

Eatonville, Florida

Comprehensive Plan Audit And Livability Analysis



Report Compiled by the East Central Florida Regional Planning Council

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Executive Summary

In a time when roads are getting wider, cars are moving by faster and walking is a pure afterthought to the convenience of the automobile, towns and cities are seeking more innovative and complex solutions to battle the issues associated with urban sprawl, declining public health and decreasing community interaction.

Incorporated in 1887, the Town of Eatonville, Florida is a perfect case study to identify and implement these innovative solutions. The Town of Eatonville has a distinct and proud history – one that is a staple of importance to the ever-changing Central Florida region – and that history deserves to be shared and expressed through the work and lifestyles of its citizens and the quality of its civic infrastructure.

Therefore, the directive of this plan is to enhance that history and improve the quality of life of Eatonville’s residents through policy improvements to the Town of Eatonville Comprehensive Plan, emphasizing policies that can be improved, altered or created to improve the safety, health and community cohesiveness within the Town.

The analysis utilized five livability principles – Health, Connectivity, Safety, Multi-Modal Infrastructure, and Place Making – and addressed these principles through an audit (or grading) of each of the Town’s Comprehensive Plan policies. The goal of the audit will be to identify specific areas where policy changes can make improvements to the Town, as there is a firm understanding among planning and healthcare professionals that the implementation of these principles and their underlying strategies can improve the quality of life for the residents and visitors of this great town.

This study also identifies areas of strength and weakness within the Comprehensive Plan, as well as potential opportunities and obstacles, and identifies policies that may be edited, added or removed from the plan in an effort to create a unified vision for a healthy Eatonville community. Finally, this analysis includes comprehensive GIS Map Series (found in Appendix A) to put the recommendations into specific context.



A Baseline: Defining the Livability Principles

The livability principles that this plan utilizes play a crucial role in the development of healthy communities, both as standalone concepts and alongside the other principles in a cohesive, synergetic model. The livability principles covered in this report are:

- *Connectivity*
- *Multi-Modal Infrastructure*
- *Health*
- *Safety*
- *Place Making*

To set a baseline for the Comprehensive Plan analysis, the project team developed definitions for these terms as standalone concepts and also as integral ‘pieces’ of a unified urban model that functions properly when all five principles are utilized together. This segment of the report defines the five livability principles in both regards.

Livability Principle #1: *Connectivity*

Connectivity is a term that describes linkages between sidewalks, roads, paths and trails to a larger network that includes destinations such as public parks, recreational facilities, civic buildings and areas of employment. It is important to note that the connectivity principle does not only include the infrastructure elements of towns and cities, but also the completeness of those networks and how they connect to the places that people use the most.

Due to its relatively small size and the older than average age of its building stock, the Town of Eatonville is in a great position to implement bicycle and pedestrian connections. Typically, urban sprawl patterns generate walled, cul-de-sac-filled neighborhoods which have one (or a few) entrances and a limited number of mobility options. However, due to the historic nature of Eatonville and its “grid” street pattern, the town has not followed the same sprawl path that a number of other Central Florida communities have. Because of this, *connectivity* in Eatonville in the context of the Comprehensive Plan Audit primarily focuses on improvements to existing infrastructure, including filling sidewalk gaps and creating diversified options such as trails to connect to commercial uses, recreational hubs and transit nodes (such as SunRail).

The pictures below illustrate varying types of ‘connectivity’ components that the town could implement from an infrastructure perspective.



Sidewalk



Bicycle Lane



Paved Trail



Urban Sidewalk

It is important to note that many of these network types are context sensitive. For example, trails are typically placed within areas of lower intensity (or T1 on the transect scale), an example of which would be the lake and forestry systems within the southeastern portion of the town, but can also traverse through various development intensities. Bicycle lanes are typically used on roads that average less than 20,000 annual average daily traffic (known as AADT) and are unsafe to implement without restriping and other design-speed considerations. Another example is urban sidewalks, which could be implemented on a road such as Kennedy Boulevard. These networks are most effective when they are 18 to 24 feet in width, are immediately adjacent to commercial, institutional or mixed-use buildings, and have proper landscaping and seating, as they can draw pedestrians into local businesses and improve the local economy when implemented. The captions below define these networks.



Sidewalk: *Sidewalks are typically 5 to 6 feet in width and work best when there is a 3-foot (or more) grass buffer between the sidewalk and the road. The addition of street trees can create a canopy effect that heightens the aesthetic value of the area, and studies have shown that street trees can create a safer roadway.*



Bicycle Lane: *According to FDOT, bicycle lanes work best on roads that have less than 20,000 annual average daily trips and with speed limits not exceeding 30 to 35 miles per hour, as is explained in the Safety section of this report. Bicycle lanes can be regional connections, connect trail systems, can be painted green (to focus traffic attention on the presence of the lane) and are a healthy option for cities with large portions of population that ride transit.*



Paved Trail: *Paved trails are typically 10 to 12 feet wide (or more), and can be placed in urban or rural settings. Trails can enhance downtown areas, as has been seen in Winter Garden, or can lead to areas including lakes, forests and rivers. Proper lighting and signage is essential in these areas.*



Urban Sidewalk: *Urban sidewalks are typically more than 18 feet wide and should be accompanied by large canopy trees in the state of Florida, such as the southern live oak or laurel oak. Urban sidewalks have been implemented along Kennedy Boulevard in eastern Eatonville and the existing infrastructure would support future development in the area directly adjacent to the sidewalk. Outdoor seating (benches) can also enhance urban sidewalks.*

A second power of connectivity outside of the basic infrastructure perspective is the ability it has to connect people with places, to maximize trip options and to diversify connection types. With Eatonville’s established grid street pattern and limited number of cul-de-sacs, implementing improvements will be easier when funding becomes available. When determining connections, it is important to identify “Point A to Point B” linkages into specific context. For example: Is the bicyclist, pedestrian or motorist traveling from home to work? Is there a large market of people living on the south side of Kennedy Boulevard that would likely eat at a new restaurant – and walk there – if a new, shaded sidewalk goes in place alongside the new commercial establishment? It is critical for Town staff to communicate with their

citizens concerning needs and daily trips when prioritizing and implementing infrastructure improvements.

Finally, connectivity is an extremely important facet to planning because of its ability to work in a synergetic model with the other livability principles described in this study. For example: A new sidewalk along a major road would make walking conditions more *safe* for pedestrians, would encourage citizens to walk or bicycle more – thereby improving their *health* – and would help to promote the use of *multi-modal infrastructure* by taking automobiles off of the road. If unique by design, a new sidewalk system with context-specific landscaping can also add to the sense of *place* within the Town.

Livability Principle #2: Multi-Modal Infrastructure

Multi-Modal Infrastructure is a term used to describe a transportation system that is designed for pedestrians, bicyclists, transit riders and motor vehicles simultaneously. In effective multi-modal systems, the transit user will take on multiple “roles” during their trip.

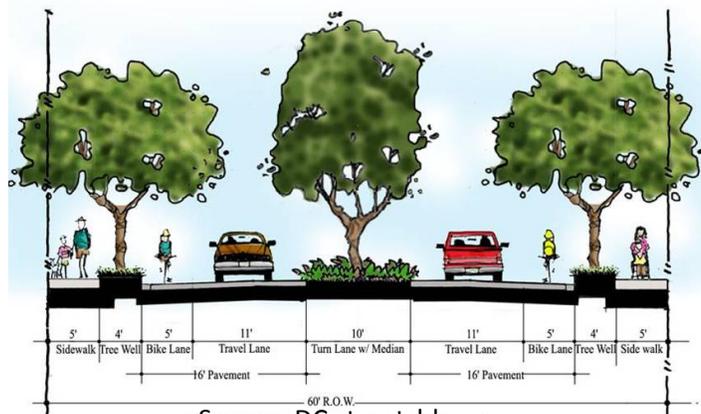


For example: Ben begins his journey as a pedestrian from his home, takes the bus to the SunRail line as a transit rider, gets off at the Church Street station to work, rents a bike at the station to go around the trail loop in at Lake Eola, and then returns home. In the example, Ben used a completely multi-modal system.

As discussed in the example, with the onset of SunRail and a number of improvements to the LYNX bus service, multi-modal infrastructure will begin to work on a regional scale in Central Florida for the first time. While Eatonville is not currently a proposed rail hub, the Town will be a part of a larger network that will allow their citizens to utilize a number of transportation options. The Map Series portion of this plan will set the framework for Town staff to implement changes with images of a number of types of travel networks throughout the Town.

The GIS Map Series provides information for roadway infrastructure, annual average daily traffic counts, bicycle lane locations, sidewalk locations, trail locations and other “layers”. This can provide holistic and complete multi-modal information to Town staff.

Complete Streets are a newer concept to urban planning that attempt to incorporate multi-modal infrastructure into a defined street section. Kennedy Boulevard in the eastern portion of the town is an example of a very effective complete street, and the Town would benefit from future initiatives geared to spur this type of infrastructure investment. The image shown above depicts a complete street with sidewalks, bicycle lanes, 11-foot road lane widths (which could be reduced to 10), a canopied tree buffer and dimensional space between the networks that allow for a safer walking and cycling



environment. The image shown below depicts a second complete street network in a more urban setting. This network utilizes urban sidewalks, bicycle lanes, parallel parking and 10-to-11 foot lane widths in a synergetic transit node.



Livability Principle #3: Safety

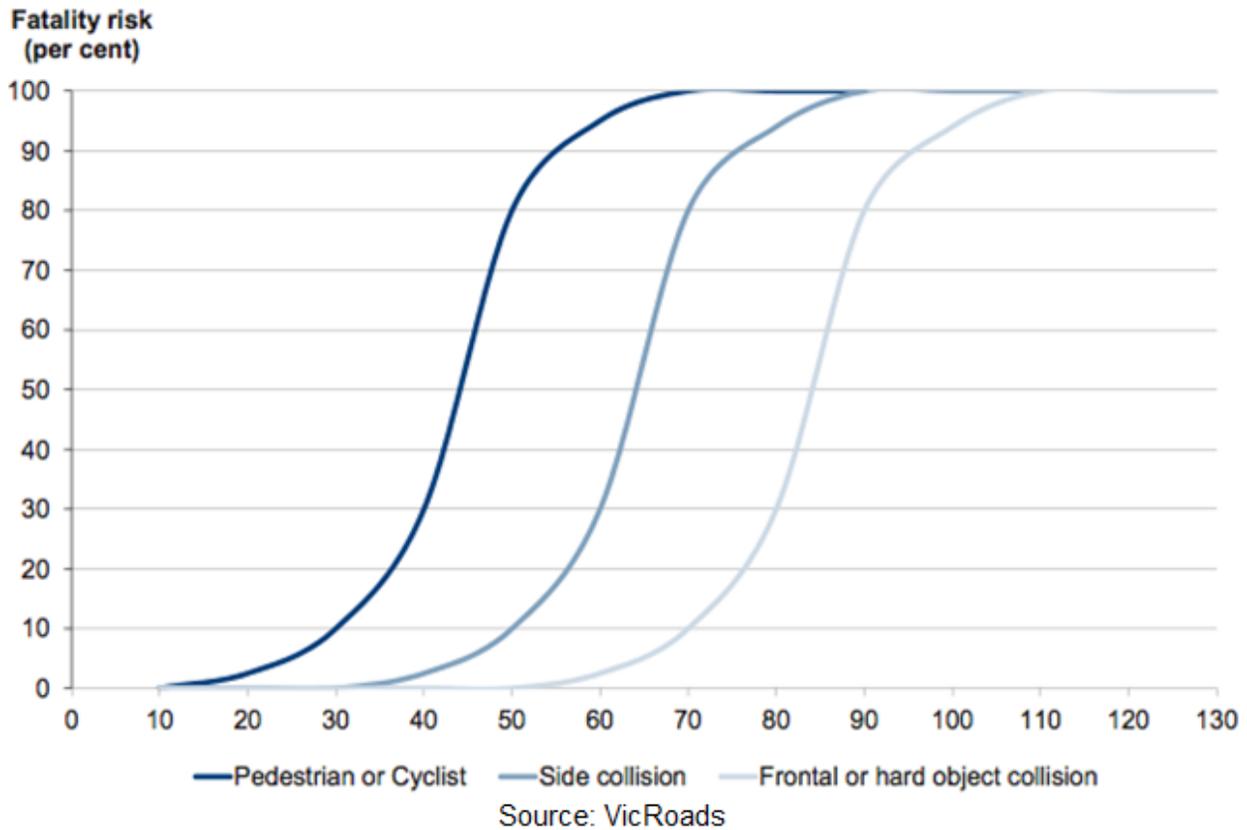
Safety within urban environments is a crux of livable communities. There are a number of elements that constitute what defines a safe environment. For this analysis, safety includes the ability for a resident or a visitor to use their environment without being subject to a natural occurrence (such as being struck by a car) or the victim of a crime. As will be shown, there are a number of tools that can be implemented from the concepts of safe infrastructure and community involvement to Crime Prevention through Environmental Design (CPTED). For this livability principle, we will consider all three sub-topics of safety simultaneously.

Safety Aspect #1: Safe Infrastructure

Safe infrastructure contains specific measurables. From lane widths, speed limits, buffer zones, lighting and sidewalk placement to the context of the roadway, small changes to a transit network can make a big difference in terms of the network's overall safety.

