.4: NEIGHBORHOOD ENVIRONMENT

To take actions to conserve and rehabilitate standard and deteriorating housing in the community and to improve living conditions in residential neighborhoods.

Policy HSG 1.4.1: Repair and Upgrade Funding

The City shall monitor, apply for, and utilize available federal and state funding programs to repair and upgrade residential properties to meet minimum applicable construction and sanitary standards.

Policy HSG 1.4.2: Housing Conservation

The City shall consult with federal and state housing agencies to help refine and apply principles and criteria for local housing conservation, code enforcement, and rehabilitation activities, such criteria to consider cost of repair versus economic value and health and safety issues, among others.

OBJECTIVE HSG 1.5: HISTORIC HOUSING

To preserve historically significant housing in the community.

Policy HSG 1.5.1: Maintain Historic Character

The City shall maintain or improve the character of designated historic properties and areas by implementing the Historic Preservation Ordinance, means of economic incentives or disincentives which:

~~m. Selectively allow non-residential use of existing residential structures, such as provided for in the RT designation in the Future Land Use Element;~~

~~n. Limit building conversions which would alter the character of the property;~~

~~o. Promote infill construction compatible with adjacent properties or the area in general;~~

~~Limit or regulate off-street parking to be compatible with adjacent properties or the area in general.~~

OBJECTIVE HSG 1.6: HOUSING IMPLEMENTATION

To pursue available means, including federal and state grants and its local regulatory authority to implement housing needs and activities.

Policy HSG 1.6.1: Nonprofit Technical Assistance

The city shall provide technical assistance to private, nonprofit, and other entities wishing to participate in meeting local housing needs, ~~such assistance being related to applications for funds, development permitting, and/or use of Eustis Housing Authority resources and procedures to qualify residents.~~

Policy HSG 1.6.2: Affordable Housing

The city shall facilitate provision of infill and affordable housing by making a percentage of the City-owned residential parcels available for residential construction and utilization to Habitat for Humanity and similar not for profit organizations at no cost and to private parties at minimal cost.

OBJECTIVE HSG 1.7: RELOCATION

To provide for the relocation of residents when City actions, such as the acquisition and clearance of property for construction of public facilities, result in the displacement of residents.

~~Policy HSG 1.7.1: Involuntary Relocation~~

~~The City shall minimize involuntary relocation by the removal of only those~~

~~units which satisfy one or more of the following criteria:~~
~~p. An imminent health or safety threat to occupants;~~
~~q. Vacant; and~~
~~r. Beyond the reasonable cost of rehabilitation.~~

Policy HSG 1.7.2: Displacement Compensation

The City shall compensate owners and occupants according to applicable state requirements and, prior to displacement, assist occupants in seeking standard housing in the community in the manner provided in Policy HSG 1.2.2 of this element.

EXHIBIT F

INTERGOVERNMENTAL COORDINATION
GOALS, OBJECTIVES AND POLICIES

GOAL 1: INTERGOVERNMENTAL COORDINATION

Promote adequate coordination among local governments in the Eustis area and with other public agencies on all matters of mutual interest.

OBJECTIVE INT 1.1: ~~LAND USE AND DEVELOPMENT~~

To coordinate with adjacent local governments on mutual land use and development issues.

Policy INT 1.1.1: **Dispute Resolution Process**

The City shall use the dispute resolution process prescribed in Section 186.509, Florida Statutes, if or when conflicts of purpose among jurisdictions cannot be resolved locally.

~~Policy INT 1.1.2: **Joint Process**~~

~~The City shall continue to observe and uphold the requirements of the inter-local agreement executed between the City and Lake County School Board to establish joint processes for collaborative planning and decision-making. The joint processes included in the agreement include:~~

- ~~s. Population projections;~~
- ~~t. Public school siting;~~
- ~~u. The location and extension of public facilities subject to concurrency; and~~
- ~~v. The siting of facilities with countywide significance, including locally unwanted land uses.~~

Policy INT 1.1.3: **Joint Planning Agreement with Lake County**

The City shall continue to observe the joint planning area agreement with Lake County, ~~which includes provisions regarding the possibility of joint infrastructure service areas and a statement from the county that it will not encourage the incorporation of any new municipalities within the Eustis Planning Area.~~

Policy INT 1.1.4: **Amending the Joint Planning Agreement with Lake County**

The City shall amend the joint planning agreement with Lake County as necessary to update the location of public utility facilities.

Policy INT 1.1.5 **Level of Service Standards**

The City shall continue to coordinate level-of-service standards and the impacts of development proposed in this plan upon adjacent cities, the

county, the region and the State.

OBJECTIVE INT 1.2: TRANSPORTATION

To coordinate with adjacent local governments, the Lake-Sumter MPO and the Florida Department of Transportation on transportation mobility and transportation service issues according to the specific policies listed below.

Policy INT 1.2.1: Transportation Performance Standards

The City and County shall ~~take actions to~~ coordinate transportation needs ~~and land use activities, where transportation performance standards adopted by the city are different from those adopted by Lake County~~ for county-maintained roads in unincorporated sections of the Eustis Planning Area.

