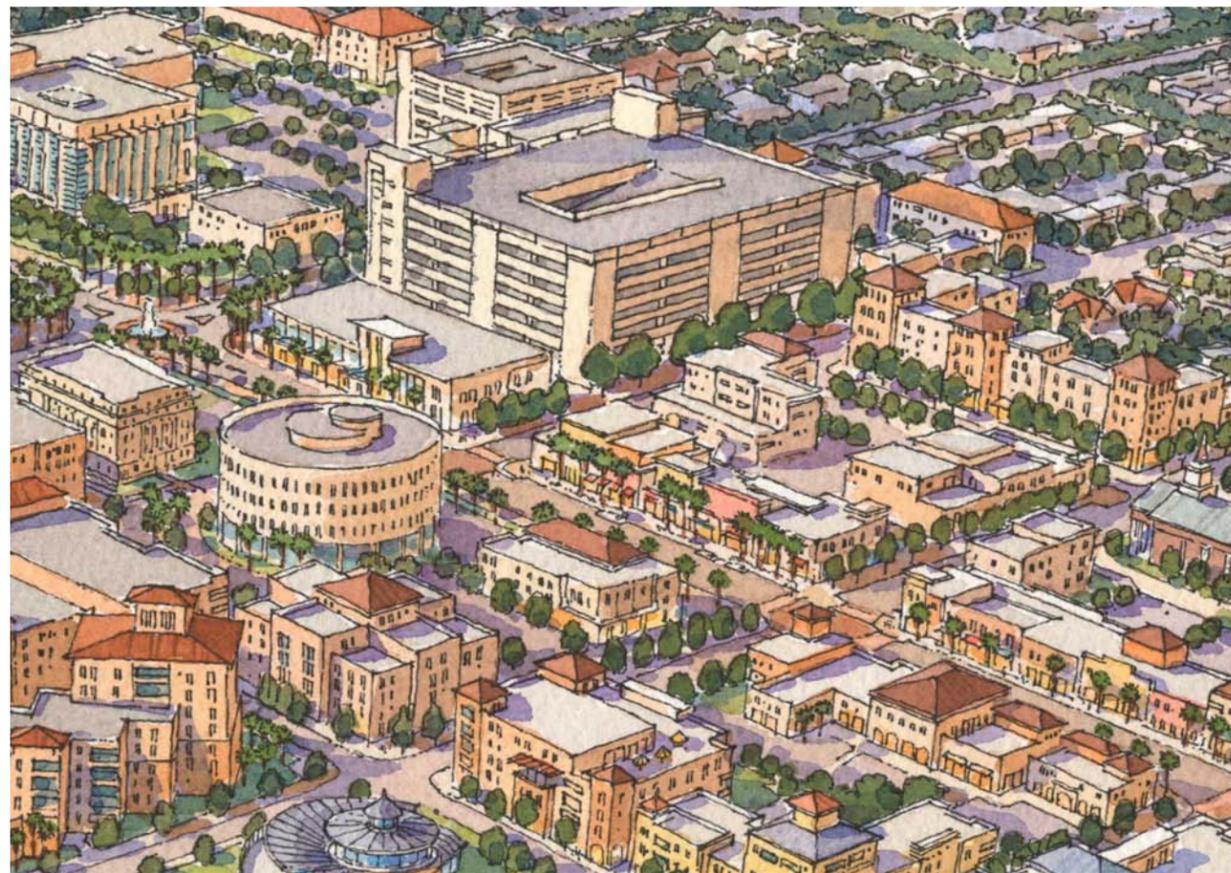


Part IV

Appendix A: Inventory and Analysis



In order to develop a sustainable, cost-effective, and realistic implementation program, it is essential to document and analyze the area's existing conditions, available resources, and planned improvements. The information for this chapter was gathered through a review of previous planning studies conducted in the City and County, interviews with city staff and key stakeholders, Lake County Property Appraiser GIS database, City of Tavares GIS database, and Lake County publications. The data gathering process also included field observations and site reconnaissance conducted by the IBI Group planning staff.

The inventory and analysis presented in this section includes:

- Evaluation of development characteristics including:
existing and future land use patterns, existing land development regulations, ownership patterns, parcel sizes, property values.
- Review of proposed developments, planned transportation and recreation projects.
- Analysis of urban design elements:
 - Street Hierarchy and View Analysis
 - Pedestrian Environment
 - Streetscape Conditions and Downtown Visibility
 - Massing Analysis
 - Build-Out Scenario Analysis
 - Architectural Character
 - Character Districts and Neighborhoods

EXISTING LAND USE

Downtown Tavares contains 1,440 properties, encompassing nearly 400 acres of land area, including right-of-ways. Based on the land use codes provided by Lake County Property Appraiser's Office, there are over thirty (30) land use types found within the redevelopment area. For analysis purposes, this report classifies these types into six major existing land use categories:

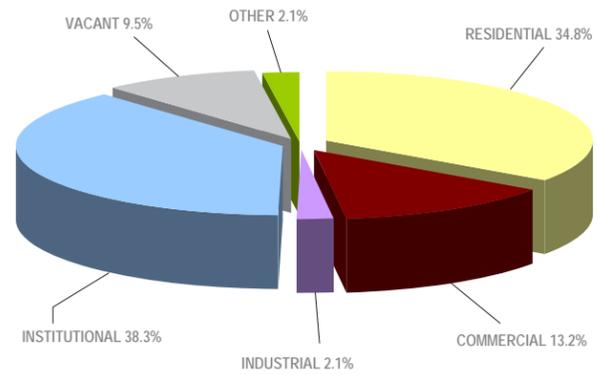
1. Institutional
2. Residential
3. Commercial
4. Vacant Lands
5. Industrial
6. Other uses

Fig. A.2 illustrates the distribution of existing land uses in the Downtown Redevelopment Area. As shown in Fig. A.1 and Table A.1, public and institutional uses are the predominant land use type, in terms of land coverage, accounting for nearly 40% of the total land area, followed by residential uses (35%) and commercial uses (15%). In terms of parcel count, residential uses contain the largest number of properties with 677 parcels, representing nearly half of the Downtown's total properties (49.7%). Institutional properties at twenty-four percent (24%) and commercial properties at fifteen percent (15%) account for most of the remaining properties. The remainder of the land use composition is distributed between vacant lands (9.5%); industrial uses (2.1%) and other uses such as utilities (2.1%).

Land Use	Acreage	%	Count	%
Residential	94.3	34.8%	677	47%
Commercial	35.7	13.2%	213	14.8%
Industrial	5.7	2.1%	26	1.8%
Institutional	103.6	38.3%	380	26.4%
Vacant	25.6	9.5%	132	9.2%
Other Uses	5.7	2.1%	12	0.8%
Total	270.6	100%	1,440	100%

Table A.1 Existing Land Use Distribution, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008

Existing Land Use (by acreage)



Existing Land Use (by parcel count)

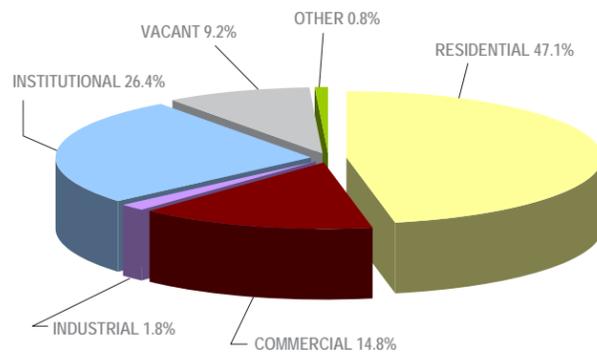
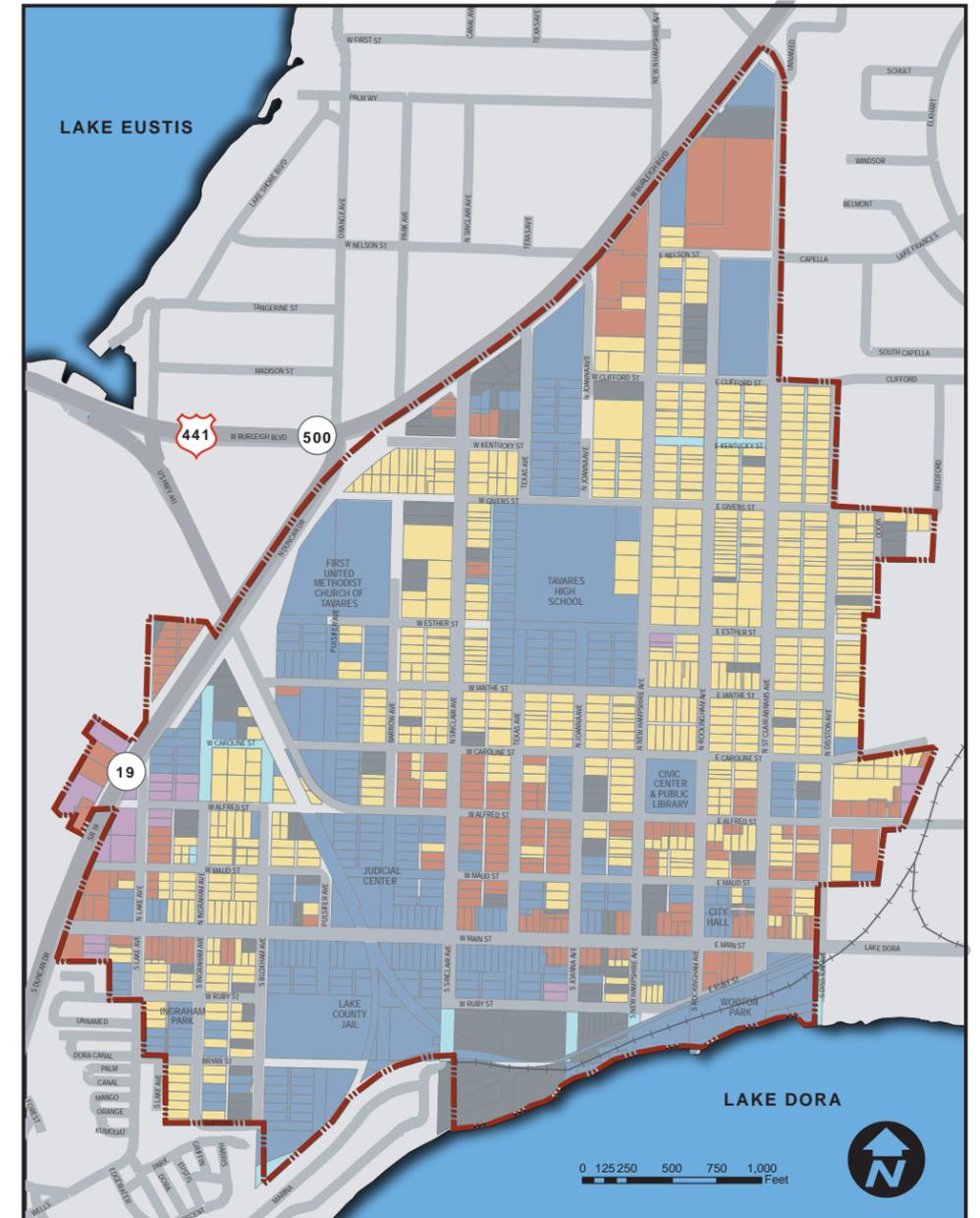


Fig. A.1 Existing Land Use Distribution Chart, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008



TAVARES DOWNTOWN MASTER PLAN, CITY OF TAVARES, FL



Fig. A.2 Map showing Existing Land Use Distribution, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008
Prepared By: M. Ye/B.Kalra, IBI Group

INSTITUTIONAL USES

Public and institutional uses constitute the largest component of the existing land use categories in Downtown Tavares, in terms of total land covered. These uses account for over 100 acres, representing thirty-eight percent (38.3%) of the CRA's total land area. As the county seat, the majority of governmental facilities located in the Downtown fall under this category, including: the Lake County Detention Center (jail), Lake County Judicial Center, County Administration Building, Lake County Historical Museum, Lake County Historical Courthouse, Lake County Sheriff's Department, Lake County Records Management, Tavares City Hall, and the Tavares Public Library. There are a total of 380 properties identified as institutional and public uses in the Lake County Property Appraiser's GIS database. In addition to the county and city facilities, other public uses owned by governmental agencies include the Lake County School facilities (Tavares High School, Lake County bus storage facility, Lake County Water Authority); city-owned parks and public facilities (Wooton Park, Ridge Park, Ingraham Park, Tavares Police Department)

Table A.2 shows the tabulation of the land uses based on the total parcel count and acreage. Churches, day-care centers, cemeteries, union halls, lodges, parks, and other government owned lands are also considered as institutional uses for the purpose of this inventory. As shown in Table A.2, there are sixty-six (66) parcels covering nearly an area of 20 acres, owned by churches and faith-based organizations located within the Downtown CRA boundaries. The First Baptist Church, located at the intersection of Alfred and Joanna Streets, is one of the largest public land owners in the Downtown historic district, with facilities covering two prominent blocks in the heart of the Downtown. Other faith-based organizations within the area include: the Tavares Church of Christ; First United Methodist Church, Union Congregational Church, and St. Johns Free Methodist Church. Fig. A.3 illustrates the distribution of institutional uses in the Downtown CRA.

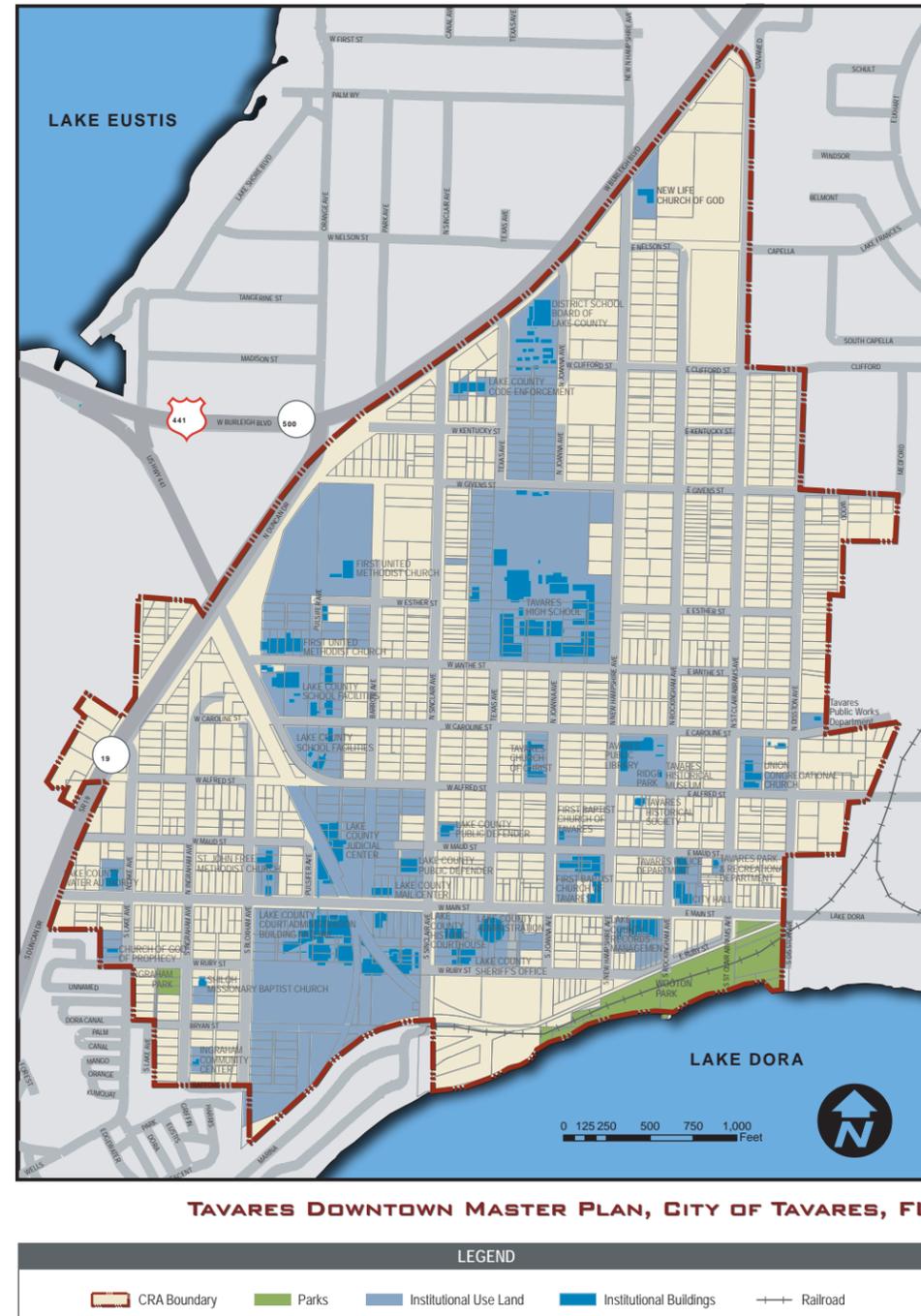


Fig. A.3 Map showing Institutional Uses, Downtown Tavares CRA
 Source: Lake County GIS Database/IBI Group, January 2008
 Prepared By: M.Ye/ B.Kalra, IBI Group



Land Use	Parcel Count	Acreage
Institutional		
Churches	66	18.4
Day Cares	4	0.7
Mortuaries, Cemeteries	1	1.0
Clubs, Lodges, and Union Halls	15	2.0
Public Schools	86	29.6
Other Counties	156	33.8
Other State	2	4.2
Other Municipal	42	11.8
Utilities	8	1.8
Total	380	103.6

Table A.2 Institutional Uses, Downtown Tavares CRA
 Source: Lake County GIS Database/IBI Group, January 2008
 Prepared By: M.Ye/ B.Kalra, IBI Group

RESIDENTIAL USES

Residential uses constitute the largest component of the existing land use categories in terms of the total number of properties, accounting for nearly fifty-percent (50%) of the total parcel count (677 out of 1,440 properties).

There are 577 single-family housing units located within the Downtown CRA, accounting for eighty-five percent (85%) of the total parcels currently classified as residential uses. The remainder of the residential uses consists of eighteen (18) properties under multi-family uses with more than 10 units and eighty-four (84) parcels classified multi-family with less than 10 units. Colony West Apartments, a federally subsidized multi-family development, is located in the CRA district along the northern edge of Main Street's western extent. It is important to note that this inventory does not take into account planned developments, such as the Tavares Station, which is anticipated to add an additional 200 units to the Downtown's multi-family housing stock.

Single-family residential neighborhoods in the CRA, located north of Caroline Street, are relatively stable in character with contiguous areas separated from incompatible land uses such as industrial or heavy commercial. The western extent of Main Street South, between Lake and Bloxham Avenues South, consists of a concentration of single-family units that have experienced deteriorating physical and economic conditions over a period of time. Between Caroline and Main Streets, a gradual conversion of residential uses into professional offices has occurred over time, representing the formation of a transitional mixed-use district at the edge of the Downtown core. These are located on platted lots with yards typically on all sides of the structure. This form of low density residential development has created neighborhood blocks with relatively homogeneous massing patterns.