Research has shown that bicyclists and pedestrians are at their highest risk for a fatality when the striking automobile is traveling faster than 30 to 35 miles per hour (Source: VicRoads). It will be important for these measurables, including the speed limit, road width, and other features to be studied before deciding to implement, for example, a bicycle lane, sidewalk expansion or redevelopment initiatives. Reducing the speed limit and clearly marking signage can have a very

positive impact for the implementation of bicycle lanes. The graph below, the output of VicRoads research, depicts the relative risk of fatality by car speed.



A very good aspect of Eatonville’s existing infrastructure is its ability to be retrofitted in the future. For example, a 12.5-foot lane width can be transitioned into a 10-or-11-foot lane, and this excess space can be re-appropriated to the outsides of the road for bicycle lanes with restriping or to make room for a buffered sidewalk.

With limited funding available, it is important for towns to find ways to improve their transit infrastructure while incurring the lowest cost possible to the taxpayer. Due to the lack of right of way constraints in certain parts of Eatonville, restriping plans are a viable option for the Town if funding becomes available and is a positive sign moving forward. One specific area where right of way can allow for these types of changes is the portion of Kennedy Boulevard to the west of interstate-4. However, although a large quantity of pedestrians and bicyclists use this transit node, research would need to be performed on the safety of this improvement since the area is highly industrial and has a relatively high proportion of truck traffic.

Safety Aspect #2: Community Involvement

Community involvement is crucial in developing safe, healthy and connected communities. The Eatonville community has a number of community champions, and these individuals will be key to the future of the Town. Harnessing this core group of individuals and leveraging their outreach skills toward other citizens of the town is vital. Crime, specifically, is a factor in every

community, and groups including Neighborhood Watch programs can be an effective way for citizens to combat crime and improve the integrity of the town.

Safety Aspect #3: Crime Prevention through Environmental Design

Crime Prevention through Environmental Design (CPTED) implements design changes to communities to decrease crime. Some of the main facets of CPTED can be found in the captions provided below:



Territoriality: *Territoriality is the collective group emphasis on societal norms that does not include crime. Often, territoriality is an accepted norm within a neighborhood that can be expressed through subtle signs, such as a “Neighborhood Watch Area” sign.*



Surveillance: *Surveillance can be formal or informal. Formal surveillance is more literal and includes recording video, including CCTV or red light cameras, while informal surveillance is done through a community understanding that crime will not be accepted or tolerated in the community. Often, if a would-be-criminal knows he is being watched, then they may be deterred from committing the crime.*



Access Control: *Access control can be applied to large areas, but is specifically implementable in public buildings and schools. One key aspect of access control is “one way in, multiple ways out” in terms of building design. These concepts have been addressed in active shooter and burglary exercises across the country.*



Eyes on the Street: *“Eyes on the street” is a term that describes the implementation of architectural and design components to deter crime. The presence of balconies, large windows and front doors that face the street can make a person on the street feel as though they are being watched from the inside, therefore eliminating any provocation to commit a crime.*



Lighting: *Lighting is crucial, as many crimes are crimes of opportunity. Ensuring proper lighting, especially in major pedestrian and transit areas, can dramatically lower the opportunity for a crime to occur.*



Signage: *Signage, like lighting, is a key aspect of CPTED that can be implemented through infrastructure improvements. Ensuring that curfews on parks and public places are enforced and visible can have a positive effect on the community.*



Maintenance: *Maintenance of public parks, recreational areas and other public places is a key deterrent of crime. Towns and cities should be sure to eliminate graffiti immediately, maintain the upkeep of public parks and buildings, and replace dilapidated infrastructure as needed, as criminals go to these “vulnerable” areas to commit crimes. The quality of these items make people feel safer and will encourage more people to utilize the town’s civic infrastructure for walking, biking and social interaction. This, in turn, is also a crime deterrent.*

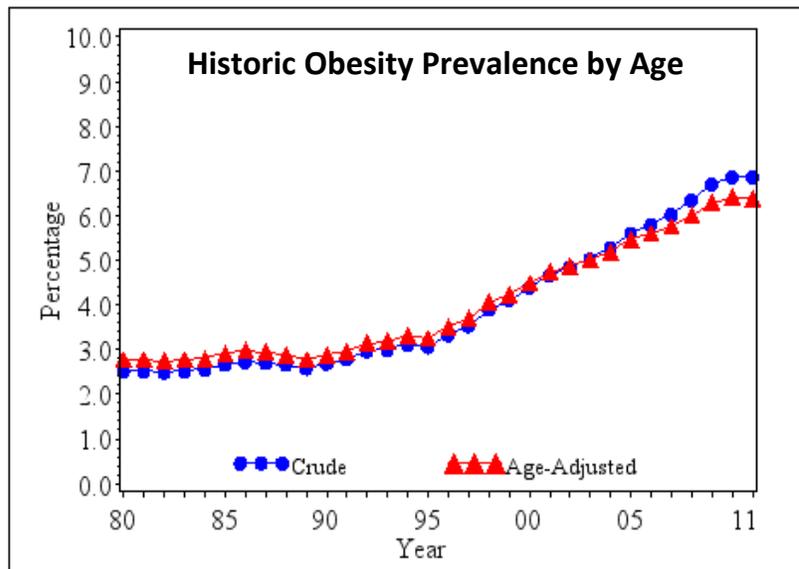


Livability Principle #4: Health

The **Health** livability principle can be described as the output of the implementation of the four other principles, as connectivity, multi-modal infrastructure, safety and place-making all contribute to creating a healthier built environment. Human health can be positively impacted by changes to networks, infrastructure and community building practices on the ground level.

The Healthy Eatonville team has done an incredible job marketing healthy lifestyles for citizens of the Town of Eatonville, including walks with Mayor Bruce Mount once per week. As part of a larger strategy launched by Healthy Central Florida and the Winter Park Health Foundation that is also focused on the City of Winter Park and the City of Maitland, this health initiative is a profound example of the level that a grassroots movement can have on a community. The group vows to walk around the community once per week in an effort to become healthier and to speak with the Mayor about issues at hand in the town. This type of program has set the precedent for expansion into the entire Eatonville community, and there are many more strategies the Town can implement in order to leverage the traction gained from this program.

In an auto-oriented society, there is less interaction with the physical environment, and it is the responsibility of community planners, engineers, elected officials and other decision makers to encourage and implement strategies to reverse that trend. One specific area of improvement could be in decreasing the prevalence of obesity, the trend of which is shown on the right. This trend indicates the need to incorporate physical activity into daily life.



Source: Center for Disease Control and Prevention

With increased opportunities for physical activity, perhaps through a new trail connection to a local park, more connected sidewalks, or increased main street access; more people would have the opportunity to naturally use their environment while maintaining a healthy level of physical activity. These “third places”, places outside of home or work that entice people to come, are an impetus to healthy communities and require sidewalk and trail systems to make them accessible and useful. Overall, the health livability principal is an all-encompassing principle that has strong ties to the other four livability principles analyzed as part of this Comprehensive Plan analysis.

Livability Principle #5: Place Making

Place is a concept defined by a geographically-specific feeling, mood or aura, and therefore an output of the factors manifesting a specific physical environment, large or small. More simply, in an individual location, it is the defining factor that symbolizes a portion of space in time, or a cross-identifiable definition. Place is an output of history, tested and morphed through experiences of a locale, but nevertheless defined by the historical perspective of what a place once was. The art and science of urban place making never forgets history, and the Town of Eatonville is extremely fortunate to have a proud, resounding history. Eatonville was founded in 1887 as “the first incorporated African American settlement community in the United States”, serving as a baseline of pride that continues to this day. While the Town is not an all-African American community today, this piece of history continues to be a source of identity to the community and is a bright symbol of the advancements made in society over the past century.

Place Making involves the use of architecture, landscaping, urban design, civic engagement and community development strategies to ‘capture’ the true essence of a location. Within this Comprehensive Plan analysis, Place Making will take specific interest in historic structures, context-specific design standards and the use of the Community Redevelopment Area (CRA) to leverage investment in the town core to expand and improve services to the entire Eatonville community. Historic architectural sites such as the Zora Neale Hurston House should be protected for Eatonville’s history to remain intact, and policy-driven incentives to maintain and promote the Town’s history are imperative for the ongoing development and refined definition of the Town.



Zora Neale Hurston House -- Source: Orlando CVB



The photo shown above depicts the urban design improvements that have been made along Kennedy Boulevard in eastern Eatonville. The gateway into the Town features historic information about Eatonville’s past and its place in American history.

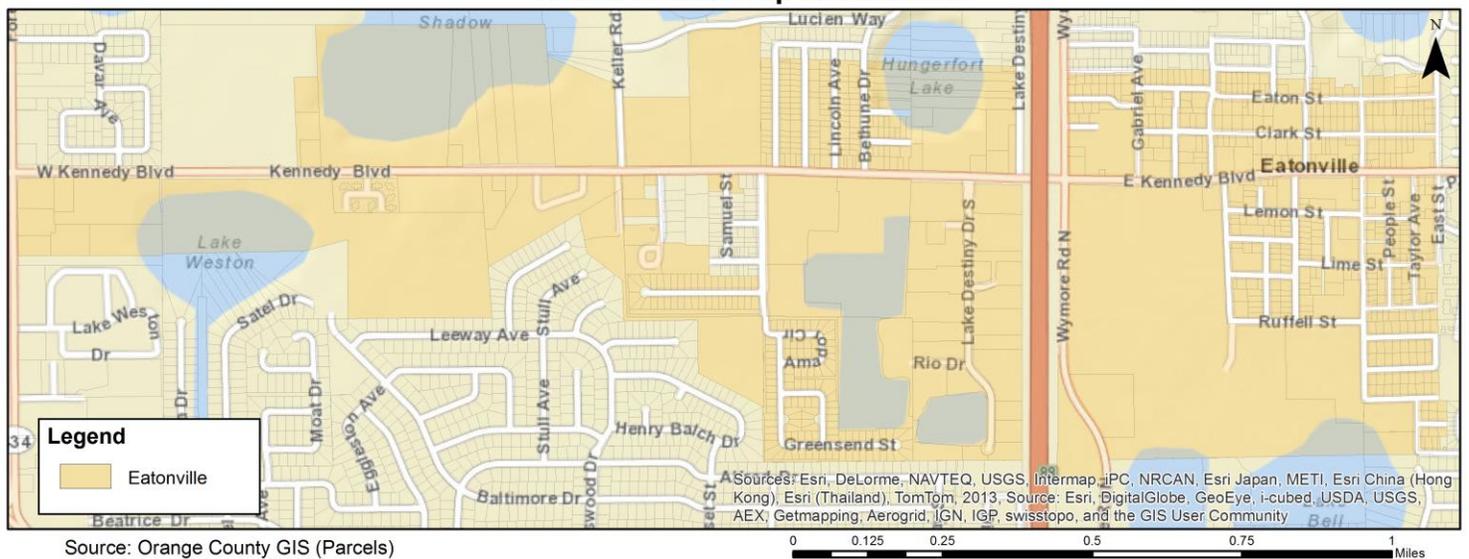
Existing Conditions Analysis

The Town of Eatonville is located six miles north of Orlando, Florida and has a population of 2,159 according to the 2010 U.S. Census. This page of the report, along with Appendix A, provides maps and data geared to place the Town in specific context before the Comprehensive Plan audit is reviewed.

Existing Conditions Analysis: *Baseline Maps and Data*

The following map depicts a view of the Town of Eatonville with town and parcel boundaries. The table below summarizes the parcel-based data depicted in the map. Please reference Appendix A for a full listing of maps and data in higher picture quality.

Parcel Ownership Boundaries



Town Snapshot

Total Population (2010)	2,159
Number of Parcels	879
Number of Buildings	735
Total Land Value	\$41,405,470
Total Building Value	\$92,189,533
Total Assessed Value	\$133,591,173
Total Taxable Value	\$92,996,691
Average Land Value per Parcel	\$47,105
Average Building Value per Parcel with Building	\$125,427
Average Assessed Value per Parcel	\$150,980
Average Taxable Value per Parcel	\$105,798
Parcels Built on or Before 1950	74 (8.4%)
Parcels Built From 1951-1975	414 (47.1%)
Parcels Built From 1976-2000	197 (22.4%)
Parcels Built 2001 or Later	49 (5.6%)
Parcels Not Built	144 (16.4%)

Comprehensive Plan Analysis

This section of the report provides a livability-oriented methodology for the analysis of the Town of Eatonville Comprehensive Plan. This portion of the plan outlines the goals and objectives of the Comprehensive Plan Audit, details the methodology utilized to analyze individual policies, and outlines key strengths, weaknesses, opportunities and obstacles facing the town from a policy-implementation perspective. Individual policies are also highlighted for their satisfactory or unsatisfactory features, while concepts that are missing from the plan from a broader perspective are identified.

Comprehensive Plan Analysis: *Methodology and Overall Analysis*

The primary objective of the Comprehensive Plan audit is to identify policies that can be altered, expanded, removed or added to the Eatonville Comprehensive Plan in an effort to spur action on ground level infrastructure and planning decisions. The Eatonville Comprehensive Plan contains 'Plan Elements' devoted to particular aspects of planning. The elements of the Comprehensive Plan include the following:

- Future Land Use
- Traffic Circulation
- Sanitary Sewer
- Solid Waste
- Stormwater Management
- Potable Water
- Community Facilities
- Housing
- Natural Groundwater Aquifer Recharge
- Conservation
- Recreation and Open Space
- Intergovernmental Coordination
- Capital Improvements

While policies within all of these sections were reviewed, the most applicable policies for edits are found in the Future Land Use, Traffic Circulation, Housing, Conservation, Recreation and Open Space, Intergovernmental Coordination and Capital Improvement elements.