Policy INT 1.2.2: Five-Year Work Program

The City shall continue to meet with the Florida Department of Transportation, Lake County, the Lake-Sumter MPO and adjacent municipal jurisdictions annually to ensure that the FDOT Five-Year Work Program adequately reflects local needs.

Policy INT 1.2.3: Regional Bicycle and Trails Network

The City shall coordinate with the Lake-Sumter MPO in implementing the regional bicycle and trails network identified in its 2035 Long-Range Plan and any subsequent updates.

Policy INT 1.2.4: Regional Mass Transit Systems

The City shall coordinate with the Lake-Sumter MPO and Lake Xpress in implementing the regional transit systems plan identified in the MPO's 2035 Long Range Plan and any subsequent updates.

Policy INT 1.2.5: Transportation Impact Fees

The City shall coordinate with Lake County in implementing a transportation impact fee system to support mobility improvements consistent with the City's vision.

OBJECTIVE INT 1.3: UTILITIES

To continue to coordinate with adjacent local governments and federal, state, and regional agencies on issues related to provision of urban services and conservation and protection of natural resources which supply urban needs including local and regional water supply plans, according to the specific policies listed below:

Policy INT 1.3.1: Ten-Year Water Supply Plan

The City will implement the Ten-Year Water Supply Plan Update adopted February 2010; will coordinate with SJRWMD and local governments to identify potable water supply, infrastructure and facility projects; potable water sources; and estimated project costs; and will provide five-year updates within one year of the District's regional water supply plan update.

Policy INT 1.3.2: Water Management District Coordination

The City will coordinate with SJRWMD in evaluating alternative sources of providing potable water and will participate in the development of updates to the SJRWMD Water Supply Plan and other initiatives that affect the City.

Policy INT 1.3.3: Water Supply Project Selection

The City will work with other jurisdictions to consider the feasibility of interconnecting ~~alternative~~ water supply facilities and in the evaluation of alternative water supply sources.

Policy INT 1.3.4: Water Conservation Programs Coordination

The City shall cooperate with the St. Johns River Water Management District in implementing educational and regulatory programs related to water conservation, including enforcement of periodic water consumption restrictions.

Policy INT 1.3.5: Interlocal Agreements

The City shall continue to coordinate with Lake County and other municipalities in water supply planning ~~and shall observe, support and uphold the requirements of the interlocal agreements with Lake County, Mount Dora and other relevant entities for the efficient planning of water resources and services.~~

Policy INT 1.3.6: Intergovernmental Coordination

The City shall participate in discussions with Lake County, the Lake County Water Authority, the St. Johns River Water Management District, the Florida Department of Transportation, and others leading to a program which (1) establishes reasonable and effective standards and procedures which can be applied to existing developed areas as a basis for ~~individual or joint improvement~~ programs designed to correct deficiencies and (2) delineates ~~intergovernmental~~ solutions to drainage problems in these areas. Such a program will also address or includes:

- a. Determination of those basins, sub-basins, and water bodies in the Eustis area to be included; ~~and~~
- b. ~~Improvement of existing drainage in unincorporated sections of the planning area; and~~

- c. Establishment of a system to monitor the quality of discharges into receiving waters using certain pollution indicators.
- d. Identification of funding sources; and
- e. Establishment of stormwater recharge and supplemental stormwater irrigation to meet the requirements of the Wekiva Parkway and Protection Act; and
- f. ~~Coordination and work with area entities toward joint planning agreements to facilitate the planning and implementation of regional projects.~~

Policy INT 1.3.7: Mitigating Existing Impacts

The City shall implement a phased multi-year program of stormwater improvements needed to mitigate existing runoff impacts and remedy existing deficiencies, commensurate with available local, state, and federal funding. The City will aggressively seek outside support in the form of grants from the Florida Department of Transportation, Florida Department of Environmental Protection, the St. Johns River Water Management District, and the Lake County Water Authority for the implementation of this program.

Policy INT 1.3.8: Disposal Coordination

The City shall coordinate with Lake County to regulate sources and disposal of hazardous wastes, consistent with federal and state guidelines and requirements, ~~through the Land Development Regulations~~ and collection and disposal activities.

Policy INT 1.3.9: Used Oil and Battery Collection

The City shall cooperate with Lake County in implementing its used oil and battery collection programs according to procedures and timetables adopted by Lake County.

OBJECTIVE INT 1.4: NATURAL AND HISTORIC RESOURCES

To coordinate with adjacent local governments and federal, state, and regional agencies on issues related to protection and conservation of local natural and historical resources according to the specific policies listed below.

Policy INT 1.4.1: Water Quality Requirements

~~The land development review procedures in the City's Land Development Regulations shall continue to mandate that applicants first meet all address~~ applicable permit requirements relating to water quality, including those of the St. Johns River Water Management District and Florida Department of Environmental Protection.