Photos depicting Downtown's existing housing stock
Source: IBI Group

Land Use	Parcel Count	Acreage
Residential		
Single Family	575	78.6
Multi-Family more than 10 units	18	3.1
Multi-Family less than 10 units	84	12.5
Total	677	94.2

Table A.3 Residential Uses, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008
Prepared By: M.Ye/ B.Kalra, IBI Group

COMMERCIAL USES

Commercial uses, accounting for 35.7 acres or 13.2% of total land area, are primarily located between Main and Caroline Streets, and along U.S. Highway 441. The largest concentration of retail commercial uses in Tavares is not located along Main Street or in the Downtown core, but rather along the U.S. Highway 441 corridor, and between Maud and Caroline Streets. This can be largely attributed to the domination of government uses on the Downtown's development character and the related growth of services such as bail-bondsman and attorney offices, leading to a gradual phasing out of retail establishments in the central business district. While the Lake County facilities serve as a major employment base for Downtown Tavares, there are only five (5) restaurants located within the district, indicating an underutilized market that should be resurrected. This inventory does not take into account planned developments, such as the Tavares Station, which will include 70,000 square feet of office space, 22,000 square feet of retail and 9,000 square feet of restaurant.

Principal commercial activities in the CRA district are related to professional offices, particularly in the south half of the Downtown, and hospitality services aimed at the traveling public along the U.S. Highway 441 corridor. Noticeably for a city hoping to serve a growing tourism population, retail, restaurant, and lodging uses are in relatively short supply in the Downtown. Most such uses are located on the highway corridors on the north and west boundaries of the CRA.

Commercial areas are composed primarily of low or medium density blocks containing purpose-built or converted structures. The small-town character of Tavares is maintained by the preponderance of one- or two-story structures with attractive architectural details and landscaping.



Commercial Uses: Downtown Tavares
Source: IBI Group

Land Use	Parcel Count	Acreage
Commercial		
Stores One-story	32	5.1
One-Story Non-Professional Offices	87	11.4
Multi-Story Non-Professional Offices	3	0.5
Professional Service Buildings	33	3.9
Restaurants	5	0.6
Financial Institutions	4	0.6
Repair Service Shops	13	1.7
Automotive Repair, Service, and Sales	15	8.4
Night Clubs, Bars, and Cocktail Lounges	1	0.1
Hotels, Motels	1	0.8
Total	194	33.3

Table A.4 Commercial Uses, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008
Prepared By: M.Ye/ B.Kalra, IBI Group

BUSINESS INVENTORY

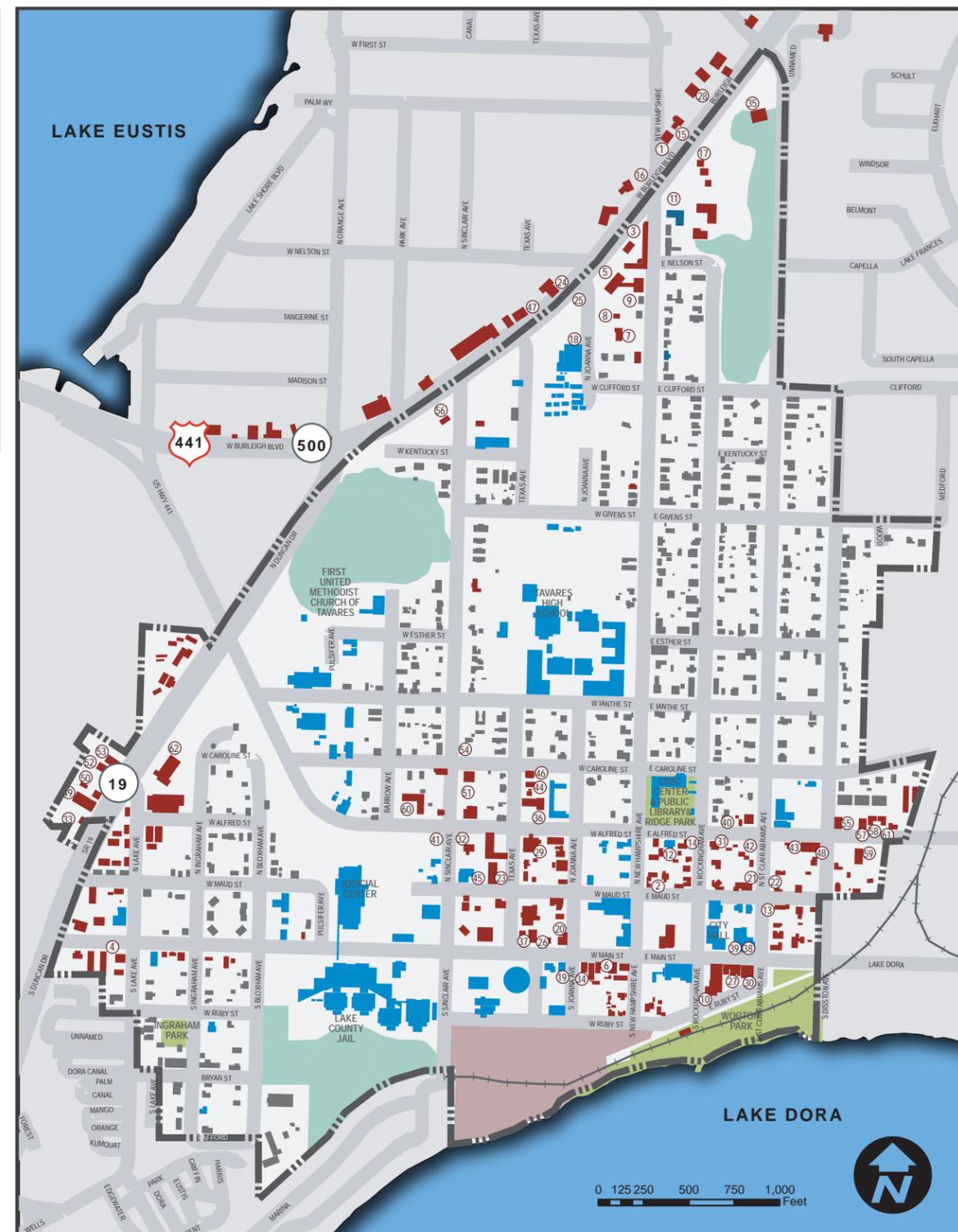
No.	Business Name	Address
1	Sun Cycle	100 W. Burleigh Blvd
2	NCS Counseling and Development Center	101 E. Maud St.
3	Budget Inn	101 W. Burleigh Blvd
4	Quik Stop	102 S. Lake Ave.
5	Sunoco	105 W. Burleigh Blvd.
6	Susan G. Caddell, DDS	109 W. Main St.
7	Home Builders Association of Tavares	1100 N. Joanna Ave.
8	Allstate (Marsha K. Strong)	1102 N. Joanna Ave.
9	Jack Eaton Insurance & Annuities	1115 N. New Hampshire Ave.
10	O'Keefe's Irish Pub & Restaurant	115 S. Rockingham Ave.
11	New Life Church of God	1210 N. New Hampshire Ave.
12	Quick Response Bail Bonds	122 E. Alfred St.
13	Stephen G. Birr, PA	122 N. St. Clair Abrams Ave.
14	C & B convenience store	124 E. Alfred St.
15	Riverside National Bank	125 E. Burleigh Blvd.
16	United Southern Bank	1303 N. New Hampshire Ave
17	Saturn of the Lakes	200 E. Burleigh Blvd
18	District School Board of Lake County	201 W. Burleigh Ave.
19	A.J. Rohe Law Office	201 W. Main St.
20	Lake Title Group	202 W. Main St.
21	Christopher R. Largey Attorney	203 N. St. Clair Abrams Ave.
22	Benjamin J. Cox, PA	204 N. St. Clair Abrams Ave.
23	Counseling Associates & Treatment Services	204 N. Texas Ave.
24	All Florida Leasing	204 W. Burleigh Blvd
25	Brent Miller Law Offices	205 E. Burleigh Blvd.
26	Lake County Republican Party	212 W. Main St.
27	Connie's Downtown Deli	214 E. Main St.
28	Tavares Dental Excellence	215 E. Burleigh Blvd.
29	Lake Communications Services	219 W. Alfred St.
30	Court Educational Programs	220 E. Main St
31	Robyn A. Hudson, PA	224 N. Rockingham Ave.
32	Colonial Bank	224 N. Sinclair Ave.
33	Val Coursey Homes	225 N. Duncan Dr.
34	Wicks Consulting Services	225 W. Main St.
35	Steverson, Hamlin and Hilbisch Funerals and Cremations	226 E. Burleigh Blvd
36	American Title Insurance	226 W. Alfred St.
37	Greater Orlando Legal Services	226 W. Main St.
38	Gracie's Backporch Cafe	227 E. Main St.
39	Price Appraisal Group	229 E. Main St.
40	Best Friends Custom Framing	285 E. Alfred St.

41	Jasco Court Reporting Services	305 N. Sinclair Ave.
42	Shiloah Center for Wellness	305 N. St. Clair Abrams Ave.
43	Amstar Mortgage	314 E. Alfred St.
44	Cary F. Rada, PA	318 N. Texas Ave.
45	Belton Bail Bonds	322 W. Main St.
46	Charles D. Fantl, PA	324 N. Texas Ave.
47	Best Flooring Center	324 W. Burleigh Blvd
48	Cormac & Sons HVAC	326 E. Alfred St.
49	Master Tile, Watson Tile Distributors	335 N. Duncan Dr.
50	Peg's Canopy Connection	345 N. Duncan Dr.
51	Booth Ern Straughan & Hiott	350 N. Sinclair Ave.
52	Hog Haulers	351 N. Duncan Dr.
53	Jesse's Tri-City Glass & Mirror	355 N. Duncan Dr.
54	Domigan Homes	400 N. Sinclair Ave.
55	Feuerstein & Findlay, PA	401 E. Alfred St.
56	Sprint PCS	401 W. Burleigh Blvd.
57	Daniel R. Berry Orthotics & Prosthetics	407 E. Alfred St.
58	Egg's Electronics	413 E. Alfred St.
59	Tavares Animal Hospital	418 E. Alfred St.
60	Pruett-Williams Insurance, Allstate Insurance	418 W. Alfred St.
61	Able Body Temporary Services	421 E. Alfred St.
62	Lake County Shrine Club	424 N. Duncan Dr.

LEGEND

- CRA BOUNDARY
- TAVARES STATION
- PARKS
- OPEN SPACE
- COMMERCIAL BUILDINGS
- INSTITUTIONAL BUILDINGS
- RESIDENTIAL BUILDINGS
- ROADWAYS
- RAILROAD

Prepared by:
Michelle Ye, Bankim Kalra
Date:
January, 2008



MAP OF BUSINESS INVENTORY

Business Inventory, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008
Prepared By: M.Ye/ B.Kalra, IBI Group

VACANT LANDS

According to the Lake County Property Appraiser GIS database, nearly ten percent (10%) of the Downtown's total land area, covering over 25 acres is considered vacant. Of the total 132 vacant parcels of land in the Downtown CRA district, seventy-three (73) are classified as vacant commercial properties and fifty-nine (59) properties are vacant residential.

Vacant structures and abandoned lots are strong indicators of economic distress and lead to deterioration of the physical environment and are detrimental to the investment image of the community. The presence of vacant and underutilized buildings contributes both as an opportunity and a liability for redevelopment. Vacant parcels of considerable size can be assembled to support significant adaptive reuse of underutilized and deteriorating buildings. Fig. A.4 illustrates the distribution of vacant lands in Downtown Tavares. As evident from the illustration, the vacant residential lands are scattered throughout the Downtown redevelopment area, with the exception of some signs of concentration along the north edge of Bloxham Avenue south of Main Street, and at the intersection of Clifford Street and Rockingham Avenue.

A significant amount (3.2 acres) of the total vacant commercial land (16.7 acres) includes the site of the Tavares Station mixed-use development slated for construction in the near future. The remainder of the vacant parcels are distributed across the entire CRA, including the U.S. Highway 441 and SR 19 commercial corridors and some prime retail properties along Main Street. The CRA district also contains a small percentage of public and church owned properties that are currently large tracts of undeveloped land, located primarily along the southern extent of U.S. Highway 441.



Vacant Lands and Buildings:
Downtown Tavares
Source: IBI Group

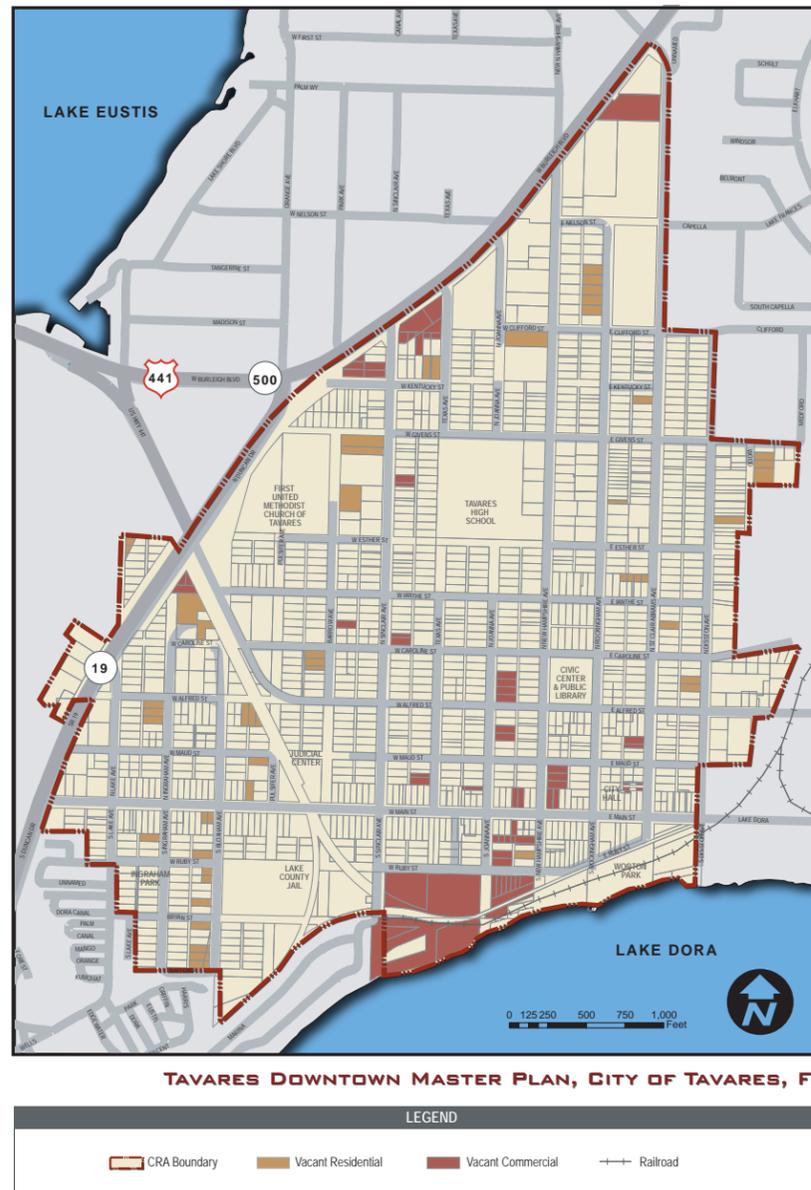


Fig. A.4 Map showing distribution of vacant lands, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008
Prepared By: M.Ye/ B.Kalra, IBI Group

INDUSTRIAL USES

The Downtown CRA consists of a considerably small percentage of industrial uses, primarily located along the SR 19 corridor on the west side of Main Street. Serving primarily automotive repair services, light manufacturing, and warehousing uses, these industrial parcels account for 5.7 acres of land, or just over 2% of the total CRA district. These industrial uses occasionally abut single-family residential homes resulting in conflicting land use development patterns.



Industrial Uses: Downtown Tavares
Source: IBI Group

PROPOSED DEVELOPMENT PROJECTS

EXPANSION OF COUNTY FACILITIES

County government operations continue to remain a significant and vital economic driver in Tavares. Consequently, the County is pursuing multiple facility expansion projects, that are currently in different stages of development. Foremost among these projects is the expansion of the Lake County Judicial Center and the construction of a multistory parking garage. The first is intended to increase office space for court and clerical activities, while the second is aimed to resolve a growing parking congestion problem on West Main Street. Other projects include the construction of a new Central Energy Plant and a Governmental Office Building,

The City, as part of the rezoning process, established the following requirements for the proposed facilities:

Setback and Landscape Buffer Requirements

- For the Governmental Office Building to be located in Block 40, the following setbacks and landscape buffers shall apply:
 - A minimum four (4) foot setback and landscape buffer bordering Main Street extending along approximately forty-two (42%) of the building frontage, the remaining portion of the building frontage shall have no setback or landscape buffer;
 - A minimum ten (10) foot setback and landscape buffer bordering Texas Avenue; and
 - A minimum fifty (50) foot setback and landscape buffer bordering Sinclair Avenue.
- For the Parking Garage the following setbacks and landscape buffers shall apply:
 - A minimum twenty-five (25) foot setback and landscape buffer bordering Sinclair Avenue;
 - A minimum fifteen (15) foot setback and landscape buffer bordering the north property line; and
 - A minimum ten (10) foot setback and landscape buffer bordering Texas Avenue.

- For the Central Energy Plant, a minimum ten (10) foot setback and landscape buffer bordering Alfred Street shall apply.
- For the Courthouse addition, a minimum twenty (20) foot setback and landscape buffer bordering Main Street shall apply.
- Existing structures shall maintain current setbacks.

Landscaping Requirements

- The County shall continue to use Sabal Palms within the City's right-of-way along Main Street.
- The County shall maintain vegetative hedges located along the north and west sides of the Parking Garage and add additional vegetative hedges as necessary to screen the retention areas of the Courthouse and the north and east sides of the Parking Garage. The north, south, and east sides of the Parking Garage shall be planted with "green screen" or a similar product. Additionally, Confederate Jasmine or a similar vine shall be planted.
- The County shall replace all existing trees that cannot be preserved according to the requirements set forth in Section 11-4 (a) (3) (b) 1-2, City of Tavares Land Development Regulations. Trees over twenty (20) inches DBH shall be replaced at the same rate as thirteen (13) to twenty (20) inch trees.
- The County shall plant all landscape buffers with the number of trees required in Table 11-A, Buffer Types, City of Tavares Land Development Regulations. Continuous hedges shall be provided between parking lots and abutting right-of-ways. Shrubs shall be provided according to the requirements set forth in Table 11-D, Site Landscaping Requirements, City of Tavares Land Development Regulations.
- The County shall enclose or screen all dumpsters and compactors from offsite view.

Building Requirements

- The following height restrictions shall apply:
 - The highest point of the Governmental Office Building located in Block 40, excluding the elevator tower shall not exceed a height of thirty-eight (38) feet.
 - The highest point of the Parking Garage, excluding the elevator tower, shall not exceed a height of seventy-eight (78) feet.
 - The highest point of the Courthouse, excluding the elevator tower, shall not exceed a height of one hundred and twenty (120) feet.
- The highest point of the Central Energy Plant shall not exceed a height of thirty-five (35) feet.