General Methodology

The Eatonville Comprehensive Plan Audit Matrix, found in Appendix B of this document, applied a grading methodology uniformly applied to each of the policies in the Town's Comprehensive Plan.

The grading methodology applied a range of points for each of the five livability principles, ranging from -2 to 2 to each policy. This allowed for a maximum cumulative score per policy of 10 points, and a minimum cumulative score of negative 10 points, which in-turn allowed the

project team to “filter” the best policies to the top of a sortable spreadsheet, while lower scoring policies were also filtered.

The common grading scale, per livability principle, is listed below. Please note that each policy is scored five times (once for each principle), and that these values only reflect the grade for a specific policy/livability principle pair.

<u>Score</u>	<u>Meaning</u>
2	Identifies policies that entirely or almost entirely meet the definition of the livability principle. These are exemplary policies for a given principle.
1	Identifies policies that do not fully meet the livability principle definition, but have elements that are positive and meet certain needs.
0	Identifies policies that do not identify with or are not concerned with a given livability principle. This grade is also given to policies that do not apply to a specific livability principle.
-1	Identifies policies with elements that counter the livability principle in some way, but are not completely incorrect to include.
-2	Identifies policies with elements that completely counter the livability principle in question. These are examples of policies that will require elimination or editing.

This strategy allowed for two distinct areas of analysis of the Comprehensive Plan. First, this allowed the project team to gain insight into which policies stood out the most from an individual perspective. Second, this methodology also allowed for a cumulative score, per livability principle, that encompassed the entire Comprehensive Plan.

For example: Within the “Place Making” livability principle, 82 positive points were given to policies within the entire plan, while 66 points were collectively taken away from policies within the plan. This gave the project team a net output of (positive) 16 points for the “Place Making” principle (when subtracting the 66 negative points from the 82 positive points), and allowed the project team to gauge the collective success of the Comprehensive Plan across each of the five principles simultaneously.

Therefore, the Strengths, Weaknesses, Opportunities and Obstacles portion of this analysis will highlight the overall findings from these five principles from a collective perspective, while the specific policy analysis and recommendations section will focus more on specific policies and what could be done to improve them.

[Overall Comprehensive Plan Strengths and Weaknesses](#)

The Eatonville Comprehensive Plan offers some excellent policies without a unified, focused underlying vision for bicyclists and pedestrians. While there are a number of policies that promote auto-oriented development, for example, there are also a number of policies that counter this rhetoric and argue for a more inclusive, bicycle and pedestrian-oriented society. It

is imperative that policies that promote health set the precedent and theme of the entire Comprehensive Plan.

A key weakness of the plan overall was the dependence placed upon the automobile through a number of policies geared to improve level of service.

From a broad perspective, the project team was able to determine how each of the five livability principles “graded out” in terms of their cumulative point totals through the entire audit. The list below describes the points awarded to each livability principle through the plan along with positive and negative components of the application of these principles throughout the plan.

Connectivity (+49 points, -39 points; Net Score: +10 points)

The auto-oriented nature of the Comprehensive Plan as a whole reduced the number of points in this category. However, a number of bicycle and pedestrian-specific policies allowed for the *Connectivity* principle to grade in the net positive range in this analysis. One area of improvement could be to address automobile, bicycle and pedestrian transportation within a single policy, as this can provide a unified strategy for the Town moving into the future (example: Complete Streets, priority access). Another area of improvement for the Town could be to address issues concerning the connectivity of land uses, for example the accessibility of residential uses to recreational and institutional uses such as parks and libraries.

Safety (+50 points, -32 points; Net Score: +18 Points)

Safety was the highest-graded livability principle within the Comprehensive Plan, and this was an output of a number of positive bicycle and pedestrian-oriented policies. Specific policies that graded well included language on complete sidewalk systems, the improvement of the Kennedy Boulevard corridor to the east of Interstate-4, as well as a number of policies geared to assist the elderly and disabled populations within the town.

Multi-Modal Infrastructure (+37 points, -39 points; Net Score: -2 Points)

Multi-Modal Infrastructure was addressed a number of times within the plan, but, as has been stated, the voluminous number of automobile-centric policies resulted in a negative net score for this livability principle. While the ingredients are clearly within the plan, the inconsistencies of a number of policies affected the overall grade given to this livability principle.

Health (+52 points, -38 points; Net Score: +14 Points)

This livability principle is largely an output of the other four livability principles covered within this analysis. Thus, the grading for this principle was highly-correlated to the grades that other policies received. This principle graded out specifically well within the conservation element of the plan, mainly due to a large number of policies in place to protect natural lands and to promote development in areas outside of vulnerable locations such as the floodplain. Overall, however, there were not many policies that promoted health from a

community involvement perspective. Language could be added to the Comprehensive Plan to assist in the implementation of grass roots programs such as Healthy Eatonville.

Place Making (+82 points, -66 points; Net Score: +16 Points)

Place Making received the highest positive points accrued (82), negative points (66) and net points (16). This was largely an output of the excellent knowledge of the historic character of the Town within the plan, as well as a number of policies promoting a walkable, more communal living environment for residents. Sections of the plan devoted to the Kennedy Boulevard corridor also graded very well from a Place Making perspective. However, like other principles, the Place Making principle was negatively impacted by policies advocating for automobile-centric development and level of service standards that did not include bicycle and pedestrian consideration.

Overall Comprehensive Plan Opportunities and Obstacles

A major opportunity within the Eatonville Comprehensive Plan lies within the Town’s ability to converge or add to policies with mixed goals. As identified within the strengths and opportunities section, a major area of concern is the trade-off between auto-oriented development and bicycle and pedestrian-oriented development. This problem may be addressed through inclusive policies that merge the two concepts together and incorporate context-sensitive solutions. One specific tool the Town could implement within the plan is the concept of Complete Streets, or street networks that cater to automobiles, bicyclists and pedestrians simultaneously. Another concept is to incorporate a bicycle and pedestrian level of service metric, which will be discussed later in this report.

As the plan is updated, the Town should address the dates listed within the Plan, as many ‘deadlines’ have been passed by 15 years or more. Updating mandates for Town staff can allow for a work schedule to be approved for the implementation of new policies. For example, a policy can be altered or added to mandate the restoration of historic properties by a certain date, utilizing specific areas of funding such as Community Redevelopment Area funds to implement the policy within a well-defined time frame.

Like many towns and cities, a major obstacle limiting the implementation of positive policies is funding. However, Eatonville is in the position to leverage its current economic position through its Community Redevelopment Agency (CRA) to implement improvements that can lead to increased economic development within the town. Identifying projects geared at the continued development of the Kennedy Boulevard corridor could be specifically fruitful, as the corridor has the infrastructure to support a major increase in commercial, retail and office capacity. Other projects, such as pocket parks, could add to the overall vision of the plan.



Comprehensive Plan Analysis: *Specific Policy Analysis and Recommendations*

This section of the report identifies the policies that scored the lowest and the highest on the Comprehensive Plan Audit, provides an analysis on how policies can be evolved or modified, and addresses urban planning concepts that are not incorporated into the Comprehensive Plan at this point in time.

Top 6 Policies

Based on the scoring system utilized by the project team, the following policies have been identified as some of the highest scoring policies within the Comprehensive Plan.

Policy 1.7.5 (Future Land Use): The Town shall adopt a Land Development Code that promotes the use of bicycles, carpools and other mass transportation systems as alternative modes of transportation to minimize emission impacts to air quality.

This policy is an excellent example of how to implement multi-modal transportation through policy. Through advocacy for multi-modal infrastructure, the town can begin to tackle issues such as safety, connectivity and overall community health. While much of the Comprehensive Plan focuses on automobile transportation, this policy directly tackles multi-modal transit. A fruitful strategy for the Town could be to include language on all forms of transportation (including auto and non-auto uses) within one policy.

Policy 1.11.2 (Future Land Use): The Town shall encourage the location of public buildings and facilities in areas where they are convenient and to encourage multi-purpose trips.

From a place making perspective, this policy is excellent and provides a basis for the Town moving forward. While many policies focus on the separation of uses within the Eatonville Comprehensive Plan (as will be shown in the *Bottom 6 Policies* section of this report), this policy addresses the community as an inclusive node that integrates land uses into a synergetic, vibrant community atmosphere. This policy is also among the best within the Comprehensive Plan due to the connection made between the integration of land uses, traffic calming and the impacts that they can have on multi-modal connectivity.

Policy 1.11.3 (Future Land Use): The Land Development Code shall allow for a mix of residential, retail, office, green space and public use on a scale and relation which is attractive to the pedestrian and cycling activity as well as at an intensity which makes it a viable alternative to the automobile.

This is another example of a policy that utilizes multiple livability policies in unison, which, as described at the beginning of this plan, is the most effective way to implement livable communities. However, as will be addressed later in this plan, there is no mention of a Mixed Use zoning or future land use classification within the Eatonville Comprehensive Plan; language specifying this land use classification could bolster this policy even further.

Policy 1.12.2 (Future Land Use): The Town shall use all resources to prohibit the widening of Kennedy Avenue east of Interstate-4 to the Maitland city limits to protect the cohesive nature of the town.

This policy has been implemented within the Town of Eatonville and has had a phenomenal effect on the safety of the Kennedy corridor on the east side of interstate-4. This “complete street” is an excellent example of multi-modal infrastructure and provides a gateway into the Town, in turn generating a sense of “place”. The Town can leverage this policy by providing specific language on the Kennedy Boulevard corridor. For example, the implementation of a form-based code, mixed-use zoning district or corridor-specific design guidelines can leverage investments made for road improvements along Kennedy Boulevard to attract new businesses to the Town while maintaining walkability.

Policy 3.3.6 (Housing): The Town Development Code shall include standards to coordinate the location of housing with public transportation for persons with physical or developmental disabilities and senior citizens.

This policy provides an excellent opportunity for the Town to implement the strategies associated with Transit Oriented Development, a development strategy that is sometimes referred to as T.O.D. By promoting population density around transit stops, the Town is creating a safer community for those with disabilities while enhancing the effect that mass transit options can have for the community. Special interest should be given to ADA (Americans with Disabilities Act) infrastructure in unison with the implementation of this policy.

Policy 9.4.1 (Conservation): The Town shall develop a Conservation Ordinance which provides for the protection and conservation of the natural functions of existing soils, wildlife habitats, lakes, floodplains and other environmentally sensitive areas.

In a time when the Central Florida region is growing at an immense pace, the Town of Eatonville must take future population demand into context, as a number of critical ecosystems are located within the Town (specifically, the natural lake and forest systems located in the southeastern portion of the Town). Located just 6 miles north of downtown Orlando, the Town of Eatonville may need to increase its housing stock in the future, and the solution to an increase in housing stock could be increased density in high-use corridors as well as the protection of critical ecological areas.

Bottom 6 Policies

Based on the scoring system utilized by the project team, the following policies have been identified as some of the lowest scoring policies within the Comprehensive Plan.

Policy 3.4.5 (Housing): The Town shall ensure that all residential land uses are adequately buffered from non-residential uses.

This policy does not fit with a number of principles, including *Connectivity*, and should be altered to include language about “inclusive land uses”. While

adequate buffers are needed between land uses such as residential and industrial, there are circumstances where residential/commercial and residential/recreational uses are utilized well in unison. This form of zoning is often classified as “Mixed Use” or “Activity Center”.

Policy 1.8.2 (Future Land Use): The Town shall include level of service within development regulations and procedures.

While level of service standards are an effective tool for moving traffic, the term level of service is never referred to within the plan as a tool that includes the effective movement of bicyclists and pedestrians. This policy implies that the town’s development will reciprocate an auto-oriented development pattern when it would be more effective for the Town to implement pedestrian-oriented development patterns. This policy is essential to the plan but can be improved by including level of service of alternative modes of transportation.

9J-5.006 XI A (Future Land Use): Develop strong policies to direct land development.

This policy is among the lower-scoring policies in the Comprehensive Plan mainly due to a missed opportunity to incorporate a bold stance toward future development and place making standards. Within this policy, the Town has the ability to add specific language to define what “land development” within the Town should incorporate, and how that development is a reflection of the history of the Town. Specific interest should be given to the “Place Making” livability principle if this policy is to be altered in the future.

Policy 2.4.2 (Traffic Circulation): All proposed development must provide a proper amount of an on-site parking to accommodate its customers and employees.

While on-site parking is important and an integral part of on-site design, this policy should include amenities for bicyclists, pedestrians and the disabled population. Bicyclists utilize bicycle racks, while pedestrians and the disabled population benefit from ADA-compliant infrastructure, including curb ramps, crosswalks and pedestrian-signage. Additionally, as other policies incorporate street or shared parking, less on-site parking will be necessary. However, the needs of individual businesses will need to be addressed within the Town.

Policy 12.2.6 (Capital Improvements): The Town shall not finance any improvements over a period of thirty years.

This policy can severely cut off any chance of long term venture capital or Public-Private Investment within the town from a development perspective. Since the time the Comprehensive Plan was written, many changes have been made in the development field and 20-to-30 year windows are not uncommon for the implementation of community-wide master plans. Often, these plans start with small-scale improvements that garner return on investment, the proceeds of which are utilized to fund longer-term improvements to infrastructure and amenities. This policy should be removed due to the fact that it is restrictive to the Town.

Policy 2.1.2 (Traffic Circulation): The Town shall not issue development permits to any project that degrades the roadway level of service below the adopted level of service standard.