Policy INT 1.4.3: Mapping Environmentally Sensitive Lands

The City shall continue to coordinate ~~with Lake County regarding~~ policies on environmentally sensitive lands, ~~as provided for in the Lake County Conservation Element~~. The City's Land Development Regulations shall continue to regulate these areas through one or more of the following approaches:

- ~~w. Adopt by reference county regulations and procedures relating to matters not covered by city regulations;~~
- ~~x.k.~~ Utilize the general information presented in this element, the Conservation Element, and the Future Land Use Element as a basis for development review; and
- ~~y.l.~~ Require applications for development ~~of specified types and sizes within the Wekiva Study Area~~ to include information on these environmental resources, including assessments of impacts and plans for avoidance or mitigation.

Policy INT 1.4.5: Historical Resources

The City shall provide ongoing ~~affirmational~~ support to organizations which have an individual or collective interest in preserving the architectural and historical heritage of Eustis.

Policy INT 1.4.6: National Register of Historic Resources

~~The City shall first invite comment by the Florida Division of Historical Resources and the City's Historic Review Board before rendering a decision on the application, wWhere an application for development may involve the removal, alteration, or reuse of a historic structure listed on the National Register, the City shall first invite comment by the Florida Trust for Historic Preservation and the City's Historic Preservation Board before rendering a decision on the application.~~

OBJECTIVE INT 1.5: RECREATION AND OPEN SPACE

To coordinate with adjacent local governments and other public providers on issues relating to provision of recreation services and facilities and preservation of open space, according to the specific policies listed below.

Policy INT 1.5.1: Inventory of Public Water Access Points

The City shall cooperate with Lake County and the Lake County Water Authority in preparing an inventory of existing public water access points and continue to develop and improve water access facilities in the Eustis

area, including boat ramps, viewing areas, and nature trails. ~~This plan shall identify opportunities on Lake Eustis and other water bodies in the Eustis Planning Area that shall include recommended parking provisions and other access criteria.~~

OBJECTIVE INT 1.6: HOUSING AND REDEVELOPMENT

To coordinate with adjacent local governments and federal and state agencies on issues relating to delivery of affordable housing and urban revitalization and redevelopment, according to the specific policies listed below.

Policy INT 1.6.1: Coordination with Housing Needs

~~As provided for in the Housing Element, t~~The City shall continue to pursue directly or through the Eustis Housing Authority and/or agencies of Lake County, available federal and state funds to help meet the projected housing needs of very low-, low-, and moderate-income families and elderly households, ~~and permit participation by the city in partnership arrangements with private and non-profit housing providers, including the following programs or their successors:~~
SAIL;
Section 8;
Rental Rehabilitation;
Weatherization; and
Section 202;
Community Development Block Grants
HOPE-VI

Policy INT 1.6.2: Consult Federal and State Housing Agencies

The City shall consult with federal and state housing agencies to help refine and apply principles and criteria for local housing conservation, code enforcement, and rehabilitation activities, ~~such criteria to consider cost of repair versus economic value and health and safety issues, among others.~~

OBJECTIVE INT 1.7: PUBLIC SCHOOL FACILITIES

~~To coordinate and fully cooperate with the Lake County School Board as needed to coordinate planning activities and maximize the use of available public facilities.~~

Policy INT 1.7.1: Use of School Facilities by the City

~~The City will pursue formalization of existing agreements with the Lake County School Board for the use of school facilities for recreation services and activities. Agreements should establish a level of service ratio to~~

~~determine the maximum allowable use of the facilities for public access to optimize the use of the facilities and to help the City determine its long-term recreation needs.~~

Policy INT 1.7.2: Recreation Facilities for the County

~~The City shall coordinate with the Lake County School Board and Lake County to identify opportunities to integrate recreation facilities at school property into the recreation system for Lake County.~~

Policy INT 1.7.3: Shared Use Facilities

~~The City shall coordinate with the Lake County School Board, Lake County and other governmental units to discuss shared use opportunities for school facilities to be made available for public meetings and other public use when they are not being used for their primary purpose.~~

OBJECTIVE INT 1.8: PUBLIC SCHOOL FACILITIES

To abide by and enforce the interlocal agreement between the city and school board to require cooperation in terms of population projections and school siting.

Policy INT 1.1.2: Interlocal Agreement

~~The City shall continue to observe and uphold the requirements of the interlocal agreement executed between the City and Lake County School Board to establish joint processes for collaborative planning and decision-making. The joint processes included in the agreement include:~~

- ~~m. Population projections;~~
- ~~n. Public school siting;~~
- ~~o. The location and extension of public facilities subject to concurrency; and~~
- ~~p. The siting of facilities with countywide significance, including locally unwanted land uses.~~

Policy INT 1.8.1: Annual Reporting for facilities and population projections

The school board shall provide facilities plans and population projections on an annual basis to ensure that consistency is maintained between the two.

Policy INT 1.8.2: School Board Planning

The School Board shall provide the City with any plans to site schools within the corporate limits or joint planning area.