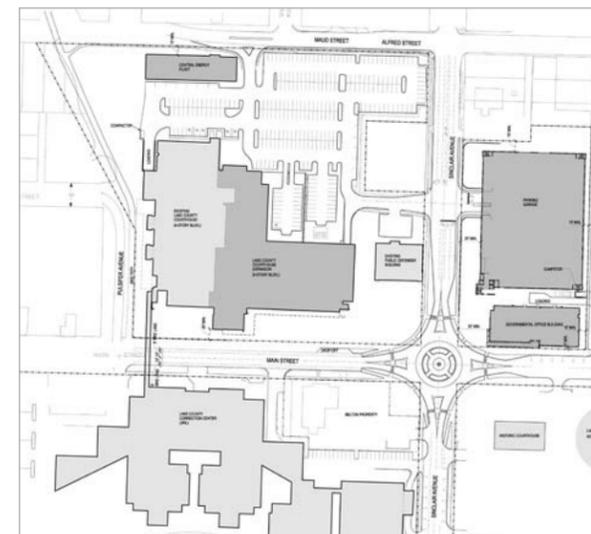


Fig. A.5 Lake County Judicial Center Expansion: Planned Development Ordinance
Source: City of Tavares Planning Department, July 2007



Fig. A.6 Lake County Judicial Center Expansion Renderings
Top: Governmental Office Building on West Main Street
Middle: Courthouse Expansion
Bottom: Parking Garage
Source: City of Tavares Planning Department, July 2007

TAVARES STATION MIXED-USE DEVELOPMENT

Perhaps the most significant new project in Tavares will be a high-end mixed-use development on Lake Dora known as Tavares Station. The proposed condominium and townhouse community on 3.6 acres of presently-vacant land once owned by Lake Region Packing will accommodate a range of amenities, from private boat docks to a yacht club and putting greens. Boutique retail and dining uses will augment this development. Developed as a Planned Development District, the Tavares Station development is expected to provide the residential density needed to revitalize Downtown Tavares. The following is a summary of the development program approved for the project:

DEVELOPMENT PROGRAM:

- Waterfront town homes (25 units) with 98 boat slips/ 3 stories
- 14 story mixed-use complex: 175 condo units/ 22,000 SF retail space
- 70,000 SF office
- 9,000 SF restaurant space (Dragon Boat Café)
- Extension of Tav-Lee Trail Connection
- Total parking: 1,206 spaces



Fig. A.7-A.8 Tavares Station Mixed-Use Development: Proposed Elevations, Phase II
Source: R&S Realty, August 2007

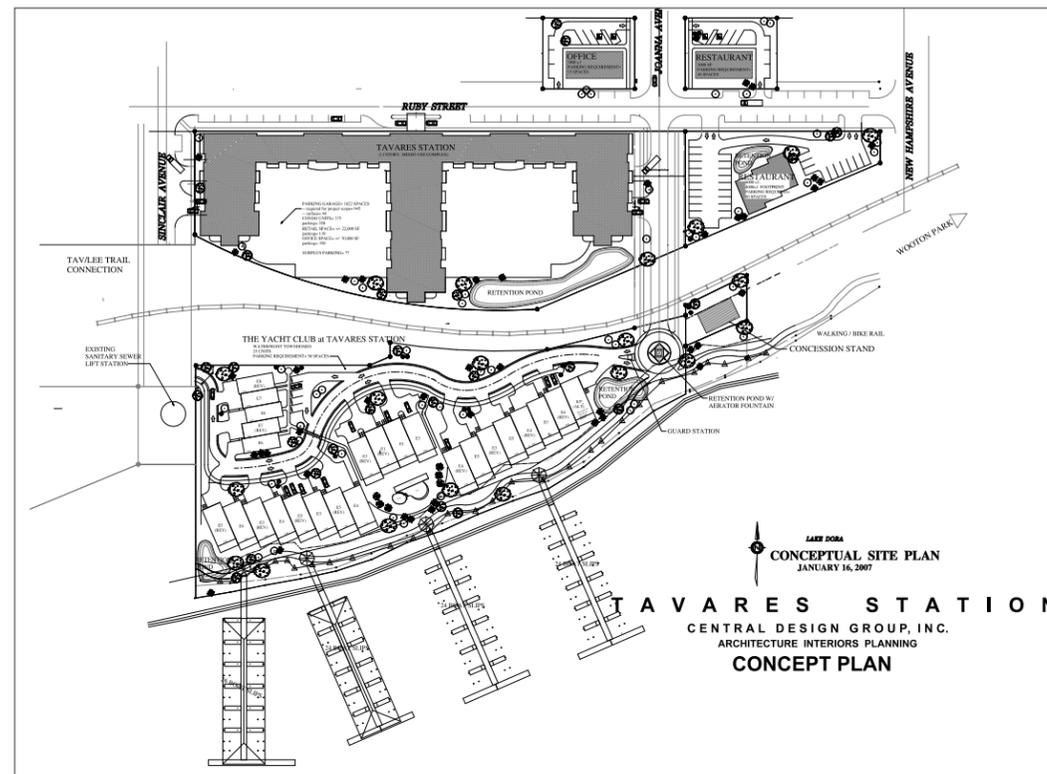


Fig. A.9-A.10 Tavares Station Mixed-Use Development
Top: Concept Plan
Bottom: Perspective Rendering, Phase I
Source: R&S Realty, August 2007

LAND DEVELOPMENT REGULATIONS

Zoning serves as the primary tool for implementing the goals, objectives, and policies of the City's Comprehensive Plan. As illustrated in Fig. 3.11, presently Downtown Tavares contains thirteen (13) distinct zoning categories that represent five general development types—residential, commercial, industrial, institutional, and mixed-use.

Residentially zoned areas within the Downtown boundaries include the districts Residential Single Family district (RSF-1); Residential Multi-Family districts (RMF-2 and RMF-3); and Residential Manufactured Home Park district (RMH-P). Majority of the residential areas in the Downtown CRA are zoned as RMF-2, which allows development at a density of 12 units per acre. These areas coincide with the existing single-family neighborhoods located to the north of Caroline Street and west of the Tavares High School. However, currently these areas are substantially built-out at densities lower than the maximum allowable densities. The RMF district is established in order to identify and provide those geographic areas within the City that are appropriate for the development and maintenance of residential areas which permit high density single-family and medium density multi-family residential uses.

The RSF district is established in order to identify and provide those geographic areas within the City that are appropriate for the development and maintenance of low density single-family residential areas. Low-density (5.6 du/acre) residential areas (RSF-1) are concentrated in the single-family neighborhoods currently located to the west of the Lake County Judicial Center, between Pulsifer and Ingraham Avenues. The Lake County Retention and Judicial Center presently serve as a physical and visual barrier between the neighborhoods under this district and Downtown Tavares. This area contains the highest concentration of vacant residential parcels in the CRA district, presenting vital infill and redevelopment opportunities.

Commercial uses within the Downtown CRA boundaries fall within the following three zoning district categories- General Commercial (C-1), Highway Commercial (C-2), and Commercial Downtown District (CD).

The C-1 district is established in order to identify and provide those geographic areas within the City that are appropriate for the development and maintenance of general retail commercial and office uses. The purpose of this district is to provide for a wide variety of consumer oriented commercial uses and activities located in relative proximity to major thoroughfares and to residential concentrations. Within the Downtown CRA district, only one parcel is zoned C-1 which is located at the intersection of SR 19 and Alfred Street.

Highway Commercial (C-2) district is established in order to identify and provide those geographic areas within the City that are appropriate for the development and maintenance of higher intensity commercial uses. Such uses may include large retail outlets as well as uses that generate or capture large volumes of traffic or operate beyond normal business hours as compared to uses in the C-1 general commercial district. The district is concentrated to provide areas for intense commercial uses and activities located along the U.S. 441 corridor (West Burleigh Boulevard) within the CRA district.

The Commercial Downtown (CD) district includes the area along Main Street, currently consisting of properties east of SR 19 and the area generally defined by Maud Street to the north, Ruby Street on the south, Disston Avenue to the east and Texas Avenue to the west. The purpose of this district is to create a concentrated district that meets the retail and service needs of the Downtown area and to provide a unique and enjoyable shopping and activity center for the region. Currently, this district's character is defined primarily by the overabundance of government related professional services and offices and a lack of retail establishments and activities.

The purpose of this Mixed-Use (MU) district is to identify and provide those geographic areas within the City that are transitioning from conventional single use areas and are appropriate for the development and maintenance of coordinated development of low intensity commercial, office, service and residential uses. The Mixed-Use Neighborhood district is intended to provide a mechanism which can contribute to the diversification of the area in a manner consistent with the City's Comprehensive Plan. This concept incorporates a wide range of traditional low intensity commercial uses with residential activities, which may support or otherwise relate to the economic base of the area. Generally, MU land uses include retail trade and service, office, educational, institutional and residential uses. The properties that fall under this district are generally concentrated within the area defined by Caroline Street on the north, Maud Street on the south, Sinclair Avenue to the west, and the CRA boundaries to the east. Currently, several properties in the area have developed a similar type of transitional development pattern. While this area is intended to promote a mix of uses, it also presents untapped opportunities to promote higher density vertical mixed-uses for new developments.

Public Facilities District (PFD) represents the largest zoning district within the Downtown CRA. Since, majority of these uses include government owned properties, there is no significant change anticipated in the existing and future land use development patterns.

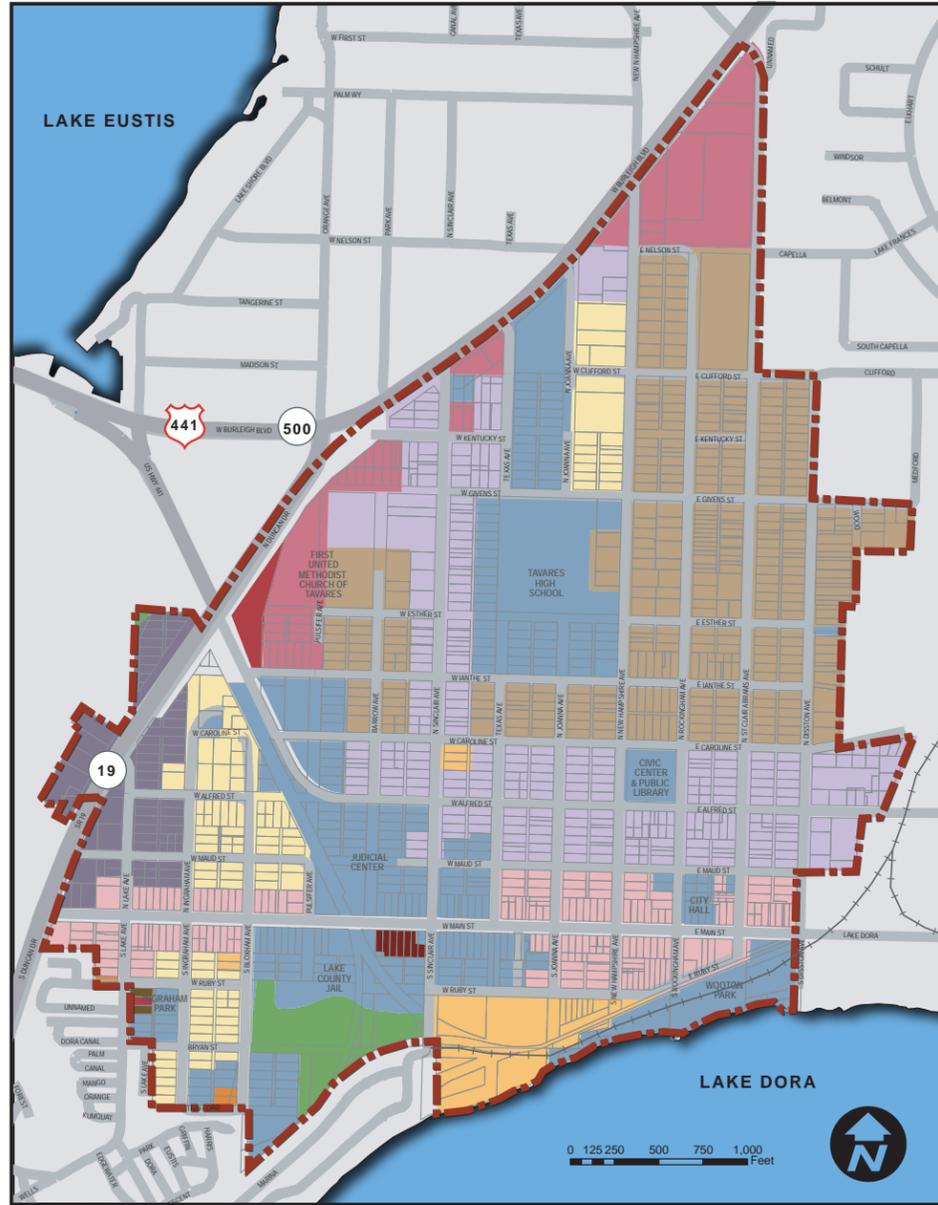
The Industrial District (I) zoning district currently includes properties located along SR 19 and includes some properties located along Lake Avenue. The purpose of this district is to identify and provide those geographic areas within the City that are appropriate for the development and maintenance of manufacturing, processing, storage and warehousing, and distribution uses. Residential uses are prohibited as not in character with the activities conducted in this district. Service and commercial activities relating to the character of the district and supporting its activities and employees are permitted, however, this district is not intended to be commercial in character. While regulations exist to prevent or reduce friction between uses in this district and to protect nearby residential and commercial districts, the enforcement of these regulations is virtually non-existent. These uses are located at key intersections and currently portray a visually unappealing character as visitors approach the Downtown from SR 19.

Planned Development (PD)

The purpose of this district is to encourage flexibility in residential design, development and use of the land in order to promote its most appropriate use; and to facilitate the adequate and economical provision of streets, utilities and public spaces; and to preserve the natural and scenic qualities of open areas.

- a. Planned residential developments are permitted in areas designated for residential development on the Comprehensive Plan Future Land Use Map. Attached single-family dwellings, multi-family dwellings and commercial uses are permitted in areas designated with a minimum density of Low Density Residential.
- b. Planned commercial developments: The purpose of this district is to provide flexibility and creativity for larger commercial development while providing measures to mitigate possible impacts. The intent is to establish planned commercial developments individually under approved site plans and conditions necessary to promote the general welfare and to secure economic and coordinated land use.
- c. Planned industrial developments: It is the intent of this district that it be used to promote industrial activity, more efficient and economical industrial land use, harmony in physical design and industrial relationships, variety and amenity in industrial development, and the protection of adjacent and nearby existing and future non-industrial uses and activities. It is further the intent of this district that it be so located in relation to major thoroughfares that resulting traffic generated by industrial activity will not be channeled through residential areas or unduly interfere with traffic on major thoroughfares.