This policy is restrictive to the Town and does not take into account developments that can change the context of an area. For example: A new development could negatively impact automobile level of service over a one year period, but the long term impacts of that development could include increased transit and bicycle ridership opportunities which, over the long term, would increase automobile, bicyclist and pedestrian level of service. In summary, this policy restricts the Town by not seizing opportunities.

Comprehensive Plan Recommendations

Urban planning concepts have evolved since the Comprehensive Plan was written. Five omissions were noted and include Mixed Use Development, Form Based Codes, Bicycle and Pedestrian Level of Service, CRA Community Master Planning and a Historic Revitalization Plan. A summary of each of these concepts are included below, along with specific areas where these concepts can be implemented within the Town.

Mixed Use Development

Mixed Use is a land use classification utilized in Zoning and Future Land Use maps. Mixed use development includes a variety of uses within a specific area, most commonly a mixture of residential, office, retail and recreational uses. One specific form of mixed use development is “vertical mixed use” which utilizes the ground level of the building (or buildings) for retail uses while utilizing the top floors for residential, office or live/work units. The inclusion of a Mixed Use zoning classification within Eatonville could potentially benefit the Kennedy Boulevard corridor to the east of Interstate-4.

Form Based Codes

Form based codes are design guidelines within specific areas that classify densities, building heights, setbacks and other measurable physical components based on the concept of urban form. Urban form is a concept that strives to create definable “transect zones” that allow for downtown areas to be differentiated from rural or lower-intensity areas. One excellent example of a form based code is Miami 21, the details of which can be viewed at miami21.org.

Bicycle and Pedestrian Level of Service

As discussed previously, the level of service of roadways is often measured solely based on automobile traffic movement. However, the implementation of level of service is more effective when all transit riders are placed into the equation. The best possible place for the town to implement bicycle and pedestrian level of service policies is within existing policies that discuss automobile level of service, as both level of service standards are empowered when addressed together.

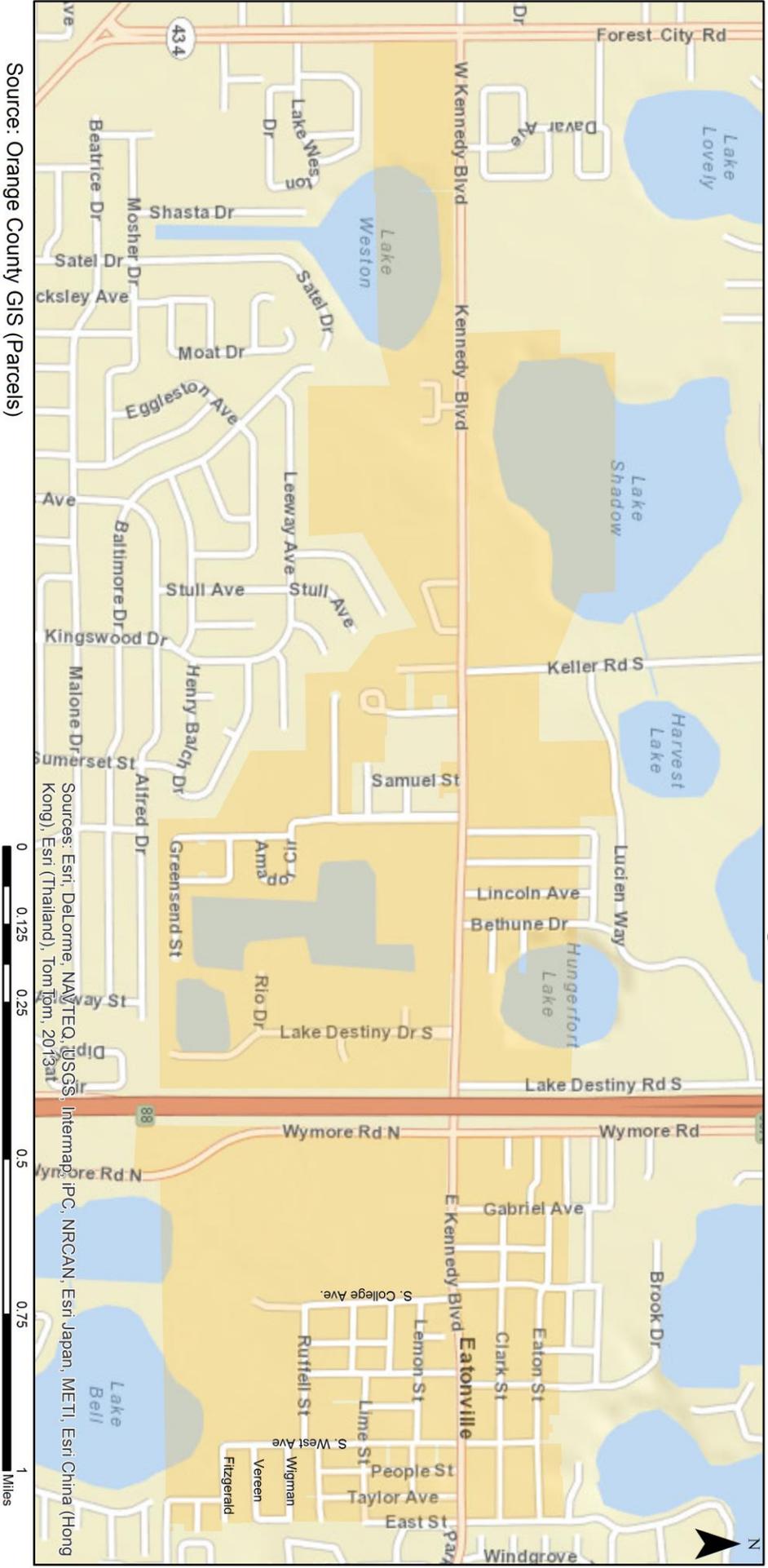
C.R.A Community Master Planning

The Town could also add policies to specifically define the role of the Community Redevelopment Agency from an economic development perspective. Often, this includes a specific community master plan for long term adoption.

Appendix A: GIS Map Series

The maps provided on the following pages depict the Town of Eatonville using GIS data layers. These maps provide real time data that can be utilized by town staff to implement improvements to the Town moving forward.

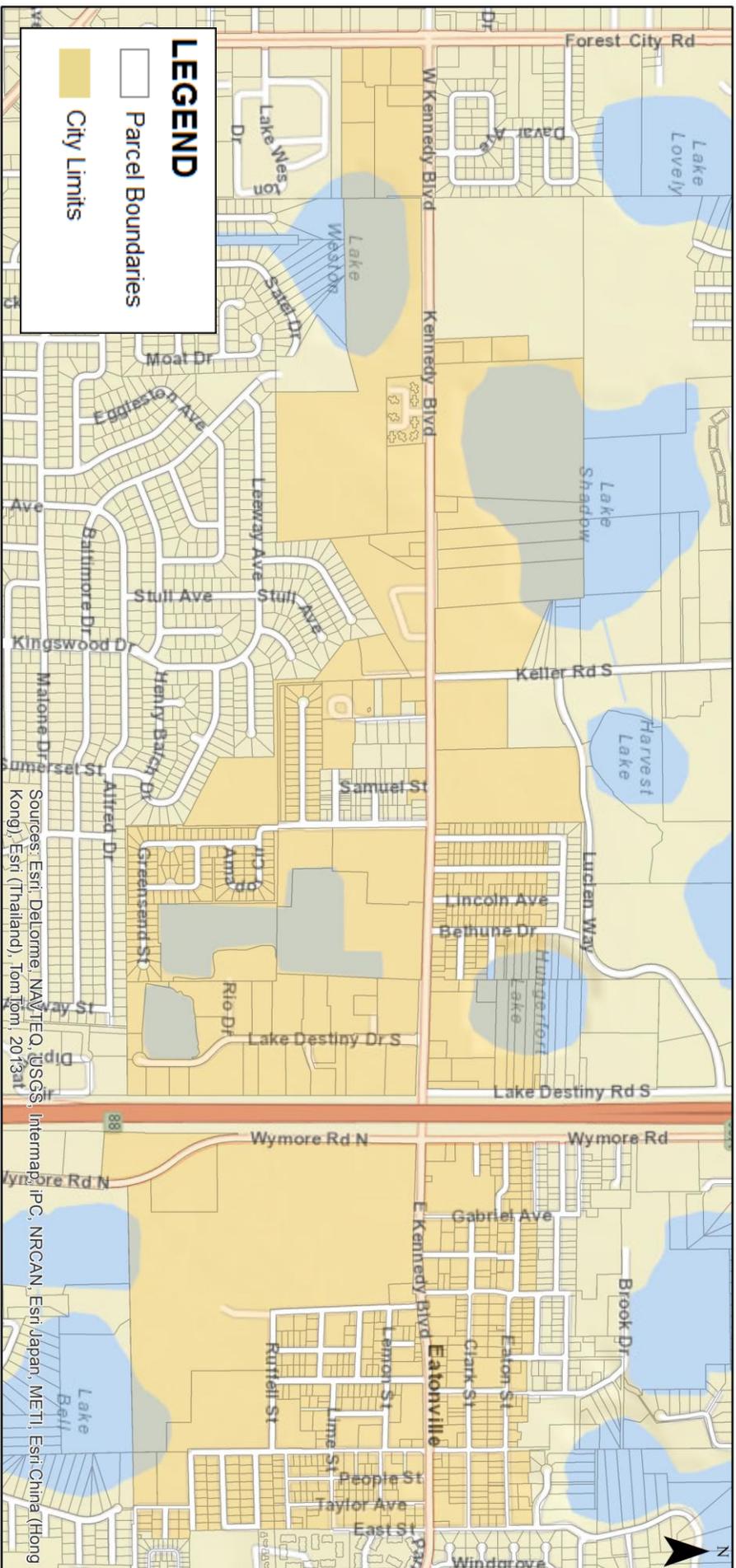
Eatonville Town Boundary and Roads



Source: Orange County GIS (Parcels)

Sources: Esri, Delorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013sat

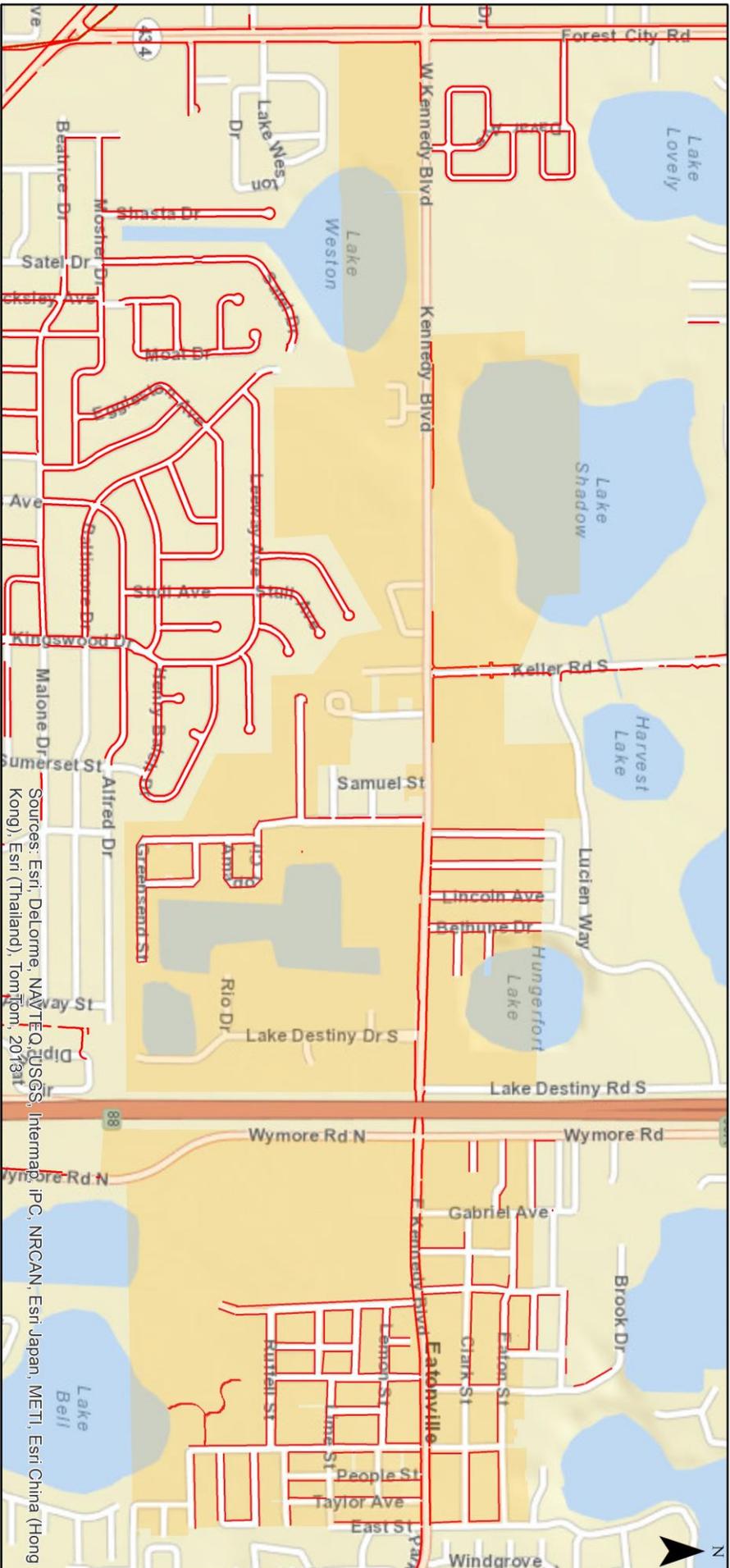
Parcel Ownership Boundaries



Source: Orange County GIS (Parcels)