Policy INT 1.8.3: Land Use Plan Amendments

The City shall provide to the school board all applications for land use plan amendments that have the potential of increasing residential density and

that may affect student enrollment, enrollment projections, or school facilities.

Policy INT 1.8.4: School Board Member Local Planning Agency

The City shall allow a member of the school board to sit on the local planning agency and comment on proposals that have the potential to increase density.

Policy INT 1.8.5: Lake County Educational Concurrency Review Committee

The City shall take part in the Lake County Educational Concurrency Review Committee established by the County, School Board and municipalities that shall meet at least annually, but more often if needed, as outlined in the Interlocal Agreement between Lake County, Lake County School Board and Municipalities for School Facilities Planning and Siting, and will hear reports and discuss issues concerning school concurrency.

Policy INT 1.8.6: The Joint Staff School Concurrency Review Group

The City shall take part in the Joint Staff School Concurrency Review Group, comprised of Staff of the County, Cities, and School Board, that shall meet at least quarterly, as outlined in the Interlocal Agreement between the City and the Lake County School Board, to discuss issues concerning school planning. ~~These issues shall include, but not be limited to, land use, school facilities planning, including such issues as population and student projections, level of service, capacity, development trends, school needs, co-location and joint use opportunities, and ancillary infrastructure improvements needed to support schools and ensure safe student access.~~ The School Board staff shall be responsible for making meeting arrangements.

OBJECTIVE INT 1.9: INTERGOVERNMENTAL COORDINATION WITHIN THE WEKIVA SPRINGS OVERLAY PROTECTION DISTRICT

To coordinate with other local governments located in the Wekiva Springs Overlay Protection District to ensure a consistent approach to springs, springshed, and aquifer protection.

Policy INT 1.9.1: Cooperation with Local Governments and Agencies

The City shall coordinate with local governments and regulatory agencies within the Wekiva Springs Overlay Protection District regarding land development regulations, stormwater management, and other matters that impact the springs and springshed.

Policy INT 1.9.2: Water Resource and Supply Planning

The City shall pursue joint strategies with the SJRWMD and local governments within the Wekiva Springs Overlay Protection District for protection of water resources through water supply planning, specifically addressing identification and use of alternative water sources. ~~Development shall occur only when adequate water supplies are concurrently available to serve such development without adversely affecting local or regional water sources, or natural systems.~~

Policy INT 1.9.3: Joint Land Acquisition Strategies

~~Where possible, t~~The City shall pursue joint strategies with local governments within the Wekiva Springs Overlay Protection District regarding land acquisition efforts and conservation easements for protection of water resources, environmentally sensitive lands and open spaces.

OBJECTIVE INT 1.10: WASTEWATER TREATMENT COORDINATION

To coordinate with the Department of Health regarding on-site sewerage treatment and disposal systems located in the Wekiva Springs Overlay Protection District to ensure a coordinated approach to the provision of wastewater treatment.

Policy INT 1.10.1: On-site Sewage Treatment and Disposal Systems

The City shall coordinate with the county health department regarding the owners of on-site sewerage treatment and disposal systems that will be required to connect to central sewer facilities, and owners of on-site sewerage treatment and disposal systems that will remain, including those that require a department of health permit or permit modification, because of failing systems or systems requiring major repairs.

Policy INT 1.10.2: Notification of Central Sewer Availability

The City shall coordinate with providers of public and private sewer systems regarding the process for notification of existing owners of the availability of central sewer facilities.

EXHIBIT G**RECREATION AND OPEN SPACE
GOALS, OBJECTIVES AND POLICIES****GOAL REC 1: OPEN SPACE FOR RECREATIONAL USE**

Ensure adequate open space for recreational use by all citizens and conservation of natural amenities.

OBJECTIVE REC 1.1: FACILITIES

To provide recreational facilities in accordance with current and projected demand.

Policy REC 1.1.1: Recreation Level of Service Standards

The City's recreation level of service standards reflect minimum land requirements for certain classifications of parks and recreation sites rather than standards for specific types of recreation facilities because of the variable nature of facility needs throughout the community. These level of service standards shall ensure that adequate lands are set aside for active and/or passive recreational use and protection of natural features in developed and developing areas.

Policy REC 1.1.2: Recreation Level of Service Standards

The City's recommended recreation level of service standards for certain classes of parks and recreation sites are as follows:

Table 1: Recreation Level of Service Standards

Class	Service Area	Standard
Neighborhood Park	Neighborhood (section of City)	1 acre per 1,000 people
Community Park	Citywide	2 acres per 1,000 people
*Special Use Facility (e.g., boat ramp)	Neighborhood or Citywide	No standard; location, size, and frequency will depend on presence or accessibility of natural resources.