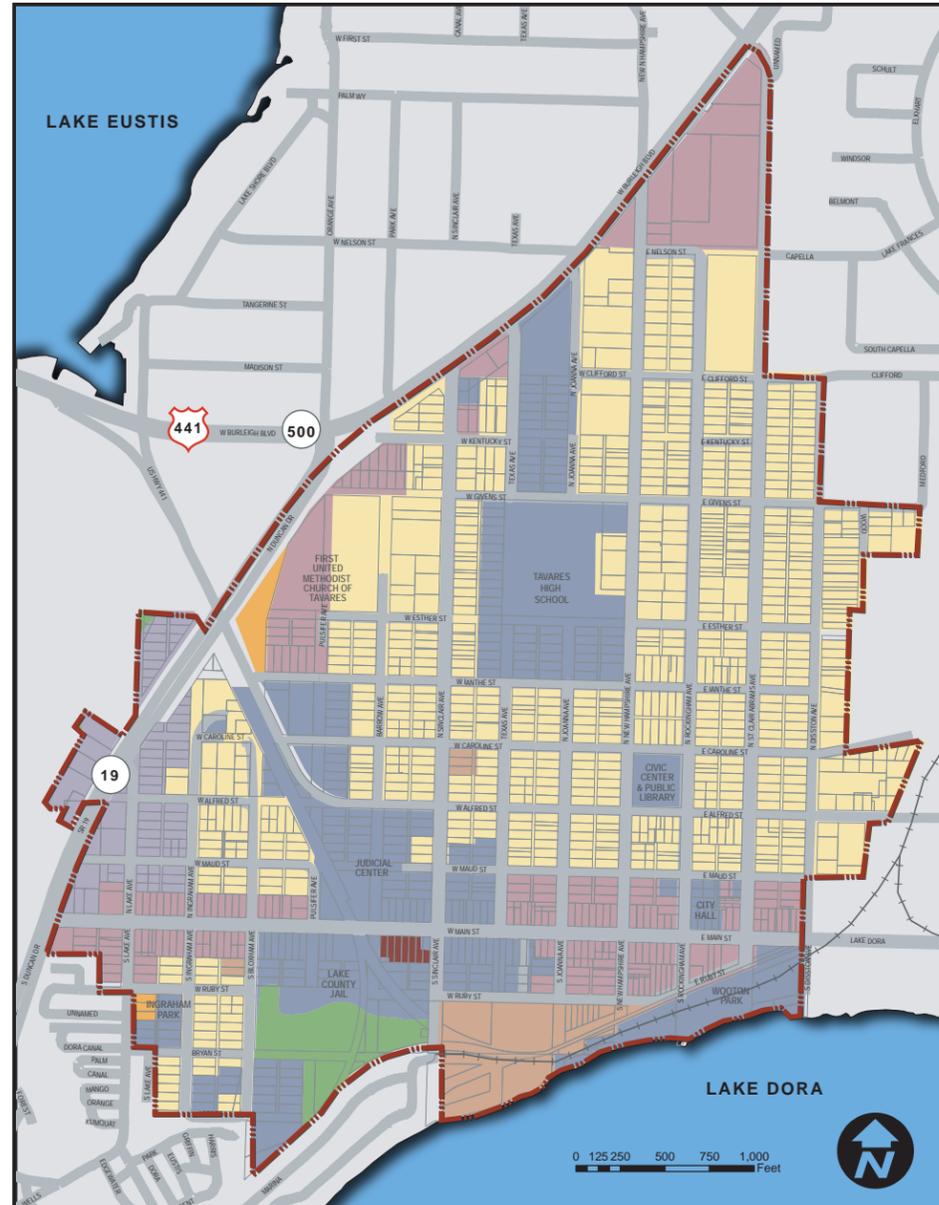
ZONING



TAVARES DOWNTOWN MASTER PLAN, CITY OF TAVARES, FL

LEGEND			

ZONING HEIGHT LIMITS

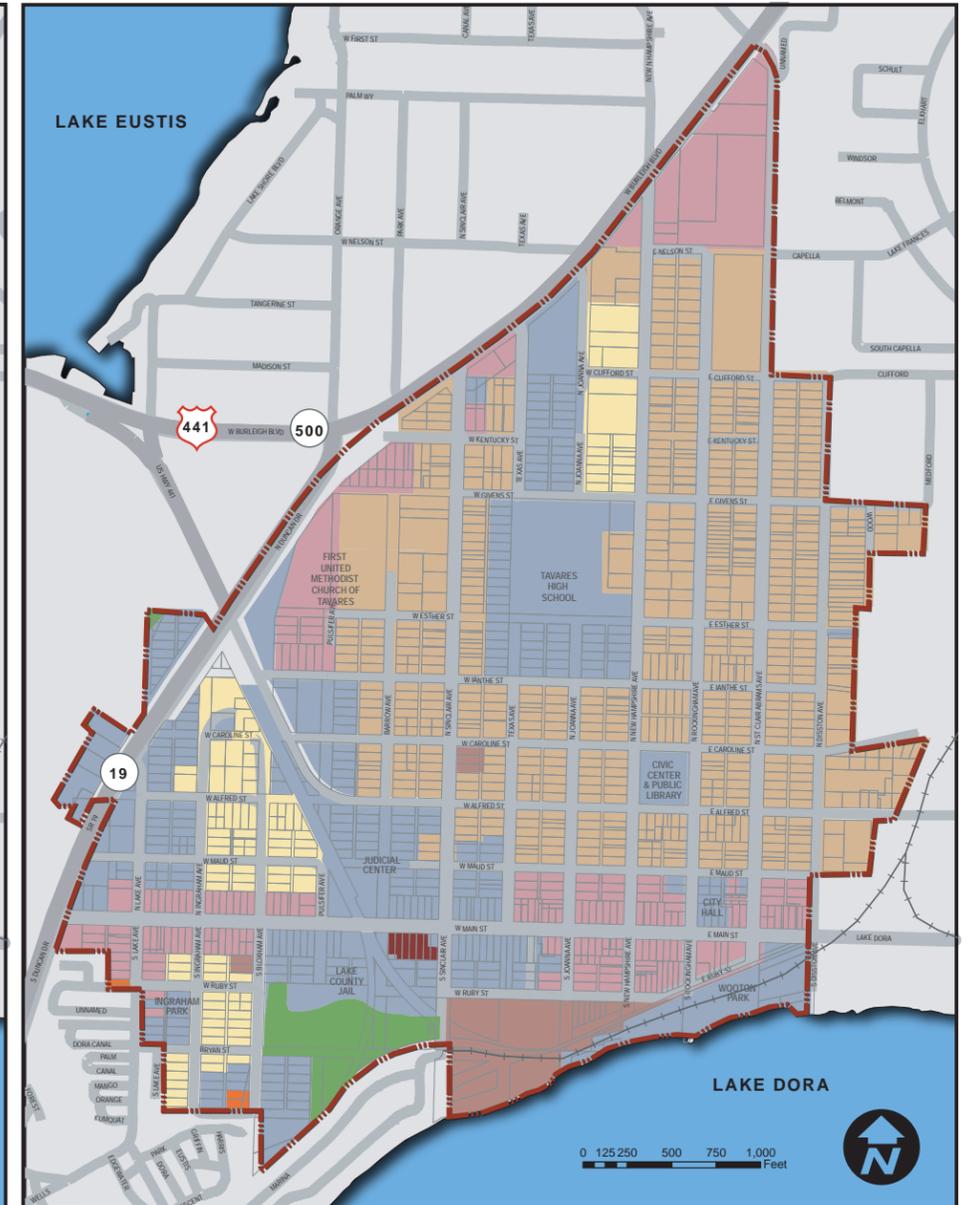


TAVARES DOWNTOWN MASTER PLAN, CITY OF TAVARES, FL

LEGEND			

Fig. A.12 Map showing permitted heights according to current Land Development Regulations, Downtown Tavares CRA
 Source: Lake County GIS Database/ IBI Group, January 2008
 Prepared By: M.Ye/ B.Kalra, IBI Group

ZONING MAXIMUM RESIDENTIAL DENSITY



TAVARES DOWNTOWN MASTER PLAN, CITY OF TAVARES, FL

LEGEND			

Fig. A.13 Map showing maximum residential density according to current Land Development Regulations, Downtown Tavares CRA
 Source: Lake County GIS Database/ IBI Group, January 2008
 Prepared By: M.Ye/ B.Kalra, IBI Group

Table A.5 Zoning Regulations, Downtown Tavares CRA
 Source: City of Tavares Land Development Regulations, January 2008

Zoning Regulations					
Zoning	Maximum Residential Density	Minimum Lot Requirements	Maximum Impervious Surface Area	Minimum Yard Requirements	Maximum Height of Structures
RSF-1 RESIDENTIAL SINGLE-FAMILY	5.6 units per acre	Width 75 feet Area 7500 sq. ft. Corner lots are required to have 15% greater width than the minimum required by the district, unless the width provided is greater than one hundred feet (100'). Water front lots are required to have a minimum of seventy-five feet in width at the mean-high-water-line.	60% No more than thirty (30%) percent of the front yard may be covered by impervious surface.	Front 25 feet Side 10 feet Rear 20 feet Adjacent to federal, state highway or county secondary highway right-of-ways - 25 feet. Natural Water bodies (front MHWL) 50 feet Wetland 25 feet Side yards of corner lots which face the same street as an adjacent interior lot shall be at least one-half (1/2) of the front yard required for the house on the adjacent interior lot. In no case shall the setback be less than twelve-and-one-half feet (12-1/2').	35 feet
RMF-2 RESIDENTIAL MULTI-FAMILY	12 units per acre	Single and Two-Family Dwellings: Width 60 feet Area 6500 sq.ft.. Townhouses: There shall be no minimum individual lot size, except as needed to meet all requirements set forth herein. Corner lots are required to have 15% greater width than the minimum required by the district, unless the width provided is greater than one hundred feet (100'). Water front lots are required to have a minimum of seventy-five feet in width at the mean-high-water-line.	Single and two-family dwellings 60% Townhouses 70% No more than thirty (35%) percent of the front yard may be covered by impervious surface.	Single, two-family dwellings: Front yard 25 ft. Side 7.5 ft. Rear 20 ft. Townhouses: Front 25 ft. Side 15 ft. Rear 15 ft. Adjacent to federal, state highway or county secondary highway right-of-ways - 25 ft. Natural Water bodies (from MHWL) 50 feet Wetlands 25 feet Side yards of corner lots which face the same street as an adjacent interior lot shall be at least one-half (1/2) of the front yard required for the house on the adjacent interior lot. In no case shall the setback be less than twelve-and-one-half feet (12-1/2').	35 feet
RMF-3 RESIDENTIAL MULTI-FAMILY	12 - 25 units per acre	Water front lots are required to have a minimum of seventy-five feet in width at the mean-high-water-line.	Multiple-family dwellings 70% Townhouses 70% No more than thirty (35%) percent of the front yard may be covered by impervious surface.	Front 25 feet Side 10 feet Rear 20 feet Townhouses: Front 25 ft. Side 15 ft. Rear 15 ft. Adjacent to federal, state highway or county secondary highway right-of-ways 25 ft. Natural Water bodies (from MHWL) 50 feet Wetlands 25 feet	45 feet
RMH-P RESIDENTIAL MANUFACTURED HOME PARK	8.7 units per acre	Width 45 feet Area 6,000 sq. ft. Corner lots are required to have 15% greater width than the minimum required by the district, unless the width provided is greater than one hundred feet (100'). Water front lots are required to have a minimum of seventy-five feet in width at the mean-high-water-line.	50% No more than thirty (35%) percent of the front yard may be covered by impervious surface.	Front 25 feet Sides 5 feet Rear 15 feet Adjacent to federal, state highway or county secondary highway right-of-ways - 25 ft.. Natural Water bodies (from MHWL) 50 feet Wetlands 25 feet Side yards of corner lots which face the same street as an adjacent interior lot shall be at least one-half (1/2) of the front yard required for the house on the adjacent interior lot. In no case shall the setback be less than twelve-and-one-half feet (12-1/2'), except in manufactured home subdivisions platted prior to October 7, 1987 where said corner lot side yard setback shall not be less than ten feet (10').	35 feet

Zoning	Maximum Residential Density	Minimum Lot Requirements	Maximum Impervious Surface Area	Minimum Yard Requirements	Maximum Height of Structures
MU – MIXED USE	12 units per acre	Residential: Width 60 feet Area 6500 sq.ft. Commercial/Office: A lot may be of any size, both area or width, subject to the lot meeting minimum standards for setbacks, buffer requirements, off-street parking and loading, stormwater and other requirements. Corner lots are required to have 15% greater width than the minimum required by the district, unless the width provided is greater than one hundred feet (100'). Water front lots are required to have a minimum of seventy-five feet in width at the mean-high-water-line.	Single and two-family dwellings 60% Multiple-family dwellings 70% Townhouses 70% Commercial/Office 70% No more than thirty (35%) percent of the front yard of a residential dwelling may be covered by impervious surface.	Residential: Front 25 feet Sides 7.5 feet Rear 20 feet Commercial/Office: Front 25 feet Sides 10 feet Rear 10 feet Adjacent to federal, state highway or county secondary highway right-of-ways - 25 feet. Natural Water bodies (front MHWL) 50 feet Wetland 25 feet Side yards of corner lots which face the same street as an adjacent interior lot shall be at least one-half (1/2) of the front yard required for the house on the adjacent interior lot. In no case shall the setback be less than twelve-and-one-half feet (12-1/2').	35 feet
C-1 GENERAL COMMERCIAL DISTRICT	None	Commercial/Office: A lot may be of any size, both area or width, subject to the lot meeting minimum standards for setbacks, buffer requirements, off-street parking and loading, stormwater and other requirements. Water front lots are required to have a minimum of seventy-five feet in width at the mean-high-water-line.	70%	Commercial/Office: Front 25 feet Sides 10 feet Rear 10 feet Adjacent to federal, state highway or county secondary highway right-of-ways - 25 feet. Natural Water bodies (front MHWL) 50 feet Wetland 25 feet	45 feet
C-2 HIGHWAY COMMERCIAL DISTRICT	Multi-Family 12 – 25 units per acre	A lot may be of any size, both area or width, subject to the lot meeting minimum standards for setbacks, buffer requirements, off-street parking and loading, stormwater and other requirements.	75%	Front 25 feet Sides 10 feet Rear 10 feet Adjacent to federal, state highway or county secondary highway right-of-ways - 25 feet. Natural Water bodies (front MHWL) 50 feet Wetland 25 feet	60 feet
CD COMMERCIAL DOWNTOWN DISTRICT	Multi-Family 12 – 25 units per acre	Commercial/Office/Multi-Family: A lot may be of any size, both area or width, subject to the lot meeting minimum standards for setbacks, buffer requirements, off-street parking and loading, stormwater and other requirements.	90%	Front: Adjacent to federal, state highway or county secondary highway right-of-ways - 25 ft.. Setback from right-of-way on property located adjacent to all other roads - 10 ft.. Setback from Main Street - None Side None Rear 10 feet Natural Water bodies (from MHWL) 50 feet Wetlands 25 feet	60 feet
I INDUSTRIAL DISTRICT	None	A lot may be of any size, both area or width, subject to the lot meeting minimum standards for setbacks, buffer requirements, off-street parking and loading, stormwater and other requirements.	75%	Front 25 feet. Side 10 feet. Rear 10 feet. Adjacent to federal, state highway or county secondary highway right-of-ways - 25 feet. Natural Water bodies (front MHWL) 50 feet Wetland 25 feet	50 feet
PFD PUBLIC FACILITIES DISTRICT	N.A.	A lot may be of any size, both area or width, subject to the lot meeting minimum standards for setbacks, buffer requirements, off-street parking and loading, stormwater and other requirements.	75%	Front 25 feet. Side 10 feet. Rear 10 feet. Adjacent to federal, state highway or county secondary highway right-of-ways - 25 feet. Natural Water bodies (front MHWL) 50 feet Wetland 25 feet	None If adjacent residential zone – same as residential zone; If adjacent to Mixed Use zone – 60 feet
PD PLANNED DEVELOPMENT DISTRICT	Development standards within a Planned Development zoning district shall be set forth in the planned development zoning district ordinance. Where development standards are not specifically set forth in the Planned Development zoning ordinance, the most commensurate zoning district standards shall apply. In no case shall development standards within the planned development zoning district be less than required by the future land use designation for property in which the planned development is located.				

Table A.5 (Contd.) Zoning Regulations, Downtown Tavares CRA
Source: City of Tavares Land Development Regulations, January 2008

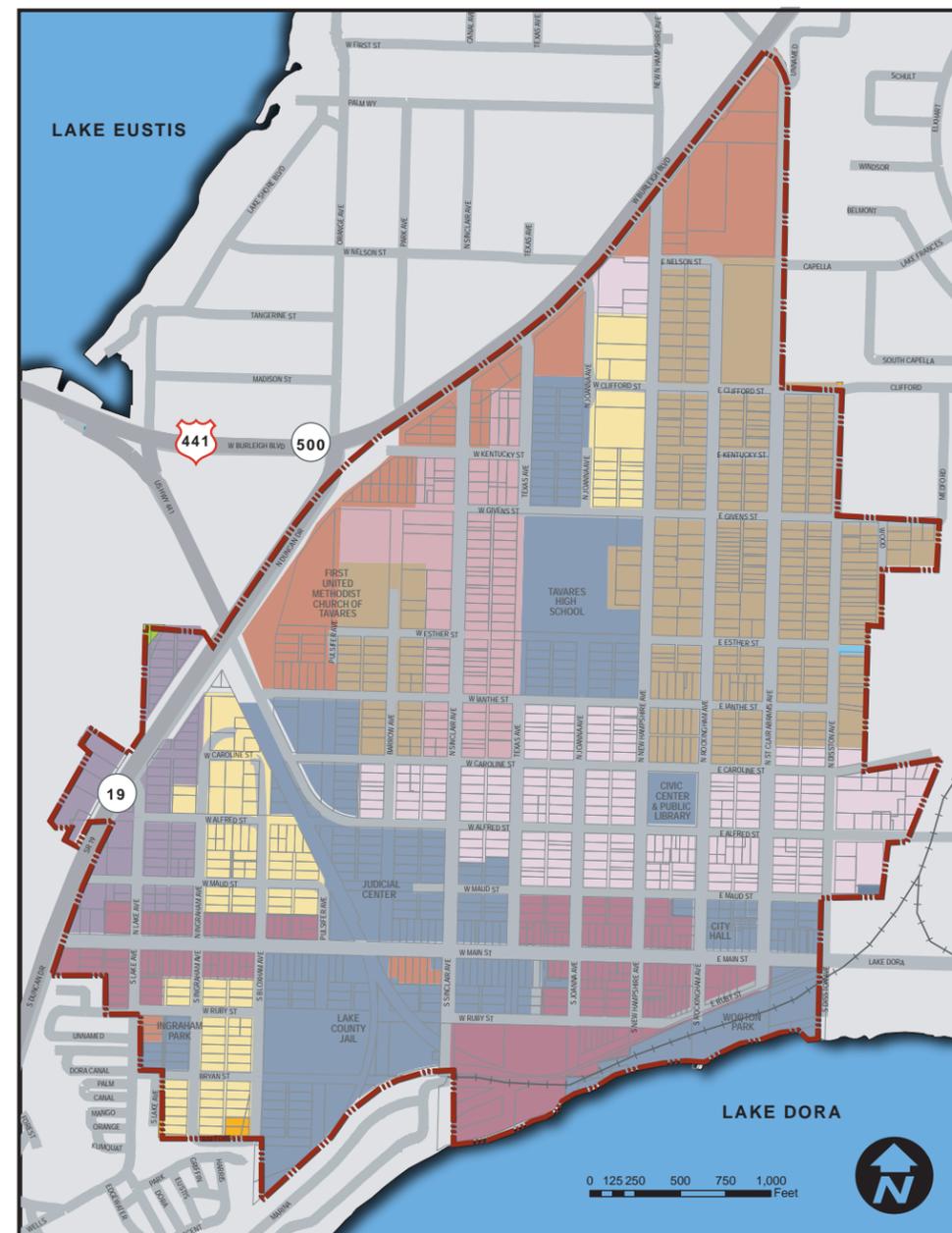
FUTURE LAND USE

The Future Land Use Map (Fig. A.14) illustrates a variety of functions related to future land uses in the Downtown CRA district. The future land use distribution, discussed in the City's Comprehensive Plan, is based on population projections of the Shimberg Center for Affordable Housing. The Comprehensive Plan also takes into consideration market factors such as the expansion of the Florida Hospital, in order to anticipate the future land needs to accommodate the growth within the City limits.

Within the Downtown CRA context, the Future Land Use Map shows medium density development (12 du/acre) and mixed-uses as the predominant future residential land use development. Similar to the existing land use pattern, low-density residential uses are proposed in the neighborhoods west of the Judicial Center. The mixed-use category is intended to encourage the mixture of residential and commercial land uses based on performance standards that form a part of the land development regulations. In terms of mixed use types, the FLUM proposes two types of mixed use- Mixed Use Neighborhood (MUN) and Mixed Use Commercial (MUC). The Mixed-Use Neighborhood district is located adjacent to the central business district and encompasses generally an area between the railroad tracks on the east, Sinclair Avenue on the west, Caroline Street on the south, and Maud Street on the north. This area of mixed-use is intended to encourage all types of residential land uses and professional office types of land use. The Mixed Use Neighborhood is concentrated in an area generally defined by Tavares High School on the east, parcels fronting Sinclair Avenue on the west, Caroline Street on the south, and Kentucky Street on the north.

Future commercial land uses are proposed to be concentrated in the area between Ruby Street (including the proposed Tavares Station development) and Maud Street, within the Commercial Downtown (CD) district. Additionally, the FLUM anticipates development along the commercial corridors, SR 19 and US 441, to have the same character as the existing development pattern that supports suburban strip-commercial growth. Other proposed changes from the existing uses within the Downtown CRA include a transition of church-owned properties, located west of SR 19 and north of Ianthe Street, to medium-density residential and general commercial uses. Some areas adjacent to S.R. 19 and Main Street are presently zoned for industrial use in the Downtown CRA and also in the FLUM. As one of the primary gateways into Downtown, these areas should be further examined to encourage a shift in future land use development from industrial to commercial uses.

The FLUM does not anticipate any changes or expansion of public facilities within the Downtown CRA District. However, the County's proposed expansion of the Judicial Center and construction of the parking garage are expected to replace some of the existing commercially zoned properties along Main Street.



TAVARES DOWNTOWN MASTER PLAN, CITY OF TAVARES, FL

Fig. A.14 Future Land Use Map, Downtown Tavares CRA
 Source: Lake County GIS Database/IBI Group, January 2008
 Prepared By: M.Ye/ B.Kalra, IBI Group

LEGEND			
CRA Boundary	Mobile Home (MH)	Mixed Use Commercial (MUC)	Wetlands and Conservation (CONS)
Low Density (LOW)	Commercial Downtown (CD)	Mixed Use Neighborhood (MUN)	Public Facility/ Institutional (PUB)
Medium Density (MED)	Commercial (COM)	Industrial (IND)	Railroad

LAND OWNERSHIP

The redevelopment potential of an area is often dependent on the property ownership patterns. Multiple ownership patterns can be a hindrance for assembling individual properties to support redevelopment projects. For example, if one owner is interested in redeveloping a property but needs additional area to meet existing land development regulations, and the adjacent owners are not interested in joining forces or selling the property, then the first owner is powerless to make the necessary property improvements. Large shares of public owned vacant land also reduces the tax base for the City and creates some challenges for redevelopment. However, often the public entities are more supportive of the community's vision and could be an asset in developing "demonstration" projects to facilitate investment and revitalization of deteriorating areas.