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013sat

Sidewalk Coverage

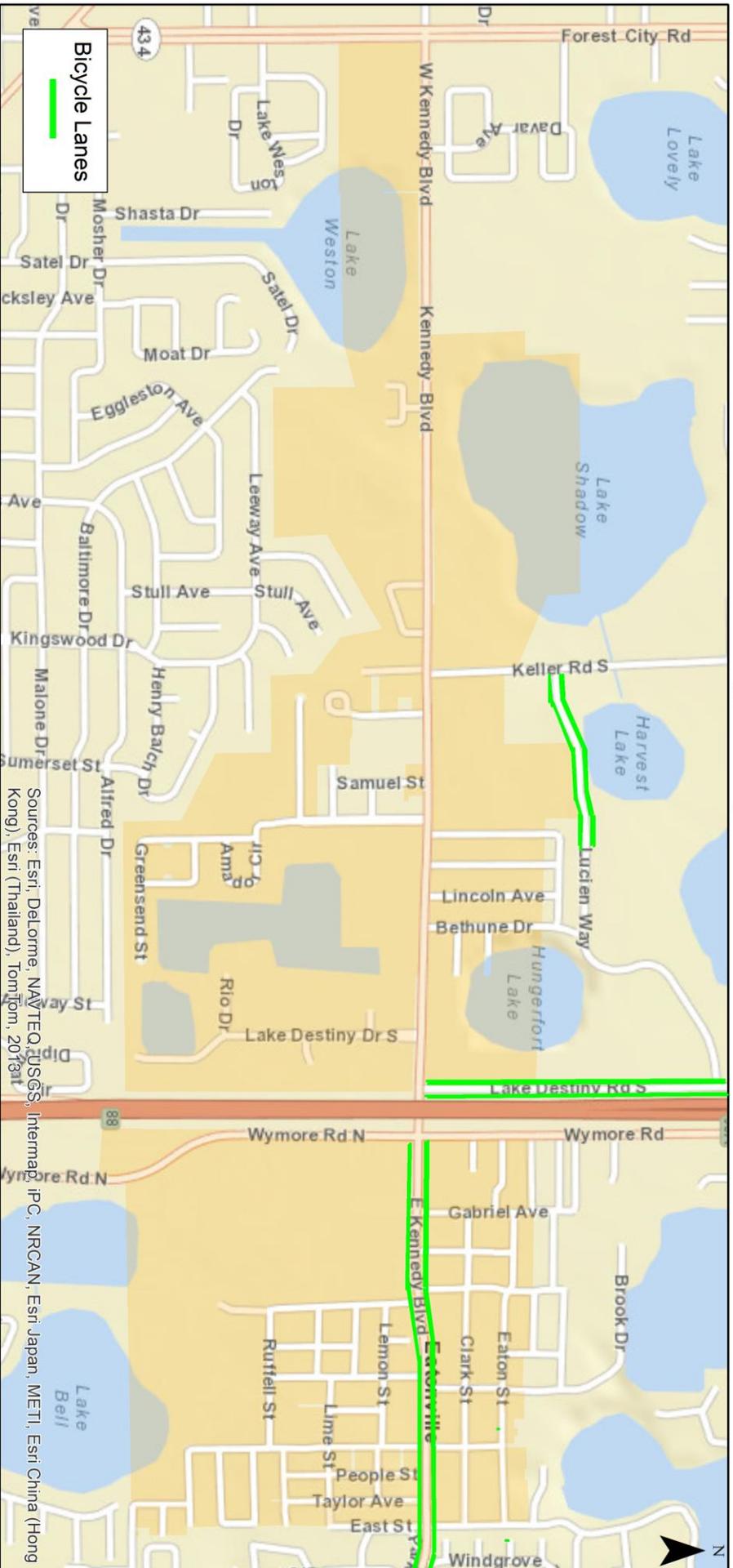


Source: MetroPlan, Orange County GIS

Sidewalk

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

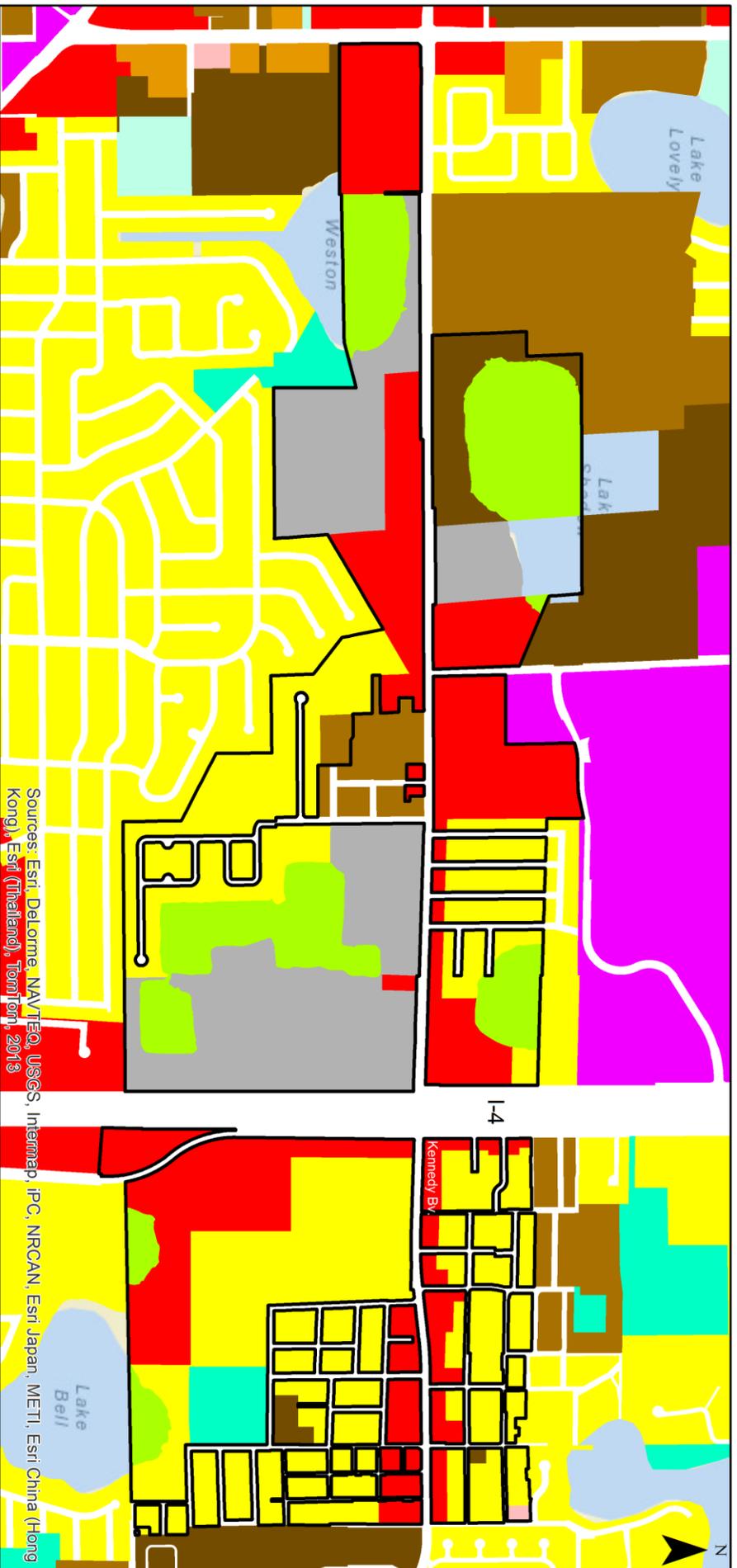
Existing Bicycle Lanes



Source: MetroPlan Orlando (Bicycle Lanes)

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

Regional Future Land Use - Eatonville and Adjacent Communities



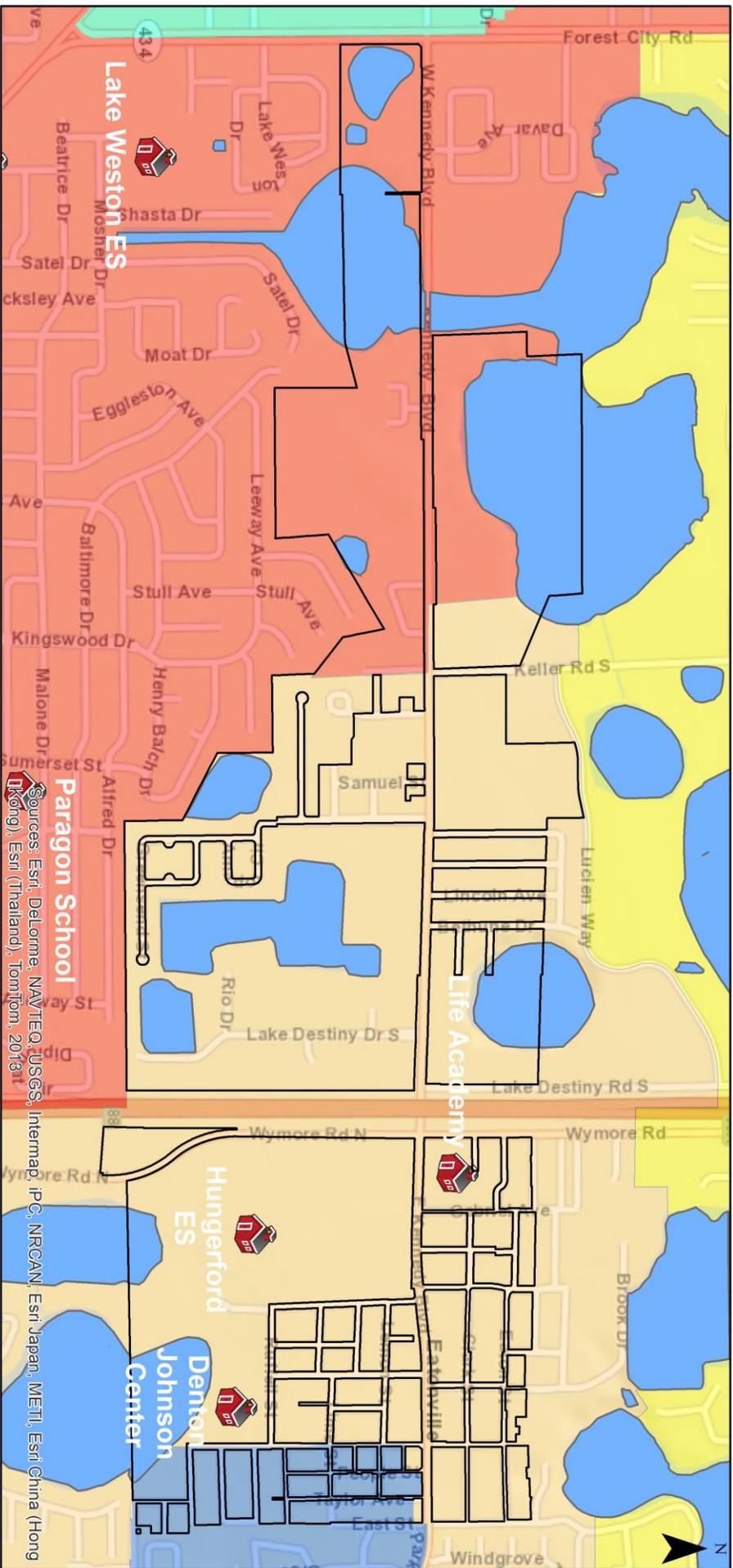
Source: East Central Florida Regional Planning Council, FDOT