**Can be separate or included in a neighborhood or community park.*

Policy REC 1.1.3: Neighborhood Parks Improvements

The City shall use the level of service standards for recreation facilities summarized in Table 1 for planning and developing future parks and recreation sites. Neighborhood parks shall include one or more of the following types of improvements as determined on a case-by-case basis by neighborhood needs and the size and physical characteristics of an individual site:

- z-g. Shuffleboard court;
- aa-f. Basketball court;
- bb-s. Tennis court;
- ee-t. Multi-purpose field;
- dd-u. Picnic area with tables;
- ee-v. Children's play equipment area; and
- ff-w. Open area for passive use.

Community parks may include larger quantities of the facilities in the previous list plus the following facilities as appropriate:

- gg-x. Community building;
- hh-y. Baseball and softball fields;
- ii-z. Swimming pool; and
- jj-aa. Fishing pier.

Policy REC 1.1.4: Parks and Recreation Funding Program

The City shall continue to use its long-range program developed prior to 1992 to fund development, operations, and maintenance of the public parks and recreation system.

Policy REC 1.1.5: ~~Parks Master Plan & Bicycle and Pedestrian Master Plan~~

The City shall develop a ~~Parks Master Plan by the year 2035. The City shall develop a~~ City-wide Bicycle and Pedestrian Master Plan by ~~July 2014~~ the year 2035. This Master Plan will address local circulation via sidewalks, trails and 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 Trail Plan, the Downtown ~~and East Town Community Redevelopment Area Plan, and the East CRA Master Plan.~~

Policy REC 1.1.6: Private Recreation Connections

The City shall encourage private residential subdivisions to provide bicycle

and pedestrian connections to the City's planned and existing trail system.

Policy REC 1.1.7: Local Recreation Preferences

The City shall make use of citizen surveys or other methods to ensure that the parks and recreation facilities provided by the City reflect the local preferences and needs for such facilities.

OBJECTIVE REC 1.2: ACCESS

To make recreational facilities and important open space resources available to and accessible by the general public, including the physically impaired and economically disadvantaged.

Policy REC 1.2.1: Acquisition of Recreation Sites

The City shall locate and invest primarily in acquiring and developing recreation sites which are accessible by a variety of means of transportation, including automobile, public transit, bicycle, and foot to the largest number of community residents. This will include sites which relate well with the adopted bicycle and sidewalk plans, as well as to major population concentrations.

Policy REC 1.2.2: Access to Recreational Facilities for the Physically Handicapped

The City shall require that new recreational facilities are designed to facilitate access by the physically handicapped.

Policy REC 1.2.3: Special Programs

The City shall continue to implement community recreational programs to serve the economically disadvantaged and physically impaired populations in the Eustis area including special programs for the elderly and school-age populations in existing community buildings and parks. Information on these programs shall be posted in key locations around the community. The City shall seek outside funding support to assist in paying for these programs.

Policy REC 1.2.4: Urban Waterfront Park

The City shall ~~consider public access rights and development of an urban waterfront park along the~~ maintain Ferran Park, the urban waterfront park along the Lake Eustis shoreline to serve as a catalyst for economic growth and revitalization in downtown Eustis.

Policy REC 1.2.5: Water Access Facilities Planning

The City shall cooperate with Lake County and the Lake County Water

Authority in preparing an inventory of existing public water access points and shall continue to develop and improve water access facilities in the Eustis area, including boat ramps, viewing areas, and nature trails. This plan shall identify opportunities on Lake Eustis and other water bodies in the Eustis Planning Area that shall include recommended parking provisions and other access criteria.

Policy REC 1.2.6: Provision of Bicycle Racks and/or Storage Facilities

The City shall provide for bicycle racks and/or storage facilities at all recreation sites. Private recreation facilities permitted under the Land Development Regulations shall also meet this criterion.

Policy REC 1.2.7: Listing and Map of Recreational Sites and Facilities

The City's Recreation Department shall publish and distribute and/or post a listing and map of recreational sites and facilities, including conditions regarding public access and use, to better inform the local residents of recreational opportunities in the area.

OBJECTIVE REC 1.3: PUBLIC-PRIVATE COORDINATION

To provide for ongoing coordination of public and private resources to meet recreational demands of City residents.

Policy REC 1.3.1: Opportunities for Joint Public/Private Development and/or Use of Existing and Potential Recreation Facilities

The City staff shall continue to meet with private providers in the Eustis area and Lake County recreation officials on future opportunities for joint public/private development and/or use of existing and potential recreation facilities, including the nature of any operating arrangements between the public and private sectors.

OBJECTIVE REC 1.4: OPEN SPACE

~~The City will continue to~~ To conserve open space ~~in the Eustis Planning Area~~ for passive recreation use and natural beauty, and acquire open space to protect sensitive environmental resources consistent with the Future Land Use and Conservation elements.

~~Policy REC 1.4.1: Required Open Space~~

The City shall establish maximum impervious surface percentages for each future land use designation, where applicable, through the Future Land Use Element Appendix and require certain open space standards for specific areas within the Wekiva Study Area.