Because of Tavares' position as the county seat, Downtown's physical structure is currently dominated by public owned properties. The public owners include: Lake County Board of County Commissioners; Lake County School Board; Lake County Water Authority; City of Tavares; and FDOT (Fig. A.15). In terms of ownership by land area, the County owns approximately 35 acres (24%) and the City owns 12 acres (4%) within the Downtown CRA. In addition to the government owned properties, a high percentage of tax-exempt properties also include faith-based organizations located within Downtown Tavares. According to the Lake County Property Appraiser records, churches own nearly 20 acres of land in the Downtown CRA, representing approximately seven percent (7%) of the Downtown's total land area.

Ownership	No. of Parcels	Assessed Values
Government Owned	290	\$689,122,690
Private Owned	1,052	\$152,018,799
Church Owned	98	\$53,705,649
Total	1,440	\$894,847,138

Table A.6 Ownership Patterns, Downtown Tavares CRA
 Source: Lake County GIS Database/IBI Group, January 2008
 Prepared By: M.Ye/ B.Kalra, IBI Group

Single-family residential properties with absentee owners also create challenges for redevelopment and preserving the aesthetic character of a neighborhood, typically due to the lack of property maintenance. Ownership patterns in residential areas were analyzed using the Lake County Property Appraiser records. Residential properties were determined to be absentee owners if the owner's address and the property listing did not match. Within the Downtown CRA, nearly forty-five percent (45%) of the total residential properties were found to be rental properties (302 of 677 residential properties).

Of the 1,440 total number of properties in the Downtown CRA, nearly 75% of the properties are privately owned. The largest private owner is Tavares Station Development LLC, which recently purchased the former Lake Regional Packing Association site to develop it as a mixed-use condominium complex. While government owned properties constitute only twenty percent (20%) of the total properties in the Downtown, the total assessed value for these properties is nearly four times the private owned properties (Table A.6).

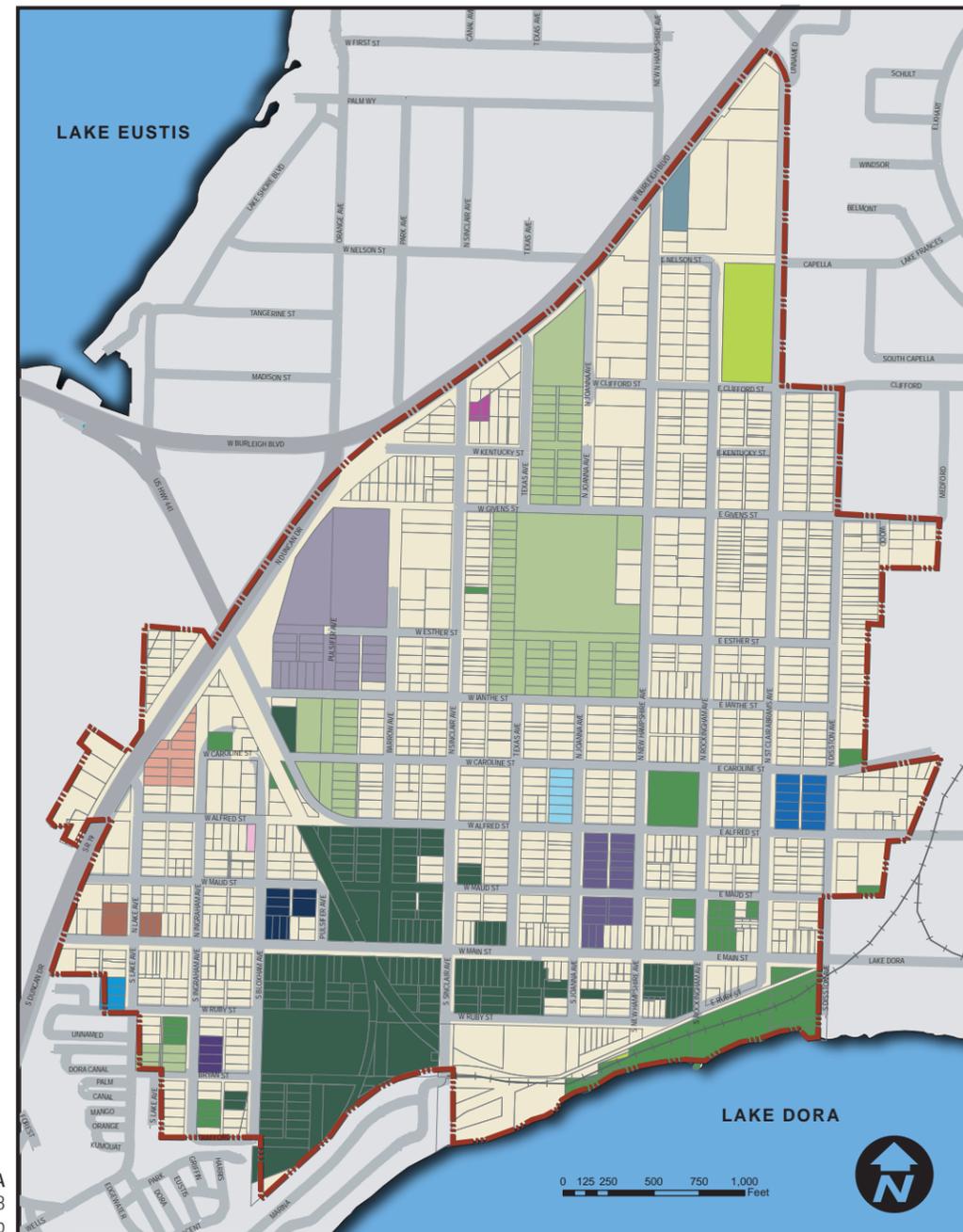
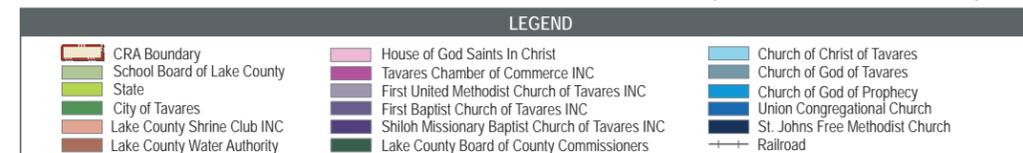


Fig. A.15 Map showing public owned lands, Downtown Tavares CRA
 Source: Lake County GIS Database/IBI Group, January 2008
 Prepared By: M.Ye/ B.Kalra, IBI Group

TAVARES DOWNTOWN MASTER PLAN, CITY OF TAVARES, FL



PROPERTY VALUES

The Lake County Property Appraiser 2007 GIS database was utilized to analyze assessed values for all properties within the Downtown CRA boundaries. The assessed value is the dollar value assigned to a property by the Lake County Property Appraiser's Office for taxation purposes and includes exempt properties such as governmental properties and churches. The assessed value, as determined by the Lake County Property Appraiser, is primarily based on the land use, building square footage, property improvements, building materials, and location. The total assessed value of all properties in the Downtown Area is \$894,847,138.

The overall average assessed value of all properties in the Downtown Tavares is \$91,446. In 2007, over twenty percent (20.6%) of the properties in the planning area were valued below \$50,000 (296 properties). The majority of properties have an assessed value between \$50,000 and \$200,000. The following narrative discusses the property values for lands in the Downtown core, classified according to residential and non-residential uses.

Residential Uses

The residential properties in the planning area have a total assessed value of \$71,410,538 and an average value of \$70,146. In comparison, the average assessed value for single-family uses in the City of Tavares is \$170,000. Single family homes in the planning area range in assessed values from \$19,168 to \$265,734. There are many homes that receive a homestead exemption. As illustrated in Fig.3.15, parcels with assessed values below \$50,000 are scattered throughout the planning area.

Non-Residential Uses

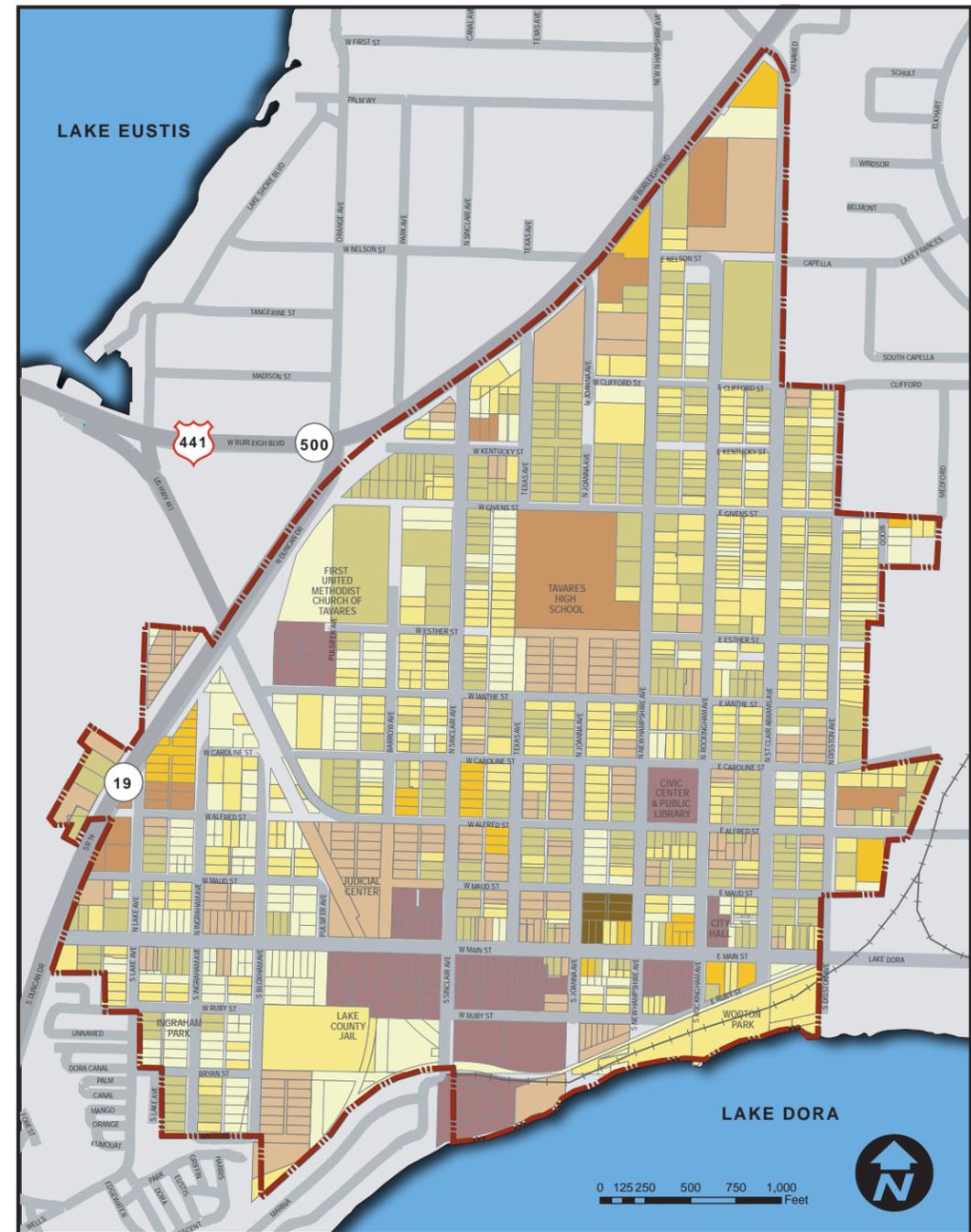
The total assessed value for all non-residential properties in the planning area is \$180,747,457. The total commercial property assessed value in the planning area is \$47,488,896 and the average assessed value for the properties is \$222,953. The total assessed value for institutional uses (including schools and churches) is \$744,034,102.

Assessed Values	Total Parcels	%
Less than \$50,000	296	20.6%
\$50,001 - \$100,000	385	26.7%
\$100,001 - \$200,000	393	27.3%
\$ 200,001 - \$ 400,000	198	13.8%
\$ 400,001 - \$ 600,000	37	2.6%
\$ 600,001 - \$ 800,000	18	1.3%
\$ 800,001 - \$1,000,000	10	0.7%
More than \$1,000,000	103	7.2%
Total Number of Parcels	1,440	100.0%

Table A.7 Distribution of Assessed Values by parcels, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008
Prepared By: M.Ye/ B.Kalra, IBI Group

Land Use	Assessed Values
Residential	\$71,410,538
Commercial	\$47,488,896
Industrial	\$9,760,372
Institutional	\$744,034,102
Vacant	\$21,996,686
Other Uses	\$156,544
Total	\$894,847,138

Table A.8 Distribution of Assessed Values by land use, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008
Prepared By: M.Ye/ B.Kalra, IBI Group



TAVARES DOWNTOWN MASTER PLAN, CITY OF TAVARES, FL

LEGEND					
	CRA Boundary		\$50,001 - \$100,000		\$200,001 - \$400,000
	Less than \$50,000		\$100,001 - \$200,000		\$600,001 - \$800,000
	\$400,001 - \$600,000		\$800,001 - \$1,000,000		Greater than \$1,000,000
	Railroad				

Fig. A.16 Map showing distribution of vacant lands, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008
Prepared By: M.Ye/ B.Kalra, IBI Group

INFRASTRUCTURE AND PUBLIC FACILITIES

TRANSPORTATION AND CIRCULATION

Downtown Tavares is currently served by a diverse but constrained transportation network system consisting of roadways, public transportation and bicycle/pedestrian facilities. The roads located within the Downtown CRA are the responsibility of three jurisdictions: Florida Department of Transportation (FDOT), City of Tavares, and Lake County. The Lake County Metropolitan Planning Organization (MPO) adopts a Transportation Level of Service (LOS) report each year for the City's roadways. The City uses the Lake County's Level of Service (LOS) standards to determine the quality of service of the roadway into six grade levels with "A" describing the highest quality and "F" describing the lowest quality. The City of Tavares Comprehensive Plan adopted a level of service (LOS) of D or better indicating that the Downtown's circulation pattern is currently not a problem. Lake County is the primary public transportation provider in the County.

Roadways and Street Network

Because Downtown Tavares' street grid is generally uniform with a minimal number of cul-de-sacs or dead ends, an efficient pedestrian and vehicular movement across the Downtown CRA can be achieved by traveling along most of the north-south or east-west streets. As illustrated in Fig. A.18, St. Clair Abrams, New Hampshire, and Sinclair Avenue are the three north-south streets that visually and physically connect U.S. Highway 441 to Main Street and the lakefront.

Because of the constraints of the three lakes surrounding the City, there are two major transportation corridors serving the City and the Downtown CRA: U.S. Highway 441 which runs east-west through the center of Tavares and SR 19 which runs generally northeasterly through the City. As illustrated in Fig. A.18, the planning area consists of three types of roadways- Arterials, Collectors and Local Roadways. The major roadway classifications used are based on allocated use and vary depending on volume, operating speeds, and type of trips. The City of Tavares Comprehensive Plan defines the roadways into the following three road classifications:

1. Principal Arterial: A state roadway that provides a high degree of mobility and continuity for motorists that are traveling in a corridor that connects major activity centers. U.S. Highway 441, a four-lane divided road serving as a major east-west route through the City of Tavares, is classified as a principal arterial connecting Downtown Tavares to Leesburg, Mt. Dora and Eustis.

2. Minor Arterial: A state, county or city roadway that provides a significant degree of mobility and continuity for motorists at typically lower operating speeds and shorter trip lengths than principal arterials. S.R. 19 is the minor arterials serving the Downtown CRA as the major north-south route.

3. Collector: A city or county roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads and arterial roads. Old U.S. 441 (county-road) serves as the major collector connecting the Downtown to the rest of the City. Additionally, the Downtown contains two other roadways- St. Clair Abrams Avenue and Lake Avenue, which are not classified as collector roads by the FDOT classification system. However, the roads do function as undivided two lane minor collectors for the local traffic of the City. St. Clair Abrams Avenue provides an alternate route for traffic between U.S. 441 and Main Street, and is under the jurisdiction of Lake County from Old U.S. 441 (Alfred Street) to new U.S. 441. The rest of the road is under the jurisdiction of the City of Tavares. Lake Avenue provides a bypass to S.R. 19 from Main Street, connecting the Downtown to Wells Avenue and the residential areas located south of the CRA boundaries.

The intersection of Main Street and Sinclair Avenue also experiences circulation issues, primarily because of the multiple ingress and egress points from the parking areas, county facilities and professional offices located along Main Street. Downtown's street network consists of two-way streets with the exception of one-way streets along Rockingham Avenue between Main and Maud Streets, and Ruby Street between Joanna and Sinclair Avenues. Table A.10 presents a summary of the roadway conditions, level of service, number of lanes, and functional class for the primary roadways that serve the Downtown Redevelopment Area.

NAME	R.O.W.
Main Street	80 feet
Alfred Street	50 feet
Caroline Street	50 feet
St. Clair Abrams Avenue	80 feet
New Hampshire Avenue	70 feet
Sinclair Ave	80 feet
US 441	100 feet, 120 feet, 200 feet
SR 19	100 feet, 145 feet
Ruby Street	20 feet

Table A.10 Existing Right-of-Way Dimensions
Source: Lake County GIS Database/IBI Group, January 2008
Prepared By: M.Ye/ B.Kalra, IBI Group



Fig. A.18 Map illustrating roadway classifications Downtown Tavares
Source: Lake County GIS Database/IBI Group, January 2008

LEGEND

- CRA BOUNDARY
- EXISTING BUILDINGS
- EXISTING PARKS
- OPEN SPACE
- PRIMARY ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- ROADWAYS
- HIGH TRAFFIC VOLUMES
- MODERATE TRAFFIC VOLUMES
- RAILROAD

Prepared by: Michelle Ye, Bankim Kalra Date: January, 2008 IBI GROUP

PARKING ANALYSIS

Parking is an important component of the Downtown's overall transportation network and influences various aspects of the Downtown's character including urban design, walkability, traffic circulation, and economic development. County and local government services, including the Judicial Center, the Courthouse, the Lake County Administration Building, and the City Hall are the primary parking generators in Downtown Tavares. During the visioning sessions conducted by the City in 2006-2007, parking was a recurrent issue identified by the participants. A detailed parking inventory was conducted by IBI Group in January 2008 to assess the public and parking spaces available in the Central Business District. While the County facilities were found to be the prime traffic generator in the Downtown, contributing to traffic circulation and access problems at key intersections along Main Street, the remainder of the Downtown area occasionally experienced parking congestion, particularly during meetings at City Hall and special events on Wootton Park. The completion of anticipated projects including the proposed County parking garage, the Tavares Station development and the Alfred Street one-way corridor will also contribute in alleviating the parking problems as a long-term solution.

Effective management of on-street parking spaces is critical in providing access to government employees, customers, business owners, and residents. As the residential and commercial base for the Downtown intensifies, the parking demand is likely to increase.