Sources: Esri, Delorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

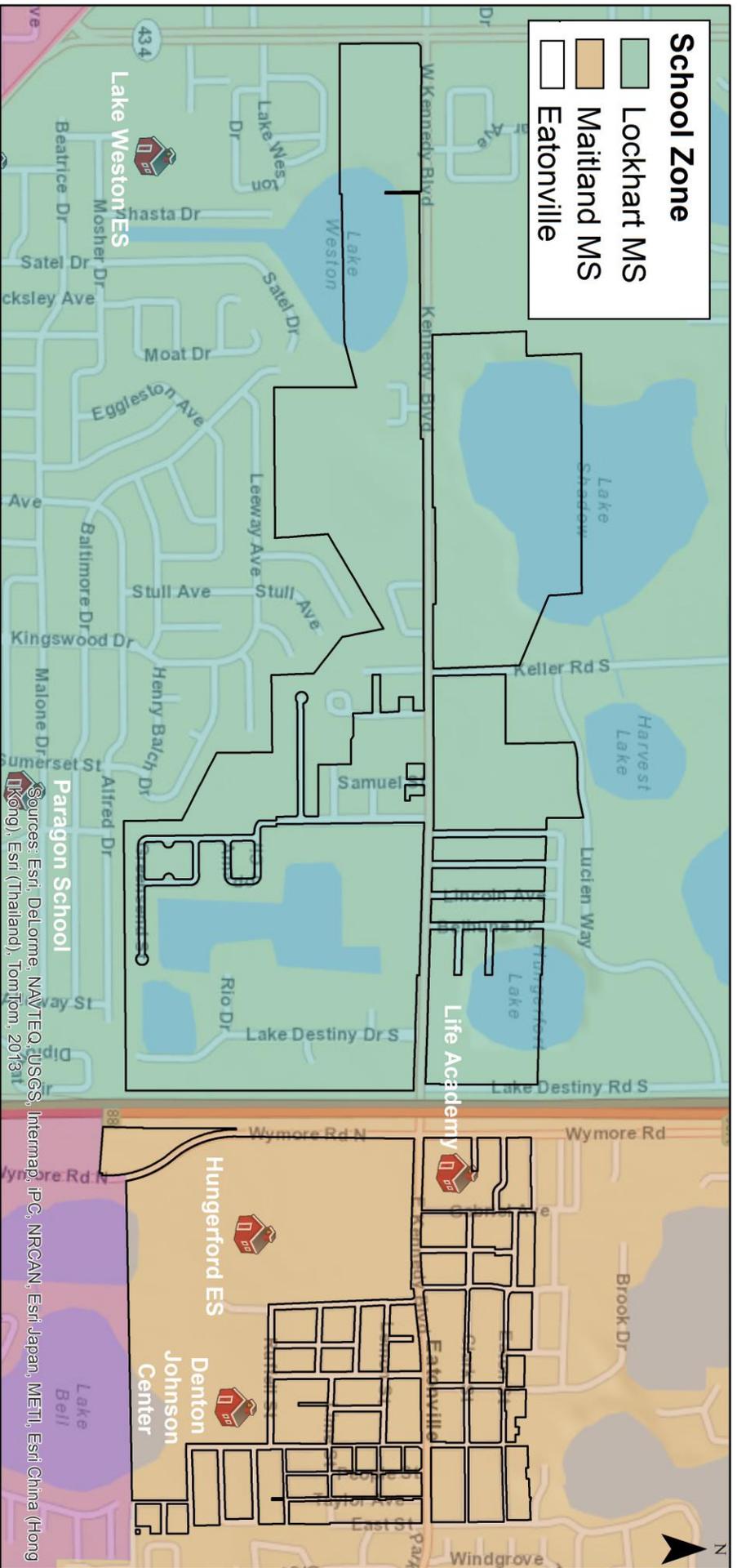


Elementary School Attendance Zones



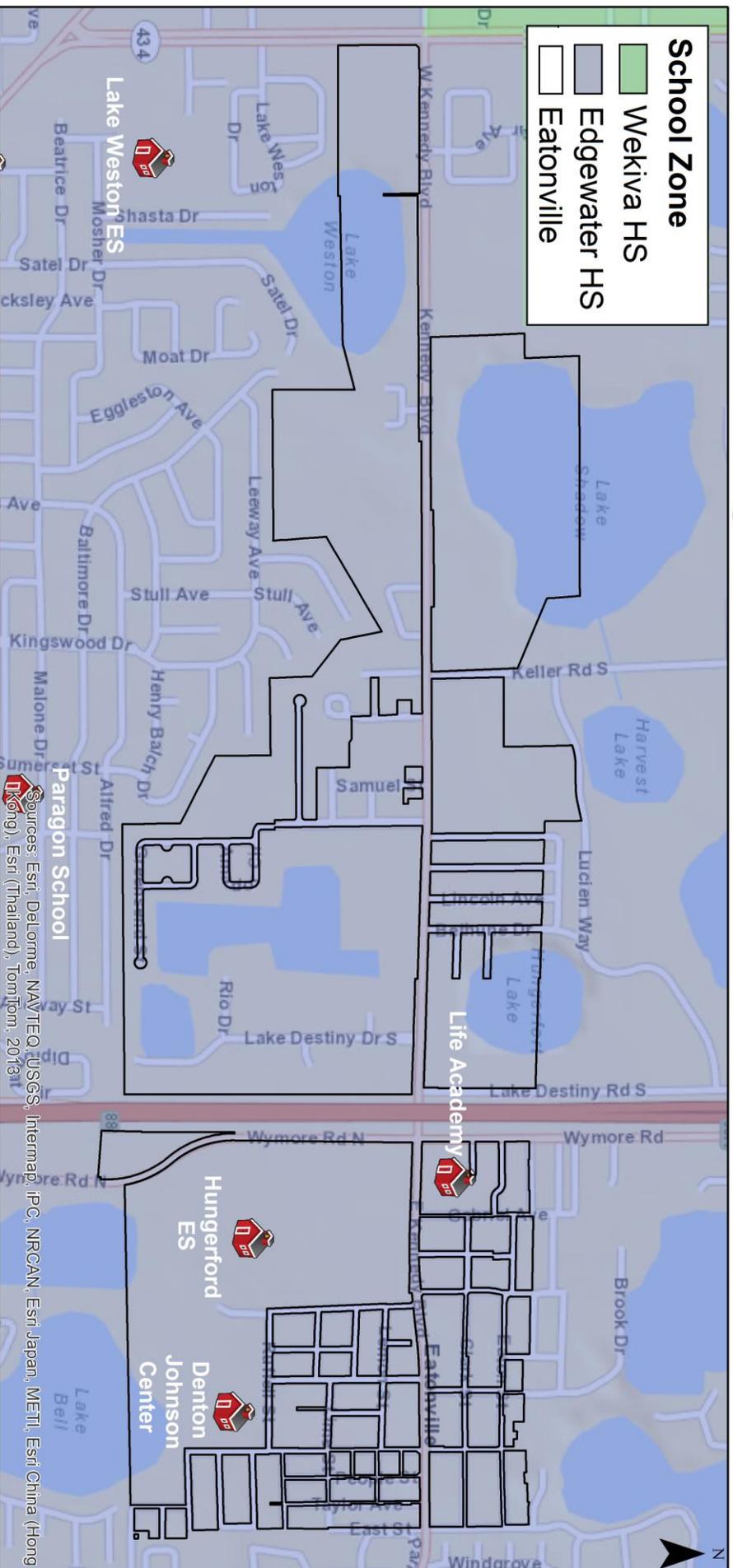
- Lake Weston ES
- Hungerford ES
- Lake Sybela ES
- Dommerich ES
- Riverside ES
- Eatonville Town Outline

Middle School Attendance Zones



Source: Orange County GIS (Parcels)

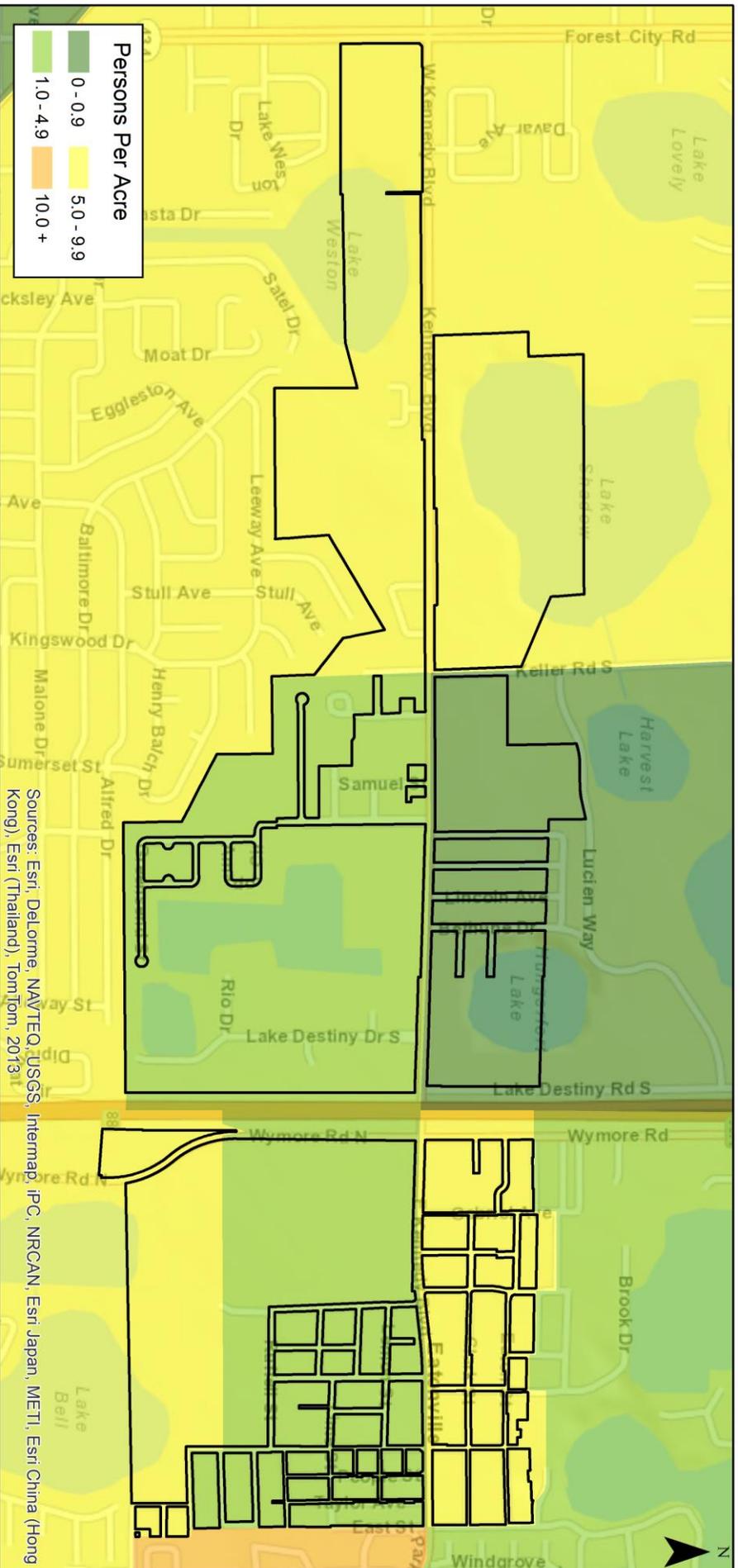
High School Attendance Zones



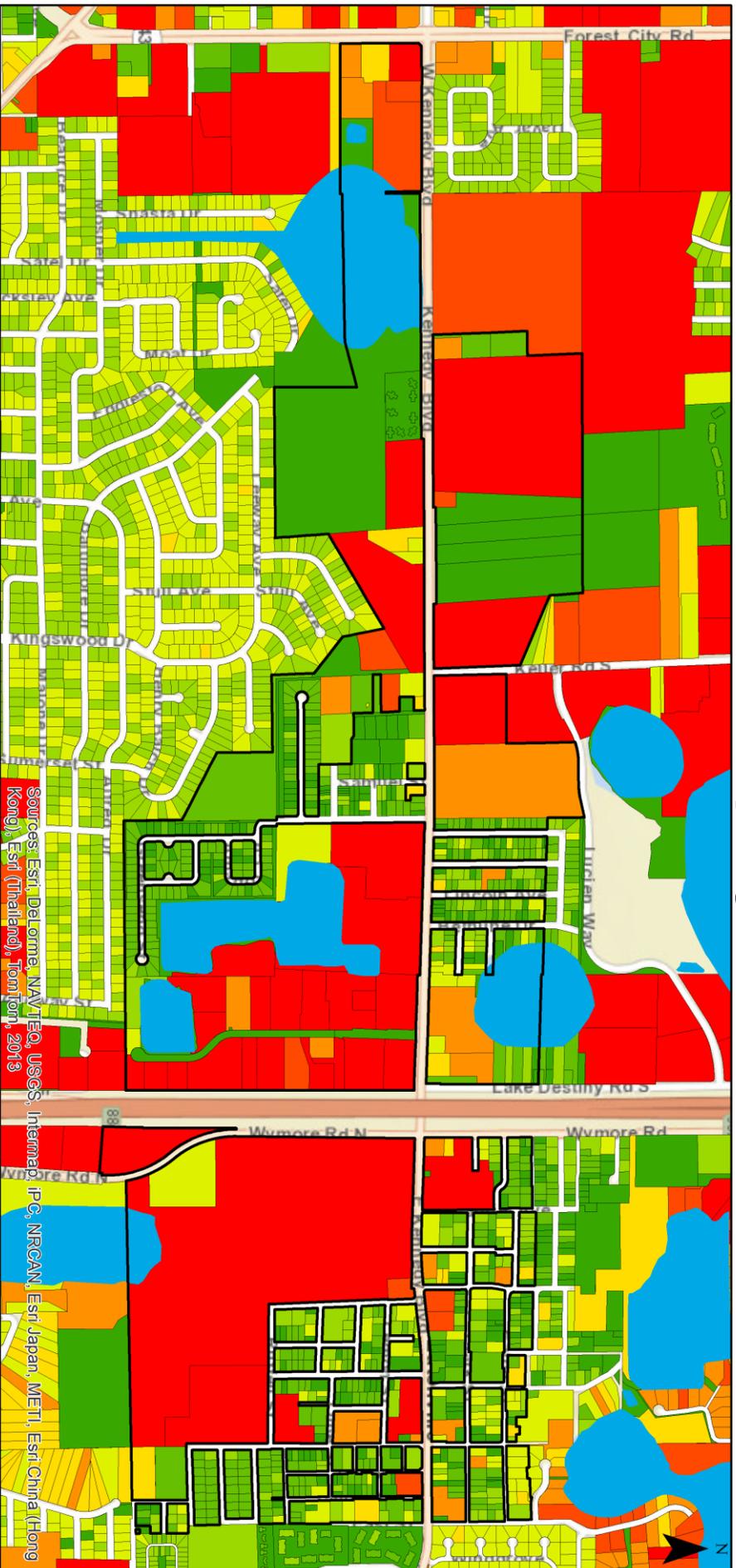
Source: Orange County GIS (Parcels)