Policy REC 1.4.2: ~~Clustering of Development in Subdivisions~~

~~The City shall allow clustering of development in subdivisions or developments exceeding 5 acres in size to provide for the reservation and maintenance of common open spaces.~~

Policy REC 1.4.3: ~~Open Space Maintenance~~

~~The City may accept jurisdiction for a dedicated common open space area where it finds the following:~~

- ~~e. Public recreational opportunities are lacking and the site is well located to meet local needs based on adopted levels of service;~~
- ~~f. The site is accessible for both public use and maintenance;~~
- ~~g. Public access to and use of the site will be compatible with the proposed development and surrounding land uses; and~~
- ~~h. Funding can be accommodated within normal budgeting processes and limitations and insurance liabilities are maintained within reasonable limits.~~

Policy REC 1.4.4: ~~Acquisition of Open Space~~

~~The City may acquire open spaces needed to preserve and protect sensitive environmental and historical resources where it determines one or more of the following:~~

~~The open space is part of a connected system of open spaces and will protect and preserve a sensitive environmental resource designated or delineated in the City or County Conservation Element;~~

~~Requirements of the Land Development Regulations provide insufficient protection; and
Grants are available to help defray acquisition costs.~~

Policy REC 1.4.5: ~~City Protection of Environmentally Sensitive Areas~~

~~The City shall, on an ongoing basis, undertake efforts to protect all designated environmentally sensitive areas in perpetuity as common open space through conservation easements, deed restrictions, or other means.~~

Commented [BL1]: Duplicative language; addressed in conservation element.

EXHIBIT H

TRANSPORTATION
GOALS, OBJECTIVES AND POLICIES

GOAL TRA 1: SYSTEMS FRAMEWORK

Implement a transportation systems framework based upon principles that will:

- Promote diversified economic development;
- Protect and enhance residential neighborhoods;
- Ensure adequate services and facilities to serve new and existing development;
- Discourage 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 consistent with the development patterns identified in FLU 1.2.4, 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:

~~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 ~~needs, 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 determine if~~ these corridors ~~are consistent~~ 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, 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 recognize Future Land Use Element policies that~~ 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 promote 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 recognize policies in the Conservation Element, ~~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 Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan.

Policy TRA 1.5.2: Align Roadways to Connect to Stub-outs 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.~~ The City shall continue to require joint connectivity and block structure requirements, including stub-outs to adjacent parcels and roadway alignment as provided for in the Land Development Regulations.

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.~~34~~: Citywide Bicycle and Pedestrian Master Plan

The City shall improve mobility through infrastructure improvements to be included in the citywide Bicycle and Pedestrian Master Plan proposed for completion by 2035 as provided for in the Recreation and Open Space Element ~~completed in 2011. This Master Plan addresses local circulation via sidewalks, trails, and on-street bikeways to connect the City's downtown, neighborhoods, parks and environmental features. The plan builds 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.~~45~~: 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 1.5.56: 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.

Policy TRA 1.5.76: 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 1.5.87: 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 1.5.98: 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 1.5.910: 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 MOBILITY APPROACH

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, the City rescinds transportation concurrency for all areas within the City limits .

Policy TRA1.6.1: Mobility Planning

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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 according to 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 Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan and~~ 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: 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 1.6.6: Multi-Modal Transportation Level of Service

The City shall adopt transportation system performance measures to address its multimodal goals for bicycle, pedestrian and transit circulation.

Policy TRA 1.6.7: 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 1.6.8: Multi-Modal Transportation Level of Service Analysis Techniques/Standards

The City shall develop special area plans, as needed, for areas of special concern. 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 to address 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 Transportation Element for Lake County to address 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 to address 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 permitted and encouraged within the Urban Centers or within convenient walking and bicycling distance from the Centers.~~

Policy TRA 2.1.2: 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 continue to~~ 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 for the Urban Development Pattern.~~

Policy TRA 2.1.3: ~~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 ~~Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan~~[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 2.2.45: Downtown and East Town Community Redevelopment Area East CRA Mobility Needs

The City shall support the implementation of the mobility needs identified in the Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan, 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 2.2.56: 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, ~~as may be amendment~~, 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 evaluate the conversion of the one-way sections of Bay Street and Grove Street to two-way operations. 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~~ continue to investigate opportunities for 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 2.2.810: 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 p~~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 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 Urban Development Pattern.

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 City has established the Urban Development Pattern intent and performance standards described in the City's Future Land Use Element and 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 to the greatest extent practicable.

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. ~~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 complete streets within the Urban Development Pattern.

Policy TRA 2.5.8: Trees and Street Furnishings

Based on the recommendations of the Downtown and East Town Community Redevelopment Area 2016 Redevelopment Plan ~~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 accessible to 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 bicycle lanes or multi-use trails accessible to residents 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 transit stops within Urban Centers and major destinations (hospitals, employment centers, shopping centers and schools) have, as feasible, 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 during peak periods.

Policy TRA 2.5.16: Transit Service Accessibility

The City shall work with Lake County to improve transit service to ensure that all residents within the Urban Development Pattern have access to fixed-route transit service.