The City has established a Downtown Parking District (Fig. 3.19). According to the parking regulations, all new development and redevelopment of existing uses that are within the Commercial Downtown zoning district (CD) and the Downtown Parking District are exempt from any parking requirements with the following exceptions:

- (1) One-hundred percent (100%) of any required handicapped parking must be provided.
- (2) Existing buildings as of April 19, 2000, that are used in whole or in part by federal, state, county or city governments for public purposes must provide seventy-five percent (75%) of the minimum off-street parking spaces identified in Table 20-A of the Land Development regulations for that portion of the building used for said purposes.
- (3) Buildings or additions constructed after April 19, 2000 that are used in whole or in part by the federal, state, county or city governments for public purposes must provide one-hundred percent (100%) of the minimum off-street parking spaces identified in Table 20-A of the Land Development Regulations for that portion of the building used for said purpose.
- (3) Where on-street parking is not available adjacent to the development site, one-hundred percent (100%) of the minimum off-street parking spaces identified in Table 20-A of the Land Development Regulations shall be provided on-site.

Potential reconfiguration and striping of north-south streets in the Downtown, as well as exploring shared parking opportunities could add a significant amount of spaces to the on-street parking spaces.

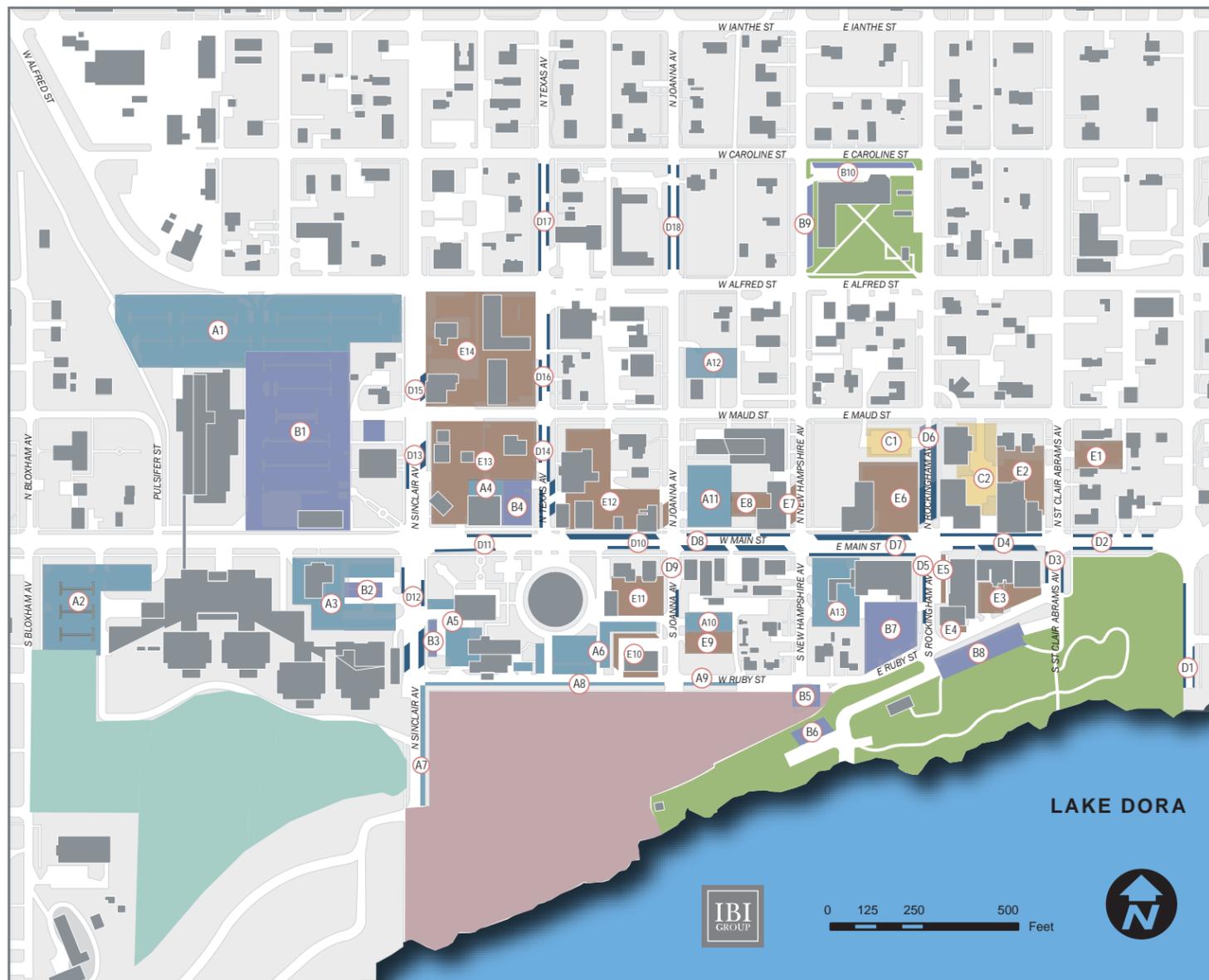


Fig. A.19 Downtown Parking District Map
Source: Lake County GIS Database/IBI Group, January 2008

Photos illustrating existing parking areas:
Downtown Tavares
Source: IBI Group



MAP OF DOWNTOWN CORE PARKING AREA



DOWNTOWN CORE PARKING COUNTS (TOTAL: 1,722 SPACES)

COUNTY EMPLOYEE PARKING	COUNTS	PUBLIC PARKING LOTS	COUNTS	CITY EMPLOYEE PARKING	COUNTS	ON-STREET PARKING	COUNTS	PRIVATE OFF-STREET PARKING	COUNTS
A1	151	B1	211	C1	22	D1	20	E1	10
A2	105	B2	25	C2	30	D2	12	E2	19
A3	50	B3	10			D3	13	E3	10
A4	7	B4	19			D4	27	E4	5
A5	21	B5	7			D5	7	E5	13
A6	64	B6	7			D6	27	E6	43
A7	28	B7	30			D7	20	E7	8
A8	25	B8	32			D8	20	E8	6
A9	7	B9	19			D9	6	E9	20
A10	36	B10	25			D10	17	E10	23
A11	54					D11	13	E11	27
A12	30					D12	24	E12	45
A13	40					D13	8	E13	62
						D14	19	E14	84
						D15	4		
						D16	17		
						D17	18		
						D18	20		
TOTAL	618	TOTAL	385	TOTAL	52	TOTAL	292	TOTAL	375

Table A.11 Distribution of parking areas, Central Business District, Downtown Tavares
 Source: IBI Group, January 2008
 Prepared By: M.Ye/ B.Kalra, IBI Group

Fig. A.20 Parking Inventory Map, Central Business District
 Source: IBI Group, January 2008
 Prepared By: M.Ye/ B.Kalra, IBI Group

PEDESTRIAN CIRCULATION

Downtown Tavares' overall physical structure, with blocks typically measuring 300 feet by 300 feet, is ideal for creating a safe pedestrian environment, allowing frequent intersections and interconnected areas. Majority of the county offices and retail areas in the Downtown are within a quarter-mile walking radius from Wooton Park. Currently, pedestrian activity is high in the vicinity of the County campus with employees and visitors walking between the various facilities and parking areas. While the City has invested a significant amount of resources in improving the streetscape conditions along Main Street, the lack of clustered destinations other than offices in the area has resulted in an underutilized pedestrian environment. The planned improvements at Wooton Park and the proposed mixed-use Tavares Station are expected to generate more foot traffic in the area, thereby warranting the need for developing strategies and design guidelines that ensure adequate sidewalk widths and appropriate placement of streetscape elements such as shade trees, seating, traffic calming, and lighting in relation to destinations.

The following section briefly discuss the existing conditions for the CRA's pedestrian and bicycle circulation network including sidewalks, alleys, streetscape, and trails.

SIDEWALKS

In August 2007, the City of Tavares Public Works Department conducted an existing sidewalk and alleys inventory and provided preliminary cost estimates for missing and damaged sidewalks throughout the City. The Downtown CRA already has pedestrian amenities in place, particularly along Main Street, that support safe and easier access to government facilities and the waterfront. However, the City staff reports and field investigations conducted by IBI Group indicate that majority of the sidewalk network outside of the central business district, north of Caroline Street has an incomplete sidewalk network that acts as a hindrance to connect the residential areas with the central business district. Fig. A.21 shows the existing conditions and the opportunities for extensions and additions to the sidewalk network in Downtown Tavares.

Sidewalks are frequently missing in the industrial/commercial SR 19 corridor area and in the north half of the residential neighborhood (north of Esther Street), and many existing sidewalks are in need of repair. The City's Department of Public Works inventory identified 18,660 linear feet of sidewalk in need of repair or installation and the need for 17 ADA-complaint handicap ramps at street intersections.



Photos illustrating existing pedestrian environment:
Downtown Tavares
Source: IBI Group

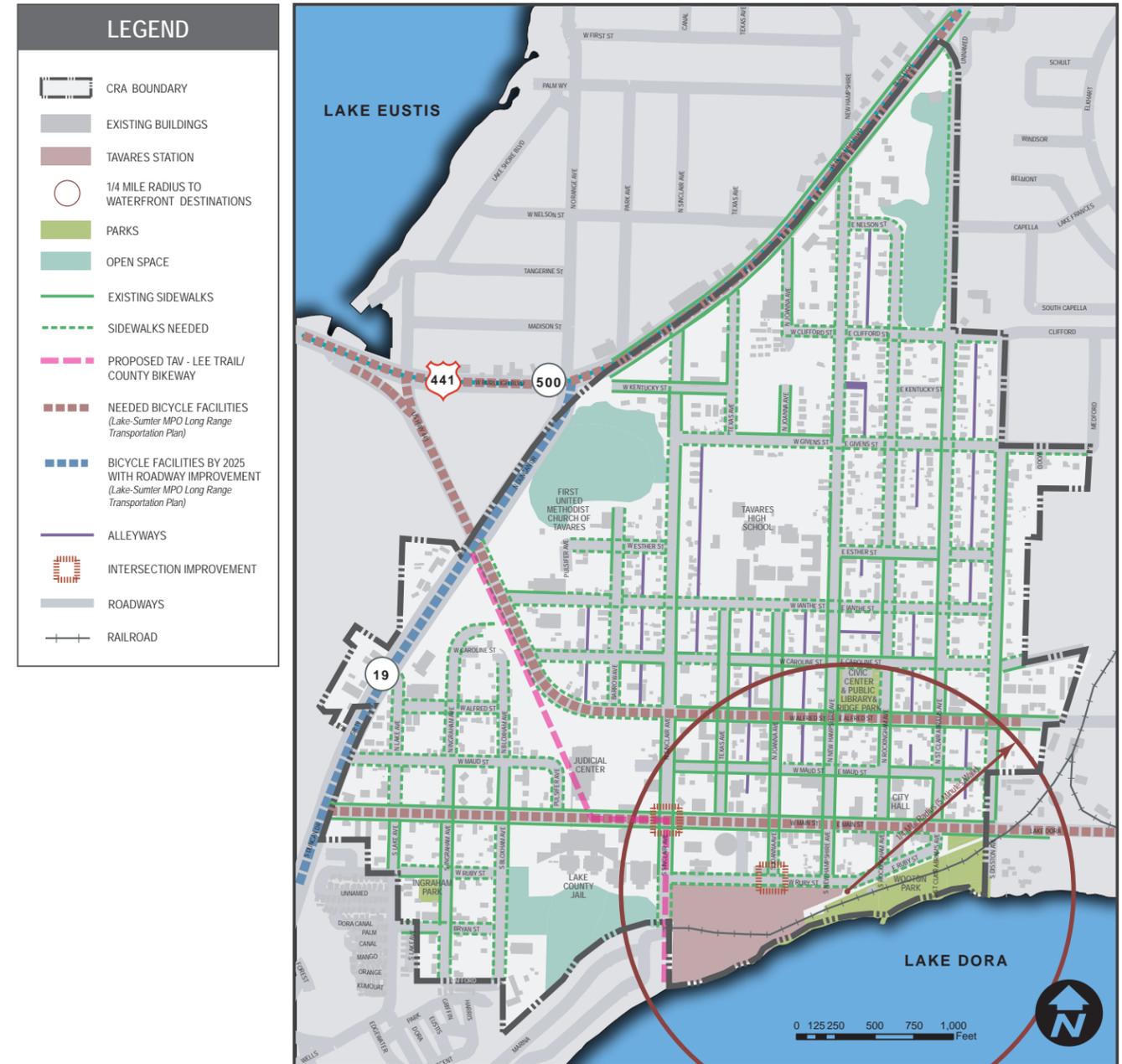


Fig. A.21 Map illustrating existing and proposed pedestrian and bicycle facilities,
Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008
Prepared By: M.Ye/ B.Kalra, IBI Group



Alleyway under construction behind City Hall, Downtown Tavares
Source: IBI Group, October 2007

ALLEYS

Alleys are an integral part of the traffic and pedestrian circulation network linking neighborhoods and activity centers in a Downtown. However, often alleys are perceived as negative elements as they lead to an increase in illegal activities due to underutilization, trash disposal, reduced lighting, and narrow widths. Alleys in Downtown Tavares are typically 10-15 feet wide and run in the north-south direction. Majority of the alleys are located north of Maud Street between areas with residential and professional office uses.

The City recently initiated a pilot project to install permeable pavers in the alley located just north of Maud Street between Rockingham and St. Clair Abrams. Many of the city's alleys are impeded by potholes, sagging overhead lines, overgrown vegetation, or other obstructions. The location of these alleys in the vicinity of the Downtown presents an opportunity to introduce unique pedestrian spaces that could accommodate different uses such as cafes, parking access, driveways, and block gatherings.



Signage for proposed Tav-Lee Trail, Downtown Tavares
Source: IBI Group, October 2007

TRAILS AND BIKEWAYS

Tav-Lee Trail is a proposed 21-mile-long recreational walking and biking trail that will start from SR 19 in Tavares and lead into Marion County, west of Lake County, via Leesburg and Fruitland Park. It will be built along a railroad right-of-way by the Florida Department of Transportation, scheduled to begin construction in 2008. The City of Tavares recently obtained funding from FDOT for the construction of a Tav-Lee Trail extension that will extend the trail eastward approximately 1 mile, from SR 19 to Wooton Park. This will allow the park to feature a trailhead facility as an anchor for the Tav-Lee Trail in a central location where proposed park improvements should ensure the Trail is well-exposed.

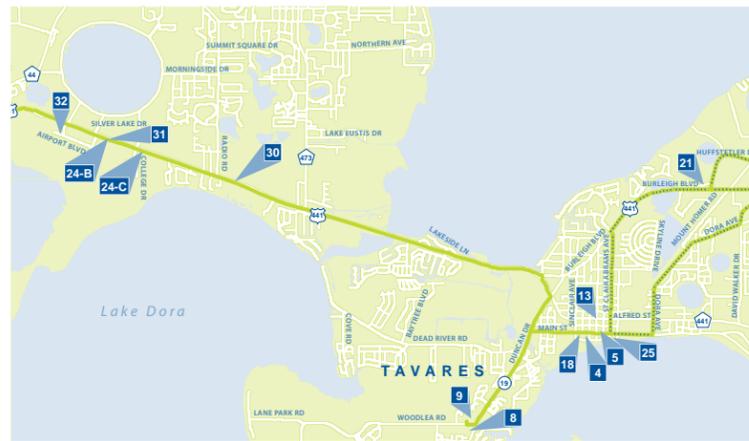
Tav-Lee Trail will connect with other recreational trails in the region, including Leesburg's Venetian Trail, which connects the east end of the city to its Downtown. When complete the Tav-Lee trail will connect three county trails and form an integral regional trail system totaling more than 50 miles in length. Additionally, the County has agreed to construct two six-foot bike lanes along Main Street as part of the planned expansion of the Judicial Center and parking garage, which will further provide dedicated bicycle and trail linkages to the trail network.

OTHER TRANSPORTATION MODES

The Lake County MPO has a strong desire to expand its multimodal nature and will consider such ideas as bringing commuter rail from Orlando to Tavares, working with the Leesburg International Airport to commence commercial passenger flights, and bringing water taxi service to Mount Dora, Tavares, Eustis and Leesburg through the Chain of Lakes.

PUBLIC TRANSPORTATION

Given Downtown Tavares' status as the county seat, the government facilities attract visitors and employees from the entire County. Lake County provides public transit serving the City of Tavares. However, there are no public transit terminals or transit stations within the City of Tavares. The County began the fixed-route transportation service, LakeXpress, in May 2007. The fixed-route service is designed to make daily commutes along U.S. Highway 441 hassle free. In years to come, the service will be expanded to other urban areas of the County. Transit service in Downtown Tavares is restricted to Woodlea Road, U.S. Highway 441, and Main Street, served primarily by Route 1 of the LakeXpress Service.



LakeXpress through Downtown Tavares
Source: <http://www.ridelakexpress.com/pdfs/schedules/Route1.pdf>

RAIL LINES AND INTERMODAL FACILITIES

The City is served by the Florida Central Railroad, which provides regional freight service throughout Lake County. This regional service spur connects the industry of Lake County to the CSX rail system hub located in Orlando, Florida. The Florida Central Railroad is seeking "Fast Track" Economic Growth Transportation Initiative Funding program funds to construct a commuter rail system that would run from Lake County to Downtown Orlando. The proposed commuter rail line would run along the Florida Central Railroad track from Eustis to Tavares, Zellwood, Apopka, Ben White, Altamonte Springs, Central Orange County, and into Downtown Orlando. With the exception of the Florida Central Railroad system, there are no additional intermodal facilities within the City of Tavares or its service area. The City, in coordination with regional agencies, is currently working on introducing other transportation modes, including: the Lake County Blueways Plan, water-taxi service, and the Wooton Park Seaplane Basin Marina project. The City of Tavares is working with the East Central Florida Regional Planning Council to create a "freight village" near Southridge Industrial Park, south of town on County Road 561.

PUBLIC FACILITIES

Downtown Tavares accommodates a relatively strong framework of publicly funded facilities and resources. Community services and facilities that are essential to ensure sustainable growth of a Downtown include schools, hospitals, libraries, day care centers, youth and family centers, parks, recreation facilities, and fire and police protection. The following description summarizes the community's existing public facilities and services and identifies resources to build future collaborations. This section focuses on the following categories: 1) Education and Cultural Resources; 2) Health Care and Family Services; 3) Public Safety. Recreation facilities are addressed in the Parks, Open Space and Recreation section.

EDUCATION AND CULTURAL RESOURCES

Downtown Tavares is home to key educational facilities and cultural resources that will be vital in supporting a growing population within the county, while at the same time act as potential catalysts for economic development activities in the Downtown. The major institutions in the area include: the Tavares High School, Tavares Civic Center and Public Library, Tavares Historical Museum, and the Lake County Historical Museum. The elementary school, Tavares Elementary, is located two blocks from St. Clair Abrams Avenue.

In order to accommodate new developments and increased school population, the City of Tavares as part of its Comprehensive Plan, requires all proposed residential developments over 60 units to submit a letter from the School Board, which delineates the amount of school age children and school impact fees generated by the development.