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

Population Density - TAZ Zones



Assessed Property Values

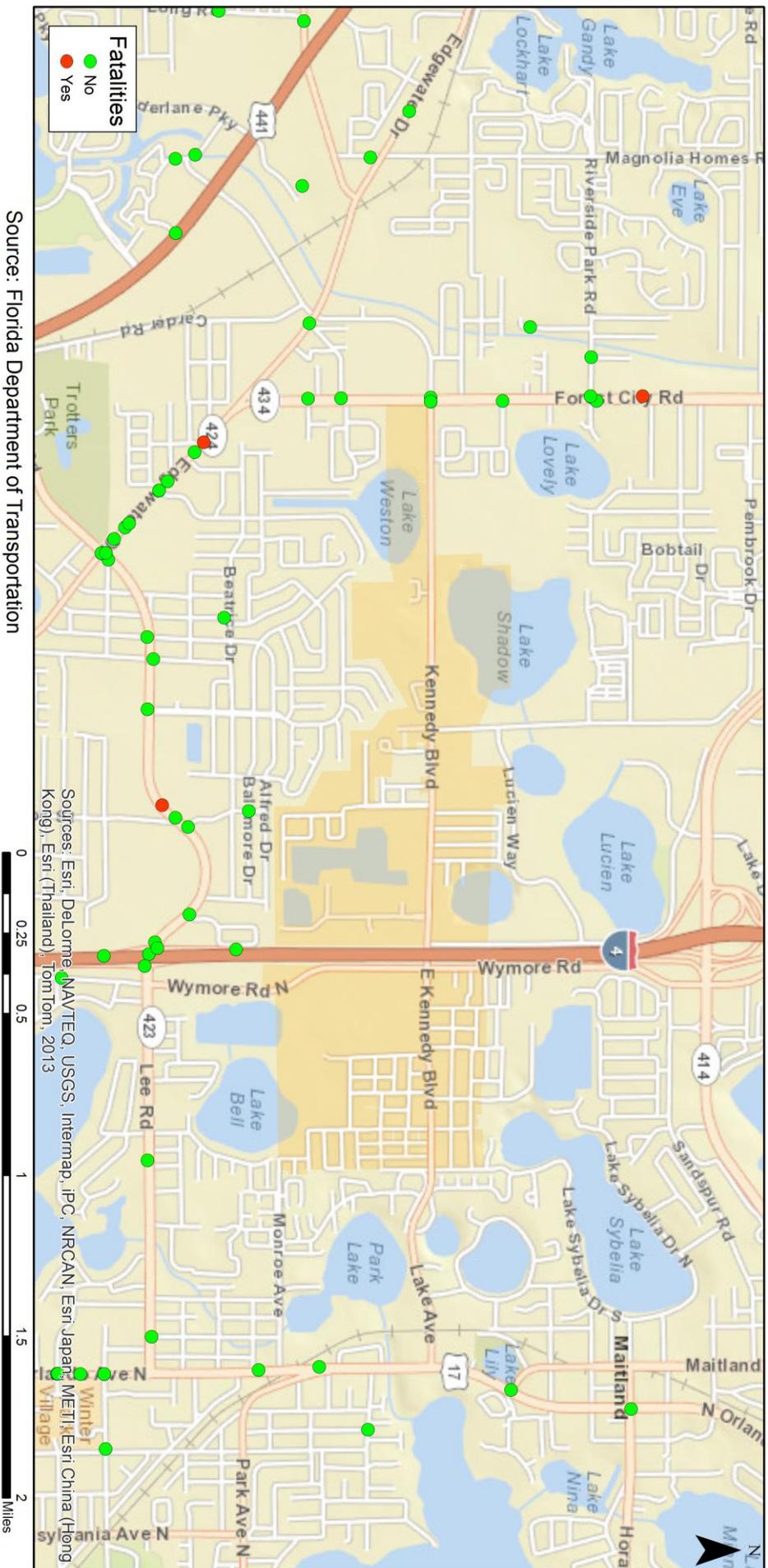


Source: BEBR, U.S. Census Bureau

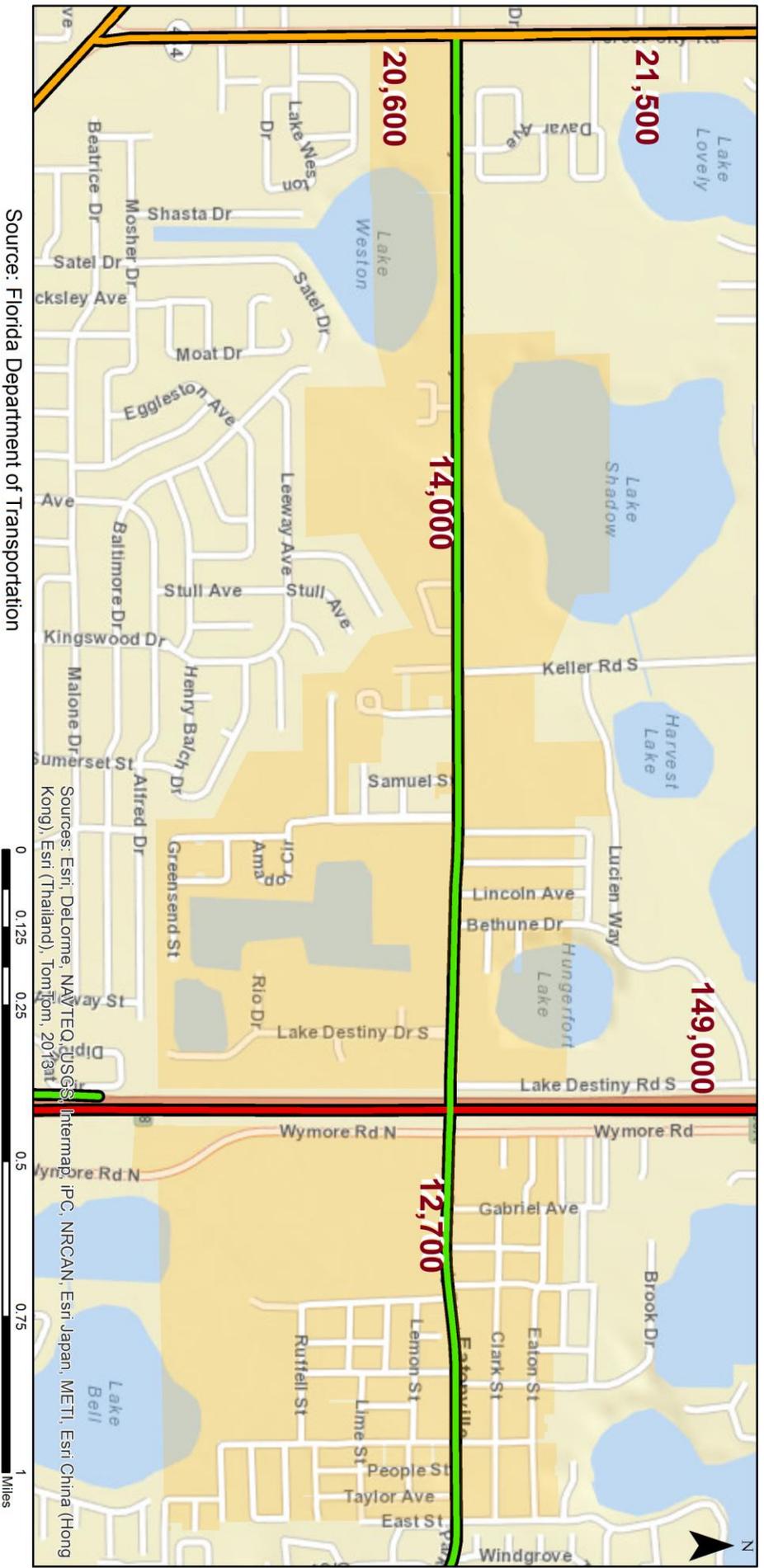
Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

<<< Assessed Property Value

Reported Automobile-Involved Accidents (2009-2012)



Annual Average Daily Traffic Counts



Source: Florida Department of Transportation

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013sat



Appendix B: Comprehensive Plan Audit Matrix

Appendix B contains the Comprehensive Plan Audit Matrix that was utilized to identify policies within the Eatonville Comprehensive Plan from a livability perspective. Raw scores are provided in this section for each policy that was analyzed. Red scores are negative and green scores are positive.

C = Connectivity **S** = Safety **M** = Multi-Modal Infrastructure **H** = Health **P** = Place Making

Policy #	Element	Policy Text	Page	C	C	S	S	M	M	H	H	P	P	Score
9J-5.006 I	Future Land Use	<i>See Plan</i>	41			1			1				1	-1
9J-5.006 I A	Future Land Use	The Future Land Use Element will be based on the following analysis: An analysis of the availability of public facilities, services and resources to service existing land use	42									1		1
9J-5.006 I B	Future Land Use	The Future Land Use Element will be based on the following analysis: An analysis of the character and magnitude existing vacant or developed in order to determine its suitability for use	42		1							1		0
9J-5.006 I C	Future Land Use	The Future Land Use Element will be based on the following analysis: An analysis of the amount of land needed to accommodate future population and land uses	42		2								2	-4
9J-5.006 I D	Future Land Use	The Future Land Use Element will be based on the following analysis: An analysis of the need to redevelop blighted areas and the elimination or reduction of uses that are inconsistent with local character and future land uses	42	2		2			1				1	2
9J-5.006 III	Future Land Use	<i>See Plan</i>	45									2		2

				Conn.	Safety	MM	Health	PM		
9J-5.006 III A	Future Land Use	See Plan	45		2		2	2	2	-8
9J-5.006 LU-1	Future Land Use	Re-Do Table	46	2		1		2		5
9J-5.006 LU-3	Future Land Use	Re-Do Table	47	2		1		2		5
9J-5.006 IV	Future Land Use	See Plan	47		2		2	2	2	-8
9J-5.006 IV A	Future Land Use	See Plan	47			1		1		-2
9J-5.006 IV C	Future Land Use	See Plan	48		2			2		-4

			Conn.	Safety	MM	Health	PM		
9J-5.006 IV E	Future Land Use	The Town of Eatonville must work with Orange County, the State and other surrounding areas to not only enforce levels of service standards, but also to provide for the proper signage and maintenance of area roadways. The Town must promote alternative strategies to increase pedestrian and transit uses. The Town future land use patterns must help to promote alternative strategies and ensure effective functioning of the roadways.	49	2	2	2	2	2	-6
9J-5.006 IV F	Future Land Use	The Town of Eatonville must not only provide for the development of future recreation facilities, it must improve and maintain existing facilities. Although the total acreage of recreation lands meets National and State Level (2.5 acres per 1000 residents), the level of service provided by the facilities are not acceptable because of the limited equipment located in these areas.	49	2				1	-1
9J-5.006 IV G	Future Land Use	The Town of Eatonville shall not only promote the protection and preservation of air quality, groundwater, surface water, endangered plants and animals, floodplains, and soils and topography, it shall work with all Federal, State and local agencies to reach State and Federal goals.	49		1		2	1	4
9J-5.006 V	Future Land Use	The Town of Eatonville must maintain an acceptable quality of life for its citizens and businesses by setting forth and implementing a plan that optimizes governmental expenditures for service and facility provision, protects the natural environment, and provides direction on establishing an efficient land development pattern. The Town must use innovative ideas such as infill development, redevelopment and maintenance to existing infrastructure and other techniques to provide for the most efficient and effective land development patterns.	49	1			1	2	4

					Conn.	Safety	MM	Health	PM	
9J-5.006 V A	Future Land Use	Residential acreage requirements are dependent upon the projected number of housing units. The future population growth directly relates to future housing needs. Presently, there are 2,733 permanent residents in the Town of Eatonville.	49		2	1	1	1	2	-7
9J-5.006 V B	Future Land Use	Although commercial land use projections can be linked to both population and employment activities, the projection of land needed for future commercial developments for Eatonville is based only on the population factors. The methodology used to project residential acreage needs assumes that the present population and commercial ratio of 0.014 will continue during the planning period. This ratio is derived by dividing the present population by the total commercial acreage.	52		2			1	2	-5
9J-5.006 V C	Future Land Use	<i>See Plan</i>	53			1		2		-3

			Conn.	Safety	MM	Health	PM			
9J-5.006 V D	Future Land Use	There are presently 196 acres being used of this land category according to the 1989 Land Use survey. The land use can be factored from population projections.	52			2		1	2	-5
9J-5.006 V E	Future Land Use	Presently there are 5.52 acres being used for recreation land uses in the town. By dividing the 1989 population estimation by the total recreational areas, we acquire a ratio of 0.002.	53	2	2			1	2	-7
9J-5.006 VI	Future Land Use	<i>See Plan</i>	54	1					1	-2

			Conn.	Safety	MM	Health	PM		
9J-5.006 VIII	Future Land Use	According to 1989 Land Use Survey, the major areas of nonconformance is the residential uses in the commercial zoned area along Kennedy Boulevard and the location of small commercial establishments scattered in residential zoned areas.	56	1		2	2	5	
9J-5.006 IX	Future Land Use	In compliance with the Federal Flood Insurance Program of which Eatonville is a participant, the Town has adopted an ordinance which prohibits development in the 100-year floodplain unless flood-proof measures are undertaken. Four specific areas are affected: SEE PLAN FOR 4 AREAS	57		2		2	2	6
9J-5.006 X	Future Land Use	<i>See Plan</i>	58						0
9J-5.006 XI	Future Land Use	If the Town is to develop growth management strategies to meet the challenges of the twenty-first century it must accomplish the following: A) Develop strong policies to direct land development; B. Provide services and facilities in an efficient manner; C. Realize the limited future financial assistance from the State and Federal government; D. Create and implement infrastructure master plans to accommodate future growth; and; E. Efficient use of land, personnel and other resources.	60	1		1	1	1	0
9J-5.006 XI A	Future Land Use	Develop strong policies to direct land development	60	1		2	1	2	-6
9J-5.006 XI B	Future Land Use	Provide services and facilities in an efficient manner	60		1				1