Policy TRA 2.5.17: Transit Service Span

The City shall work with Lake County to expand hours of operation for transit routes serving the City.

Policy TRA 2.5.18: Transit Serving Major Destinations

The City shall work with Lake County to ensure that 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 uses~~ 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 continue to~~ 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, t~~The City shall ~~adopt and continue to~~ 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, as feasible. 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~~6~~: 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 City has established the~~ Suburban Development Pattern ~~shall conform to the intent~~ and performance standards described in the ~~Future Land Use Element and 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 work to 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. ~~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 bicycle lanes or multi-use trails are accessible to residents 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 at major destinations (hospitals, employment centers, shopping centers, and schools) shall have, as feasible, 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 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 to ensure that all residents within the Suburban Development Pattern have access to fixed-route transit service.

Policy TRA 3.3.15: Transit Service Span

The City shall work with Lake County to expand hours of operation for transit routes serving the City.

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 and 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 provide adequate vehicular, bicycle, and pedestrian access and mobility to serve Rural Corridors as well as the adjacent residential neighborhoods, hat 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 are 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 4.32: 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~~has adopted the Rural Development Pattern ~~shall conform to the intent~~ and performance standards described in the City's Future Land Use Element 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 work to 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.

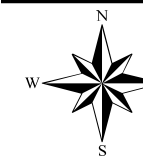
Policy TRA 4.3.7: Transit Stops

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

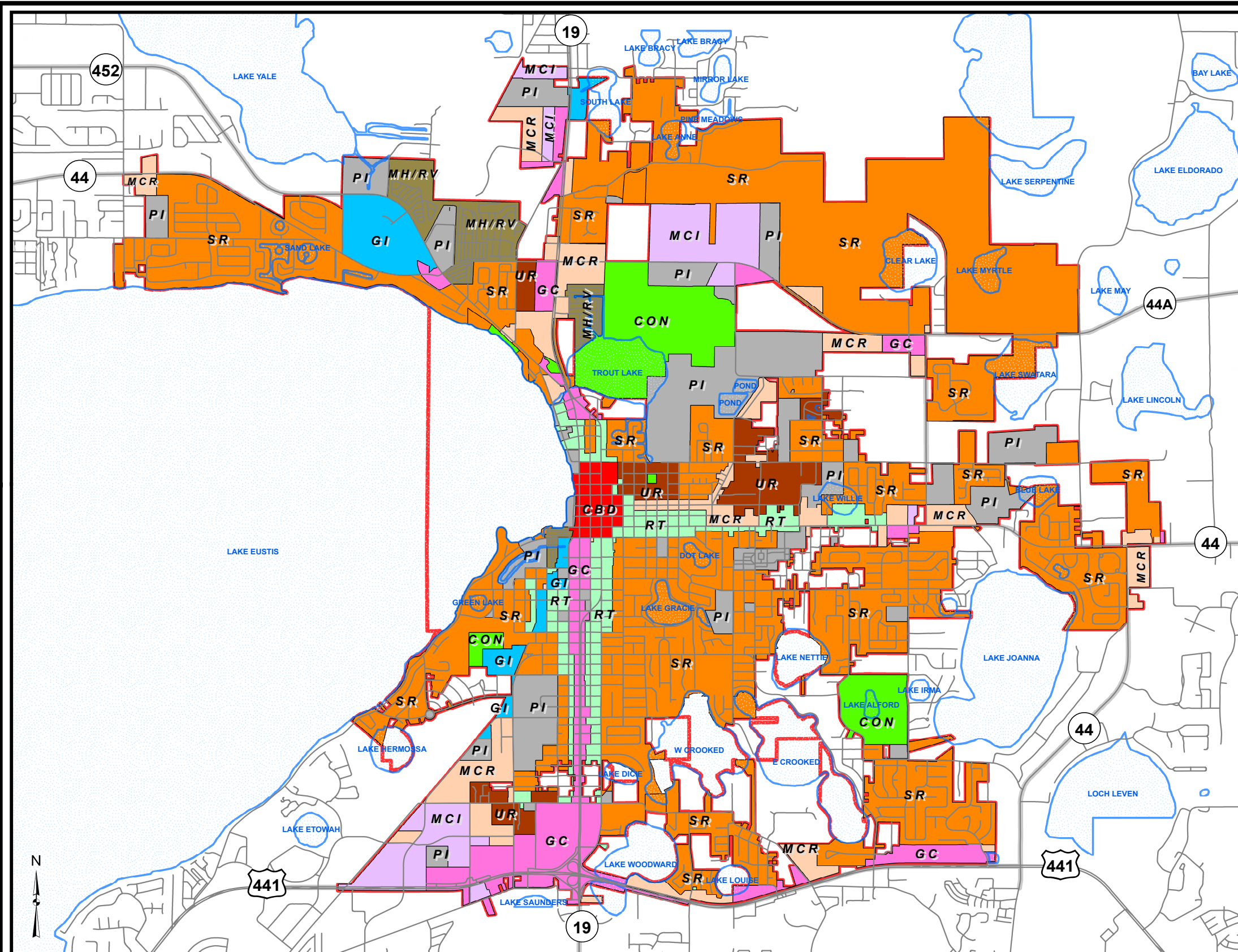
Map #1

2035 Future Land Use Map

	CBD- Central Business District
	CON- Conservation
	GC- General Commercial
	GI- General Industrial
	MCI- Mixed Commercial/Industrial
	MCR- Mixed Commercial/Residential
	MH/RV- Mobile Homes/RV
	PI- Public/Institutional
	RT- Residential/Office Transitional
	SR- Suburban Residential
	UR- Urban Residential