Ingraham Community Center is located along Lake Avenues serving the residents of the single-family neighborhoods concentrated west of the Lake County Retention Center and south of Main Street. While the community center provides necessary support to the area residents, the community expressed the need to expand facilities and programs in the center to address the deteriorating physical and economic conditions of the area residents.

HEALTH CARE

Health care services provide employment for nearly twelve percent (12%) of the City's total workforce. The Florida Hospital Waterman, opened in 2003, is a 204-bed facility that serves the north Lake County Area. The hospital, located on US 441 within the City of Tavares limits, is planning to expand its facilities to accommodate the County's growing demand for services.

PLANNED TRANSPORTATION IMPROVEMENT PROJECTS

ALFRED STREET CORRIDOR STUDY

Alfred Street (Old U.S. 441) is currently operating at a marginal level of service according to both City and State LOS standards. In order to address these conditions, the City of Tavares in association with Lake County retained the services of DRMP to conduct a corridor study along Alfred Street, from SR 19 to Bay Road in Lake County. Following an extensive public involvement process, the consultants presented several alternatives that balanced the community's concerns and preferences. For the Downtown section from SR 19 to Dora Avenue, the following three alternatives were presented to the community, with Alternative 3 (one-way pair) being approved by the City Commission:

- Alternative 1: Raised median/ Brick texture alternative
- Alternative 2: Three- Lane Alternative
- Alternative 3: One-way pair alternative

The decision to approve the one-way pair for the Downtown section of the corridor was based on the community's input and evaluation of several factors including: existing traffic conditions, right-of-way conditions, pedestrian safety, aesthetics, potential impacts on existing land uses along Caroline and Alfred streets, and accessibility to local businesses and properties. Fig. A.22 and A.23 illustrate the different alternatives proposed for both the Downtown and the Central sections of the corridor.

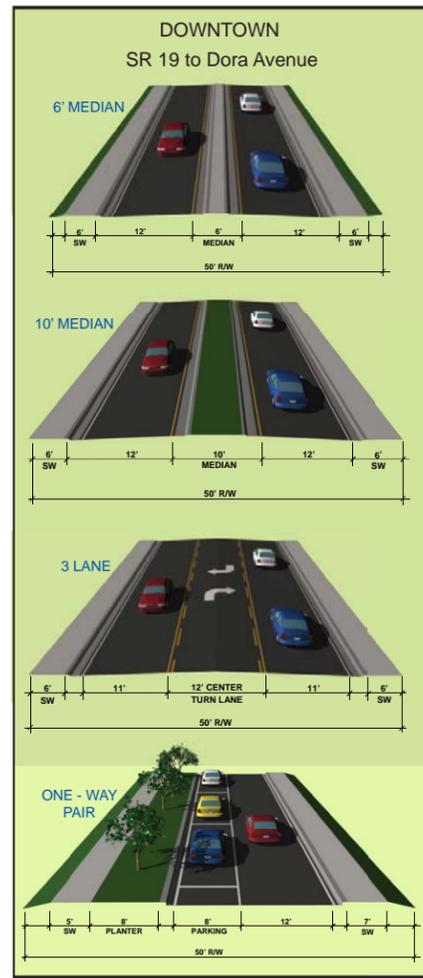


Fig. A.22 Alfred Street Corridor Study, Proposed Alternatives Downtown Tavares CRA
Source: DRMP, November 2007



Existing Conditions along Alfred Street
Source: DRMP, November 2007

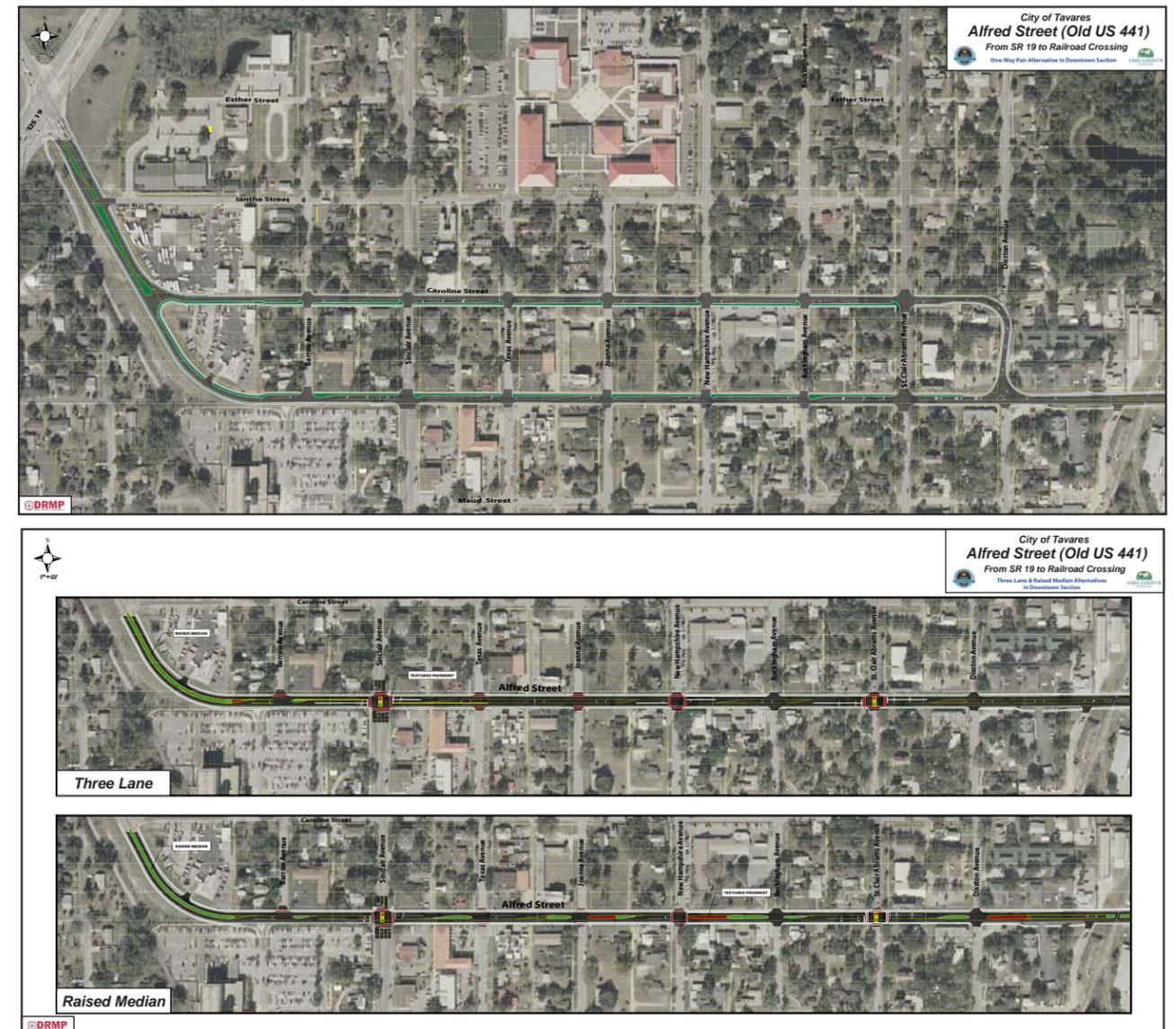


Fig. A.23 Alfred Street Corridor Study, Proposed Alternatives Downtown Tavares CRA
Source: DRMP, November 2007

COUNTY PARKING GARAGE AND MAIN STREET RECONFIGURATION

As part of Lake County's facilities expansion plans, the City has given approval for the construction of a new parking garage in order to reduce parking congestion experienced due to increased levels of County related visitors in Downtown Tavares. The plans also include the construction of a roundabout at the intersection of Main Street and Sinclair Avenue.

The proposed six-story, seven-deck parking garage, located at the intersection of Main Street and Sinclair Avenue, will accommodate much needed parking demands in Downtown Tavares with more than 1,200 parking spaces. The City, as part of the rezoning process, established the following requirements for the construction of the parking garage:

1. Provide two thousand one hundred and one (2,101) parking spaces located on its own property to service the entire Downtown campus. The Downtown campus includes all County owned properties located east of Pulsifer Avenue, south of Alfred Street, west of Joanna Avenue, east of South Bloxham Avenue and north of Ruby Street.
2. The Parking Garage may contain up to one thousand five hundred sixty (1,560) parking spaces. The balance of parking spaces will be located in surface lots. Parking spaces shall have the following dimensions:
 - a. 36% of the parking spaces shall be 9' x 20'
 - b. 62% of the parking spaces shall be 9' x 18.5'
 - c. 2% of the parking spaces shall satisfy handicapped requirements
3. Lighting of the parking areas and Parking Garage shall be directed away from adjacent residential properties.
4. The parking garage shall be made available to the public as provided for in the interlocal agreement.
5. Participate in a coordinated traffic management plan with the City and the proposed Tavares Station.

For the Parking Garage the following setbacks and landscape buffers apply:

- a. A minimum twenty-five (25) foot setback and landscape buffer bordering Sinclair Avenue;
- b. A minimum fifteen (15) foot setback and landscape buffer bordering the north property line; and
- c. A minimum ten (10) foot setback and landscape buffer bordering Texas Avenue.



Fig. A.24 Lake County Judicial Center Expansion, Main Street Reconfiguration
Downtown Tavares CRA
Source: City of Tavares Planning Department, July 2007

Other improvements related to the Main Street Reconfiguration include:

- Restriping Main Street from Sinclair west to Pulsifer providing two (2) twelve (12) foot travel lanes, two (2) six (6) foot bike lanes and two (2) (18") gutters.
- Constructing a roundabout at the intersection of Main Street and Sinclair Avenue.
- Installing a new traffic light to be provided at the Sinclair Avenue Parking Garage entrance.
- Providing sidewalks to meet the City of Tavares Land Development Regulations, at a minimum, where buildings are adjacent to Main Street, Texas Avenue, Sinclair Avenue and Alfred Street.
- Constructing a bikeway which connects to the existing bikeway west of the Courthouse, and shall run along Main Street, then run south along on Sinclair Avenue, and end at Ruby Street.



Fig. A.25 Lake County Judicial Center Expansion, Parking Garage
Downtown Tavares CRA
Source: City of Tavares Planning Department/ Herry International Inc., July 2007

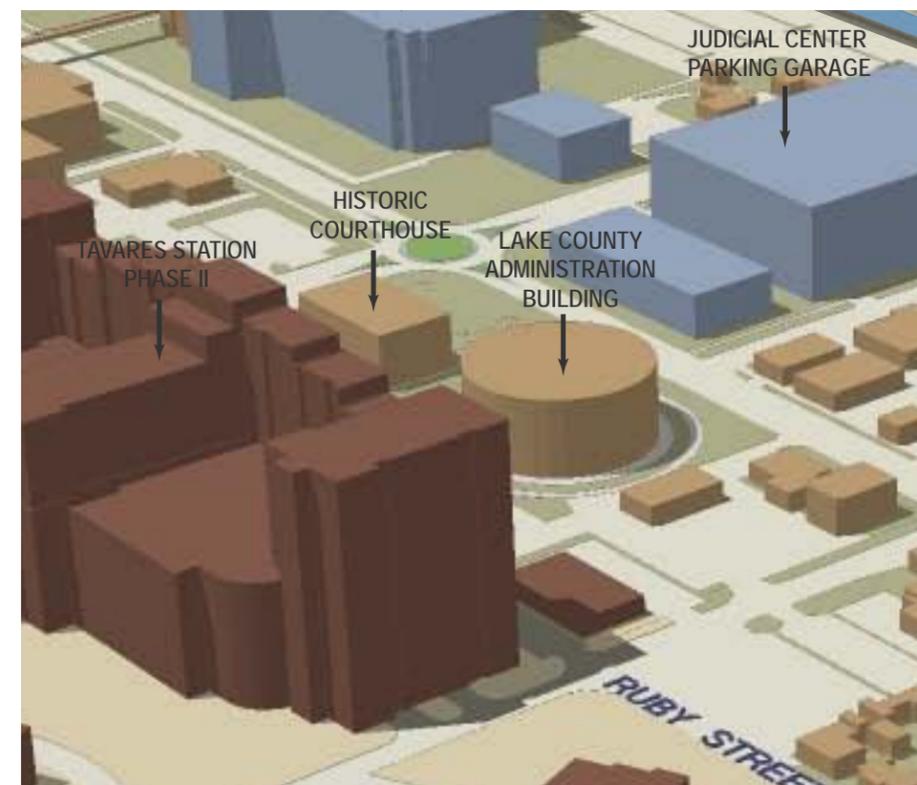


Fig. A.26 Illustration showing view of existing and proposed development and proposed traffic improvements
Downtown Tavares
Source: IBI Group, January 2008
Prepared By: M.Ye/ B.Kalra, IBI Group

PARKS, OPEN SPACE AND RECREATION

Wooton Park is a city-owned six-acre park, located on Lake Dora waterfront that currently serves as the primary waterfront recreation destination for City residents. The facility contains a large children's playground, gazebo, picnic shelter, restrooms, boat ramps, a small boating dock and pier, a walking trail, and is also the venue for several of the City's events. The City has approved conceptual plans for introducing a diverse range of activities on the waterfront. This renovation is intended to serve as a catalyst for revitalization of the entire Downtown area. (Fig. A.28)

Neighborhood parks within the Community Redevelopment Area comprise of Ingraham Park, at the corner of Ingraham Avenue and Main Street, and Ridge Park, bounded by Alfred and Caroline Streets and New Hampshire and Rockingham Avenues. Ingraham Park, along with the Ingraham Community Center, was constructed with the help of Community Development Block Grant funds allotted to the 1995 CRA district. Ridge Park, located at the northwest corner of Alfred and Rockingham Streets, connects the Tavares Public Library, Historical Museum, and Civic Center—all of which are contained on the same block.

Lying just beyond the east boundary of the CRA district, at the east end of Caroline Street, is Aesop's Park, a wooded park with tennis courts, picnic pavilions, and nature trails that was constructed as part of the recommendations in the original CRA Redevelopment Plan. The location of this park limits its accessibility to patrons outside of the immediate residential area. Also lying immediately adjacent to the CRA's east boundary, between Givens and Clifford Streets, is the Fred Stover Sports Complex. This facility features three baseball fields and a softball field with night lighting.

Other park facilities in the proximity of the Downtown CRA include Summerall Park, located along the Dora Canal at Well Avenue, and Squibb Park, a 123-acre preserved wetland just west of the Dora Canal along Dead River Road. These parks provide access to natural wooded areas and waterways, including Dora Canal.

Dora Canal, originally Elfin River, is an important recreational feature, even though it falls outside of the Tavares CRA. Lined with towering cypress trees—some of which are more than 2,000

years old—and draped with Spanish moss, the Dora Canal is a safe haven for nesting ospreys, herons and egrets. Dora Canal, along with the nearby Dead River and Haynes Creek, are popular spots for guided scenic tours.

LAKE COUNTY BLUEWAYS PLAN

Three years ago, Lake County began exploring the idea of creating a series of paddling routes, known as runs, along the shoreline of many of the county's lakes. The idea of developing a Blueways program was introduced to the Lake County Board of County Commissioners in January 2005. The state departments of Public Works, Environmental Services, and Tourism & Business Relations became involved in implementing the program, and by October 2005, Lake County was granted a temporary permit for its collection of blueways. Approvals from the Florida Fish and Wildlife Conservation Commission, the U.S. Corps of Engineers, and the U.S. Coast Guard were obtained before the program could be fully implemented.

Today, the Blueways Plan is complete, and Tavares enjoys the presence of the Golden Triangle Run, which starts in Mount Dora and follows Lake Dora's shoreline to the Dora Canal. A paddler or kayaker may take Dora Canal into Lake Eustis and, from there, to Lake Harris, which contains a paddling run around the entire perimeter of the lake. These runs are notable outdoor recreational opportunities for lake users and are expected to act as tourist draws.

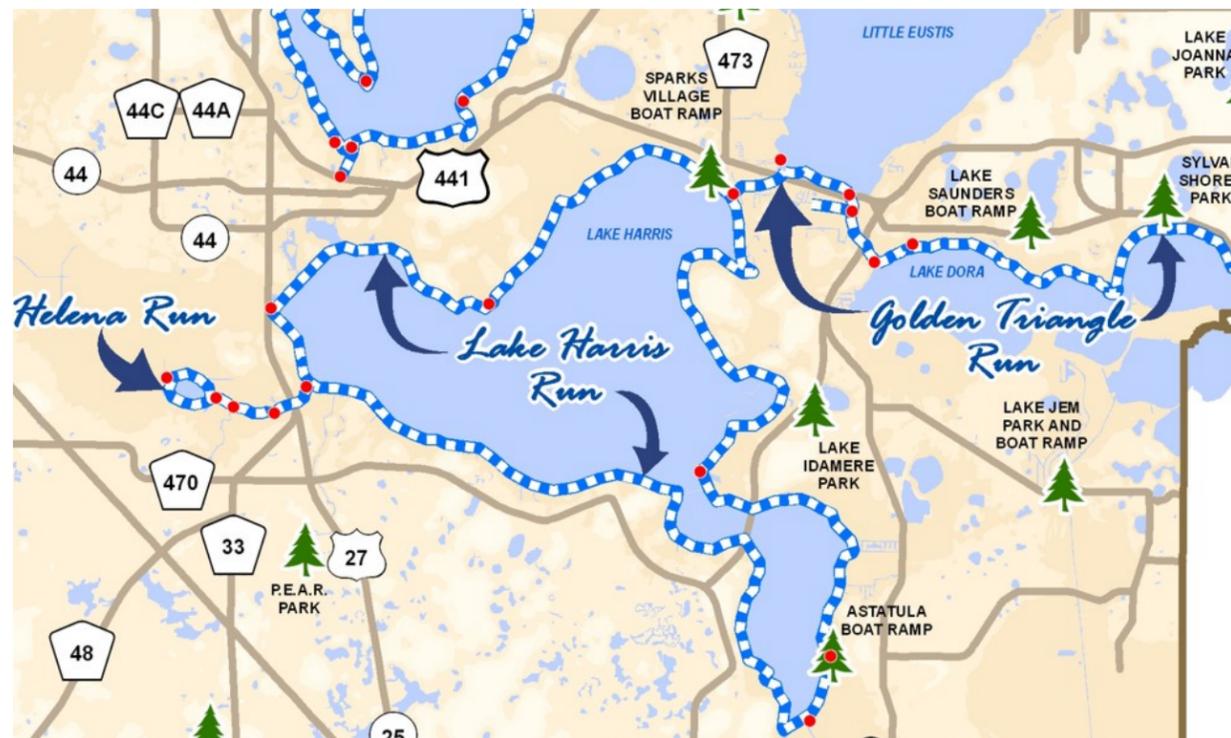


Fig. A.27 Lake County Blueways Map
Source: Lake County Website (<http://www.lakecountyfl.gov/boating/blueways.aspx>)



Existing Recreation Facilities, Downtown Tavares
Source: IBI Group, December 2007

PROPOSED RECREATION PROJECTS

In April 2007, Tavares City Council approved plans to develop a marina and seaplane basin at Wooton Park in the area of the existing boat ramp on Lake Dora. Preliminary estimates indicate the project will cost approximately \$8.3-million. The proposed improvements envision Wooton Park as a unique event/recreation venue in Central Florida in that the facility is accessible by water, air, rail, bicycle and hiking (TAVLEE Trailhead facility), public transit and automobile. As one example, this multi-modal aspect will allow someone arriving by seaplane to take a water taxi to Mount Dora and return to Wooton Park by train.