				Conn.	Safety	MM	Health	PM		
9J-5.006 XI C	Future Land Use	Realize the limited future financial assistance from the State and Federal Government	60			1				1
9J-5.006 XI D	Future Land Use	Create and implement infrastructure master plans to accommodate future growth	60		1		2		1	-6
9J-5.006 XI E	Future Land Use	Efficient use of land, personnel and other resources	60		1		1		1	-5
1.1.2	Future Land Use	The Town Shall revise its development regulations to provide for the regulation of all land use categories, subdivisions, signage, floodplains, wetlands and other environmentally sensitive areas.	61			1			2	-1
1.3	Future Land Use	The Town shall require that all major existing land uses which are incompatible or inconsistent with the Future Land Use Plan be eliminated by the end of the year 2015	62		1		1		2	4
1.3.1	Future Land Use	The Town shall not allow expansion or replacement of land uses which are incompatible with the zoning district or Comprehensive Plan	62		2		2		2	-10

			Conn.	Safety	MM	Health	PM		
1.3.2	Future Land Use	The Town's Land Development Regulations shall address the provisions of adequate buffering between incompatible land uses	62	1	1		1	1	4
1.4	Future Land Use	The Town shall coordinate land use policies with those of surrounding jurisdictions, to ensure that proposed uses in Eatonville do not adversely impact or be impacted by other jurisdictions developments.	62	2		1		2	3
1.4.2	Future Land Use	The Town shall notify surrounding jurisdictions of proposed regulatory changes that might impact them	63					1	1
1.5	Future Land Use	The Town shall require that all development reflects the historical quality and nature of the town	63					2	2
1.5.1	Future Land Use	The Town shall use the 1989 Historical Survey Map to identify and evaluate historic housing and sites.	63		2		1	2	-5
1.6.1	Future Land Use	By December 1 1991 the Town shall develop and adopt Land Development Regulations that include appropriate design control for each zoning district such as, but not limited to, building setbacks, minimum lot size, building coverage ratio, parking spaces and other landscaping provisions.	64					2	2
1.6.6	Future Land Use	The Town shall only allow the Future Land Use Map to be amended twice a year and the Land Development Regulations shall include procedures for amending to the Comprehensive Plan.	64			1		2	-3
1.6.8	Future Land Use	The 1991 Land Development Code shall establish density or intensity standards for all the land use classifications in the Town's Zoning and Land Use Map.	65	1		1	1	2	-1

					Conn.	Safety	MM	Health	PM	
1.6.9	Future Land Use	<i>See Plan</i>	67					1	2	-3
1.7.5	Future Land Use	By December 1, 1991, the Town shall adopt a Land Development Code that promotes the use of bicycles, car-pools and other mass transportation systems as alternative modes of transportation to minimize emission impacts to air quality.	68		2	2	2	2	2	10
1.8.2	Future Land Use	The Town shall include level of service within development regulations and procedures	69		2	2	2	2	2	-10
1.9.2	Future Land Use	All development shall provide compensating storage for all flood water displaced by development below the elevation of the base 100 year flood zone.	70			2		2	1	3
1.9.2	Future Land Use	The Town Land Development Regulation shall by 1991: A. Reduce the densities or intensity requirements for developments in this zone [the floodplain], B) Require that all structures be clustered on non-floodplain portions of the site, C) Require that structures are raised above the floodplains or flood proofed	70			2		2	2	-6
1.11.1	Future Land Use	The Town shall discourage continuous stretches of similar types and density of units and encourage a diverse mix of land uses, housing types and densities.	71		2				2	-4

			Conn.	Safety	MM	Health	PM		
1.11.2	Future Land Use	The Town shall encourage the location of public buildings and facilities in areas where they are convenient and to encourage multi-purpose trips	71	2	1	2	2	2	9
1.11.3	Future Land Use	By 1994, the Land Development Code shall allow for a mix of residential, retail, office, green space and public use on a scale and relation which is attractive to pedestrian and cycling activity as well as at an intensity which makes it a viable alternative to the automobile.	71	2	1	2	2	2	9
1.11.6	Future Land Use	The Town shall locate retail commercial uses along Kennedy Avenue and promote this area as the retail center for the town, but direct the development and redevelopment away from strip development	72	2				1	3
1.11.7	Future Land Use	The Town shall promote the preservation of the area on Kennedy Boulevard east of I-4 as a Town Center Special District and discourage the widening of Kennedy Boulevard beyond four lanes	72	1	2	1	2	1	7
1.12.1	Future Land Use	The Town shall prohibit all private and public programs, projects or developments that adversely impact the historic nature of the Town	72					2	2
1.12.2	Future Land Use	The Town shall use all resources to prohibit widening of Kennedy Avenue east of I-4 to the Maitland City limits to protect the cohesive nature of the town	72	1	2	1	2	1	7
9J-5.007 II A	Traffic Circulation	<i>See Plan</i>	49		2			2	-4
9J-5.007 II D	Traffic Circulation	<i>See Plan</i>	54	1	1	1	1		4
2.1.2	Traffic Circulation	The Town shall not issue development permits to any project that degrades the roadway level of service below the adopted Level of Service Standard	87		1	2		2	-3

			Conn.	Safety	MM	Health	PM		
2.2.1	Traffic Circulation	The Town will develop by 1995 a maintenance program aimed at correcting all substandard roadways.	88	1	2	1			2
2.2.4	Traffic Circulation	The Town shall seek all available funds for the construction and maintenance of local roadways	88	1		1			0
2.3.1 D	Traffic Circulation	The Town...Land Development Regulations can ensure the following: D. The inclusion of sidewalk and bikeway requirements	89	2	2	2	2	1	9
2.3.2	Traffic Circulation	The Town shall use the Future Land Use Map as a guide to future transportation planning to ensure coordination between transportation and future development patterns	89					2	2
2.4.1	Traffic Circulation	<i>See Plan</i>	89			2	1	2	-5
2.4.2	Traffic Circulation	All proposed development must provide a proper amount of on-site parking to accommodate its customers and employees.	89			2	1	2	-5
2.4.4	Traffic Circulation	The Town shall develop by December 1, 1995, Land Development Regulations that establish right-of-way and roadway design standards.	90	1	1	2		1	-1
2.4.6	Traffic Circulation	By December 1, 1991, the Town shall develop Land Development Regulations that contains a site-plan review process that provides for a safe and convenient on-site traffic flow which considers motorized and non-motorized vehicles, such as bicycles, motorcycles and automobiles.	90	1	2	1	2		6

			Conn.	Safety	MM	Health	PM		
2.4.10	Traffic Circulation	By December 1, 1991, Eatonville shall include requirements in the Land Development Regulations that promote walking and include sidewalk requirements.	90	2	2	1	2	1	8
2.4.11	Traffic Circulation	By December 1992, the Town Land Development Regulations shall contain requirements for the provision of bikeways.	90	2	1	2	2	1	8
2.5.4	Traffic Circulation	By December 1, 1991, the Town shall develop Land Development Regulations that include a public participation plan to ensure the wishes of local citizens and businesses are addressed in the planning of future transportation systems.	91					2	2
2.5.5	Traffic Circulation	By December 1, 1991, the Town shall develop Land Development Regulations that encourage the use of alternative modes of transportation, through environmental design, as a method of providing for a safe comprehensive transportation system.	91	1	1	2	1		5
2.6.2	Traffic Circulation	The Town shall develop policies and practices which coordinate transportation planning on a multi-jurisdictional basis.	91	2		2			4
9J-5.010 I	Housing	<i>See Plan</i>	97	1	1	1	1	1	-5
3.1.2	Housing	The Town shall develop incentives to encourage private sector agencies participation in housing programs aimed at providing housing for low and moderate income groups"	121		1			2	3
3.1.3	Housing	The Town's Housing Program shall ensure the provision of affordable housing using the following measures: Seek private sector investment; Develop public-private partnerships; Infill development; Stabilize and improve existing neighborhoods; Read plan for more.	121		2			2	4

					Conn.	Safety	MM	Health	PM		
3.2.1	Housing	The Town shall develop the following incentives to encourage private sector agencies participation in housing programs aimed at providing housing for low and moderate income groups. A) Innovative housing designs; Waiving of impact fees; Streamlining the permitting process; Providing technical assistance; Density bonuses to developers	122				2		2		4
3.3.6	Housing	The Town Development Code shall include standards to coordinate the location of housing with public transportation for persons with physical or developmental disabilities and senior citizens.	123		1	2	2	1			6
3.4.2	Housing	The Future Land Use Map shall include sufficient acreage to accommodate single family and multi-family housing needs.	124		1			1	2		-4
3.4.5	Housing	The Town shall ensure that all residential land uses are adequately buffered from non-residential uses.	124		2	2	2	2	2		-10
3.6.1	Housing	The Town shall continue to use State and other grants to inventory homes of historical significance.	125						2		2
3.7.1	Housing	The Town's Land Development Regulations shall include the following measures to guide the development of neighborhoods: Encourage regulatory incentives that encourage mixed-use projects to provide as many housing alternatives as possible.	126				1		2		3
8.1.8	Nat. Groundwater Aquifer Recharge	The Town's 1991 Land Development Regulations shall encourage innovative developmental techniques such as planned unit and cluster developments to maximize recharge potential	268		1	1		2	1		5
9.1.2	Conservation	To reduce automobile emission pollution as proposed in the Traffic Circulation Element, the Town shall promote and educate the local citizens about alternative transportation modes such as mass transit, car-pooling and bikeways.	295		2	1	2	2	1		8

			Conn.	Safety	MM	Health	PM		
9.1.6	Conservation	The Town's Land Development Regulation shall encourage the planting of vegetation and trees along the roadways to reduce the level of carbon dioxide in the air, dilute air pollutants, and reduce noise.	296		2		2	2	6
9.2.3	Conservation	The Town will aid the County in the monitoring of water quality and identifying of pollution sources in the Town's limits.	296		1		1		2
9.4.1	Conservation	The Town shall develop by 1991 a Conservation Ordinance which provides for the protection and conservation of natural function of existing soils, wildlife habitats, lakes, floodplains and other environmentally sensitive areas.	297		1		2	2	5
9.6.3	Conservation	The Town shall develop by 1992 an energy conservation ordinance that requires new developments to incorporate energy efficient building and site design techniques.	299				1	1	2
9J-5.014 I	Recreation / Open Space	<i>See Plan</i>	301	2	1	2	1	2	-8
9J-5.014 II A	Recreation / Open Space	Most recreation sites are either activity based or resource-based... Etc.	303					1	-1
9J-5.014 III A	Recreation / Open Space	<i>See Plan</i>	306		1		2	1	-4

			Conn.	Safety	MM	Health	PM		
9J-5.014 III B	Recreation / Open Space	See Plan	306		1		1	2	4
10.1.1	Recreation / Open Space	By 1990, the Town shall adopt a level of service of 2.50 acres of park land per one thousand (1,000) local residents.	311				2	2	4
10.1.3	Recreation / Open Space	The Town of Eatonville shall include in the 1991 Land Development Regulations Provisions that ensure public access to local parks.	311	2			1	2	4
10.2.1	Recreation / Open Space	The Town shall seek all available funds for the development of recreational facilities.	311				1	1	2
10.2.4	Recreation / Open Space	The Town shall attempt to enter into an agreement with Orange County School Board for public park use of school recreation areas by the year 1991	311	1			1	2	4
10.4.4	Recreation / Open Space	The Town shall discourage the development of flood prone areas.	312		2		1	2	5
11.1.2	Intergovernmental Coordination	The Town of Eatonville shall include goals, objectives and policies established by the East Central Florida Regional Planning Council to develop and enforce activities recommended in the Town Comprehensive Plan	329	2	2	2	2	2	10
11.5.2	Intergovernmental Coordination	The Town shall attempt to provide future development which is compatible with the Comprehensive Development Plans of adjacent jurisdictions	331	2				1	3
11.6.3	Intergovernmental Coordination	By 1992, the Town shall develop Land Development Regulations that discourage the creation of enclaves.	331	2		2	1	2	7

				Conn.	Safety	MM	Health	PM				
12.1.1	Capital Improvement	By 1995, the Town shall replace obsolete or worn-out facilities	375		2			2	4			
12.1.4	Capital Improvement	The Town Capital Improvements Program shall be consistent with the Town's Comprehensive Plan	375						0			
12.1.8	Capital Improvement	The Town shall develop policies to coordinate the development of the Capital Improvement Budget with the Town's operating budget	376	1				1	-2			
12.1.1 2	Capital Improvement	The Town shall use the least costly funding systems to finance capital projects	376	1	1	1	1	2	-6			
12.2	Capital Improvement	The Town shall, by 1992, develop a debt management strategy that provides for capital improvement needs based upon the Town's ability to pay for the improvements	377					1	-1			
12.2.3	Capital Improvement	The Town shall issue debt only for the purposes of financing the approved schedule of capital improvements and for making major renovations to existing facilities.	377					2	-2			
12.2.6	Capital Improvement	The Town shall not finance any improvements over a period of thirty years	377	2	2	2	2	2	-10			
									0			
				4 9	3 8	5 0	3 7	3 1	5 7	8 2	6 5	+60
				+11	+19	-1	+14	+17				

Appendix C: Project Team and Contact Information

Project Contacts

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