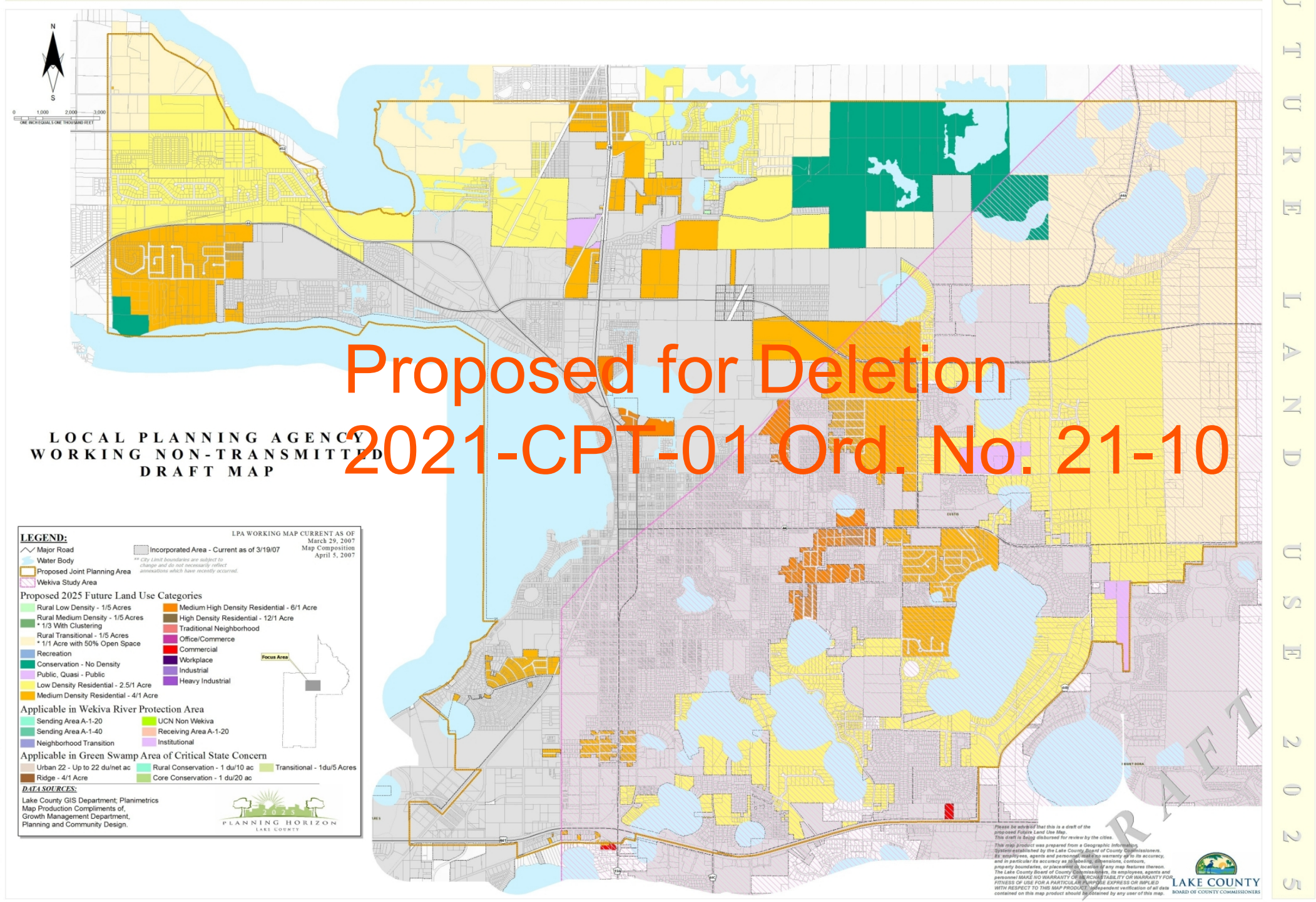


0 0.5 1 Miles



CITY OF EUSTIS
LAKE COUNTY, FLORIDA

PROPOSED 2025 FUTURE LAND USE
PROPOSED JOINT PLANNING AREA



City of Eustis
Comprehensive Plan

Map #19
Eustis-Lake County
Joint Planning Area

Source: City of Eustis



Map Date: March 10, 2010



AECOM