The Inland Lakes Railway currently provides rail access from Tavares directly into Downtown Orlando. While this service is currently limited to tourist/special event activities, this direct rail access provides the infrastructure backbone for future scheduled commuter rail service from Tavares to Orlando and a rail tie-in to a future “freight village” in the Tavares area. The goal of the City of Tavares is to transform Wooton Park from a place primarily used by local residents into a regional destination waterfront venue with multiple uses that will continue to attract visitors and water related events to the community.

In 2008, the City will host its annual Dragon Boat Festival, the Sunnyland Classic Antique Boat Festival formerly held in Mount Dora, a Classic Race Boat event, four weekends of “Thomas the Train” Children’s event, and several national fishing tournaments at Wooton Park. Confirmed and proposed events for 2008 will draw an estimated 132,000 visitors to Downtown Tavares and Wooton Park.

The proposed project when completed will be a multi-use park, regional special events venue with a water orientation providing a Marina/Seaplane basin, boat and bicycle rentals, water taxis, and other water related activities including the construction of a sandy beach on Lake Dora. A loading platform area for rail passengers is also planned.

This multi-faceted project will consist of the following described project components.

MARINA -- Located in the current boat ramp area, the Marina will include a fishing pier with a Harbor Master/Ship Store which will be constructed to replicate the Woodlea House of Captain Melvin Haynes which was destroyed by arsonists in September 2007. The Marina would also serve as a venue for boat rentals and a water taxi service. An improved boat ramp will be established. A mooring area for seaplanes will be constructed as part of the boat dock construction and a fueling area for the sale of marine and aviation fuels will be established. Once built, it is anticipated that the project will be operated by the private sector under a lease arrangement with a share of the revenues generated returning to the City.

TAV-LEE TRAIL BUILDING AND OTHER PARK RENOVATIONS – An FDOT grant in the amount of \$600,000 has been awarded to construct a boat/bicycle storage building as part of the TAV-LEE Trail project. As part of this project, the large picnic pavilion and adjoining restrooms will be renovated.

BOAT RAMP IMPROVEMENTS – Due to current low water levels on Lake Dora, the City Council has approved \$100,000 to extend the current boat ramp. Limited dredging will be done to ensure the functionality of the boat ramps. These boat ramp improvements will be completed by February 2008. It is anticipated that a second boat ramp to double the current capacity will be constructed in the next five years.

PORTABLE BOAT DOCKS AND OTHER VENUE INFRASTRUCTURE – The City Council has approved up to \$250,000 to purchase 20 portable boat docks at an estimated cost of \$180,000 to support boating and other water related events at Wooton Park. The remainder of the funds will be used for portable event fencing and other event related infrastructure such as an improved public sound system. The portable boat docks will be delivered by February 2008.

FUELING AREA -- The sale of marine and aviation fuels will be done from the fueling area that will be built with the latest technology and environmental safeguards.

WATER TAXI -- A limited water taxi service between the Marina and Mount Dora will be established. Broward County currently has 10 surplus 70 passenger water taxis that were purchased with grant funds. Tavares received delivery of two of the water taxis from Broward County in November 2008. The two water taxis will be refurbished and be operational by March 2008.

LOADING PLATFORM FOR RAIL PASSENGERS -- The construction of a loading platform for rail passengers at the location of the former Railroad Station is also planned.

PAVILION – EVENT CENTER -- A Pavilion – Event Center will be constructed at the end of a dock/ promenade area over Lake Dora. The Pavilion – Event Center will be constructed to replicate the former Woman’s Club building that was built at the Park in 1912 and demolished in the early 1950s. The Pavilion – Event Center will serve as the “headquarters” building for numerous regional events that are scheduled to be held at Wooton Park.



Fig. A.28 Wooton Park Marina/ Seaplane Project, Concept Plan
Source: City of Tavares Economic Development Department, January 2008
Prepared By: BESH Group



Fig. A.29 Wooton Park Trailhead, Conceptual Elevations
Source: FDOT

ENVIRONMENT

Within the City of Tavares, but outside of the Downtown CRA boundaries are two rivers- the Dora Canal and the Dead River. Dora Canal, originally Elfin River, is called a canal because of the major straightening and dredging of this river in the late 1800s to make it navigable. This river flows from Lake Dora to Lake Eustis. The Dead River is also a river which flows from Lake Harris to Lake Eustis. Lake Eustis flows into Haines Creek and then into Lake Griffin. Lake Griffin then flows into the Oklawaha River and this river then connects with the Cross-Florida Canal and the St. Johns River and into the Atlantic Ocean. Lake Dora, encompassing an area of nearly 1,500 acres forms the southern extent of the Downtown CRA district. Other lakes found totally or partially within the City limits include Lake Eustis, Lake Frances, Lake Junietta, Lake Saunders, Lake Elsie, Lake Etowah, Lake Tavares, and Lake Harris.

Wetlands

The Downtown Tavares CRA contains two minor wetland areas- the first area is located between SR 19 (Duncan Drive) and Sinclair Avenue; the second wetland area is part of the greenway located east of St. Clair Abrams Avenue, in the vicinity of its intersection with US 441. The City's WPA district has provisions for the limited filling of wetlands upon approval of appropriate state, regional and or federal agencies with jurisdiction over wetlands. Upon approval of the appropriate agencies, the City's Wetland Preservation Area (WPA) zoning district provides for the automatic rezoning of the affected property to the previous zoning designation.

Floodplains

As illustrated in Fig. A.30, Downtown CRA contains flood hazard areas located near the Dora Canal and in the area designated as wetlands between US 19/ Duncan Drive and Sinclair Avenue. The City participates in the National Flood Insurance Program and has adopted regulations which restrict development in flood zones unless built at or above the established 100 year flood elevation.

Water Quality

Lake Dora and Lake Eustis suffer from eutrophication caused by the nutrients from the muck farms on Lake Apopka which is upstream from these lakes. In addition, not many years ago, sewage effluent from the sewer system of Mount Dora flowed into Lake Dora. The St. Johns River Water Management District has initiated a program that is designed to clean up the water in Lake Apopka. The water management district has created new wetlands in place of muck farms along Lake Apopka. When the water in Lake Apopka is cleaned up, higher quality water will flow through the Apopka Canal that flows into Lake Dora and then into Lake Eustis.

The central business district (CBD) of Tavares has most of the stormwater structures in the City. The stormwater collection system in the CBD consists of the street system upon which the stormwater flows to catch basins and then into a water body or wetland. Most of the stormwater flows directly into water bodies.

As the development program matures and the Downtown area witnesses more urban growth, the percentage of impervious surface within the area is expected to increase, which in turn will lead to storm water runoff issues. During the focus group meetings, several participants expressed concern over existing practices for controlling stormwater runoff on individual sites. The participants recommended initiating discussions with the St. Johns Water Management District to establish an area-wide stormwater permit for the entire Downtown and use it as an incentive to attract private investment Downtown, while at the same time addressing environmental concerns with excess runoff into Lake Dora.



Existing Lake Dora Waterfront Conditions, Downtown Tavares
Source: IBI Group, October 2007

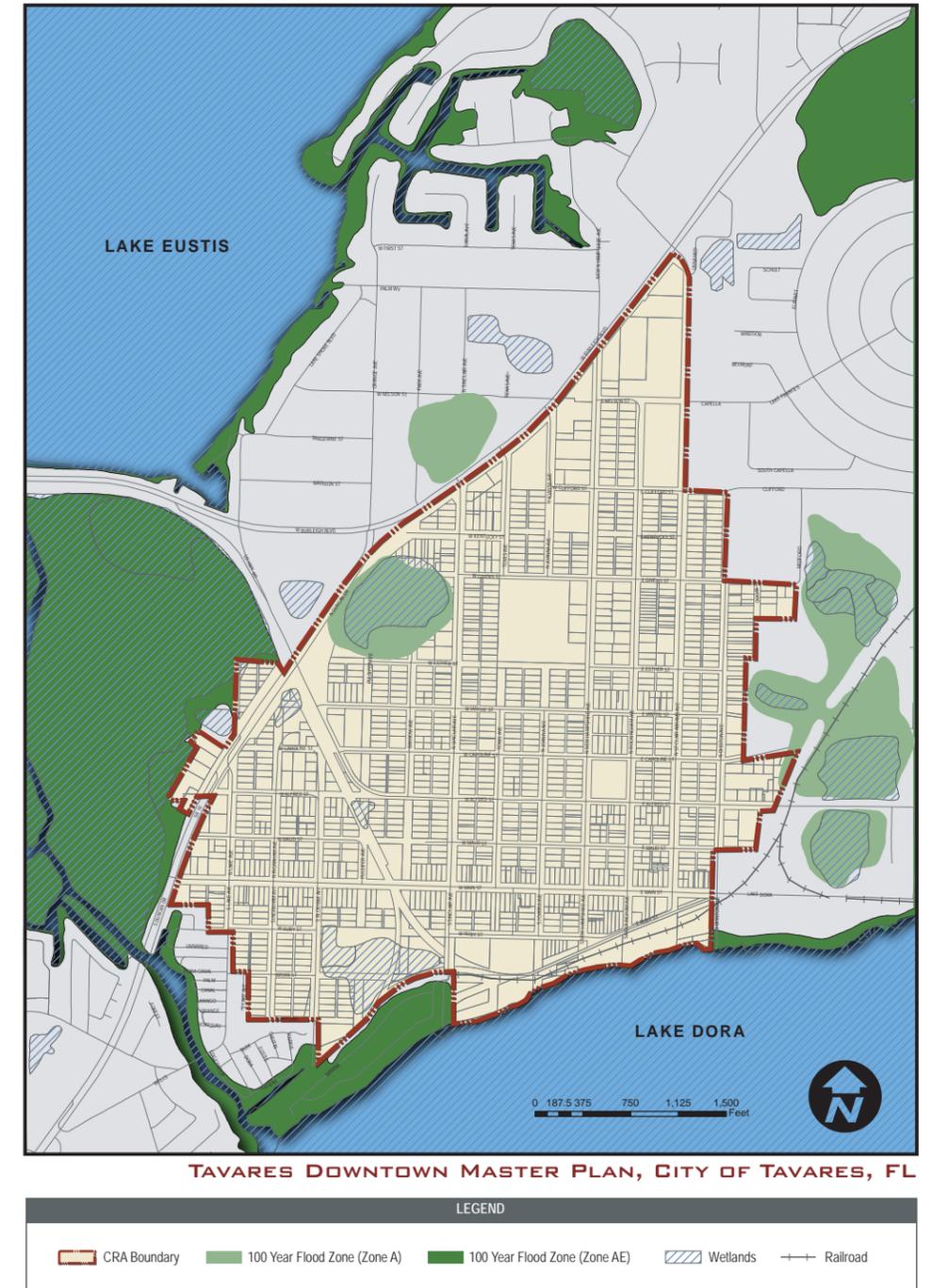


Fig. A.30 Map illustrating floodplains and wetlands, Downtown Tavares CRA
Source: Lake County GIS Database/IBI Group, January 2008

HISTORIC PRESERVATION

The Downtown CRA comprises of over 100 contributing structures listed in the City's Historic Preservation Survey, dating from the late 1880s to the mid-twentieth century. The City of Tavares established the Downtown Historic Overlay District to protect and preserve many of these historic resources. As illustrated in Fig. 3.31, the district is roughly bounded by Givens Street to the north, Pulsifer Avenue to the west, Disston Avenue to the east, and Ruby Street and Wooton Park to the south. The overlay district identifies designation standards and procedures, special provisions for administration and enforcement, and design standards for properties in the historic district. Appendix A contains excerpts from the Historic Preservation Overlay District illustrating the design guidelines, applicable to properties in the Downtown CRA.

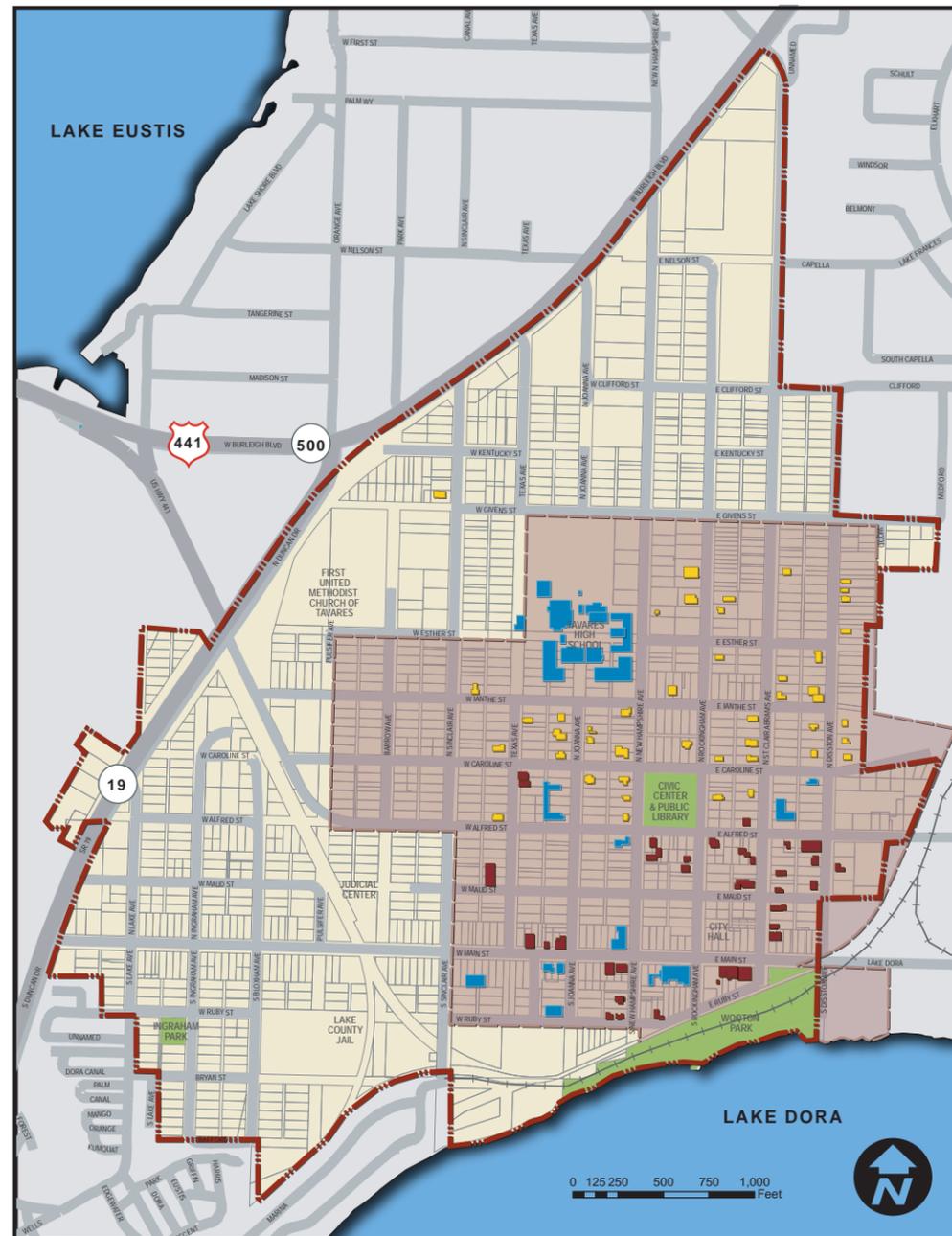
In regards to the relationship between the historic overlay district and the overall zoning district, the land development regulations state that, "In all zoning districts in which the historic district is designated, the regulations for both the zoning district and the historic preservation development standards will apply within the historic district. Whenever the regulations of the overall zoning district and the historic preservation development standards conflict, the more restrictive regulation will apply."

Fig. 3.31 illustrates the location of the historic properties within the Downtown CRA boundaries, that are considered worthy of preservation in the Local Register of Historic Places. The overall vision for the Downtown, as expressed during the community driven visioning process, emphasized the integration of appropriate elements from the City's heritage into the future urban fabric.



Historic sites- such as the Lake County Historic Court-house listed on the National Register (top); Tavares High School (middle); and the Carriage House (bottom)- are valuable assets representative of Downtown Tavares' rich heritage in the region.

Source: IBI Group, October 2007



TAVARES DOWNTOWN MASTER PLAN, CITY OF TAVARES, FL



Fig. A.31 Map illustrating historic preservation district and historic buildings, Downtown Tavares CRA
 Source: Lake County GIS Database/IBI Group, January 2008
 Prepared By: M. Ye/ B.Kalra, IBI Group

URBAN DESIGN

Downtown Tavares still retains some characteristics reminiscent of its early settlement- the grid street configuration; its natural resources; historically significant buildings; the railroad, and the presence of governmental operations. This section focuses on Downtown's urban design character within the public and private realm contexts.

Prior to developing recommendations and urban design standards for the Downtown core, it was important to examine the basic component of the public realm- the pedestrian system, to determine how well the system is working and what needs to be done to improve it. The basic components of the pedestrian system are the users, the destinations and the travel ways. The public realm analysis is directly related to transportation improvements discussed in the Transportation Inventory and within this section includes the following elements:

- Street Hierarchy and Views
- Streetscape Conditions and Downtown Visibility
- Pedestrian Environment

In addition to the public realm guidelines, the urban design analysis also examines the relationship between development in the private realm and the Downtown's overall pedestrian orientation. The basic component of the private realm- the built environment, includes an analysis of the following components, as it relates to existing conditions, proposed developments, and the Land Development Regulations:

- Site Planning
- Building Massing
- Façade Guidelines
- Architectural Character

The development impact of the built environment is presented through a series of urban design schematics illustrating build out scenarios on a block- by -block basis for key areas. The scenarios will be based on the following considerations.

- Building massing exercises based on existing conditions and codes
- Building massing exercises based on the Visioning recommendations
- Alternative building massing based on density and intensity of use with varying heights and associated densities.

Finally, the urban design analysis identifies and examines the distinct neighborhoods and districts that are composed within Downtown's overall physical structure. Downtown Tavares is comprised of many unique neighborhoods and districts that each have their particular assets and challenges. The districts and neighborhoods in the Downtown were determined based on community feedback generated during the City's visioning process. Other factors that influenced the identification of these districts and neighborhoods include: the existing land use composition, physical characteristics, functions, and future redevelopment potential. The analysis phase establishes the basis for recommendations contained in the composite plan and the implementation program.



Fig. A.32 Overall view of Downtown Tavares showing existing development
 Prepared By: M.Ye/ B.Kalra, IBI Group,
 January 2008

PUBLIC REALM: STREET HIERARCHY & VIEW ANALYSIS

URBAN DESIGN ANALYSIS

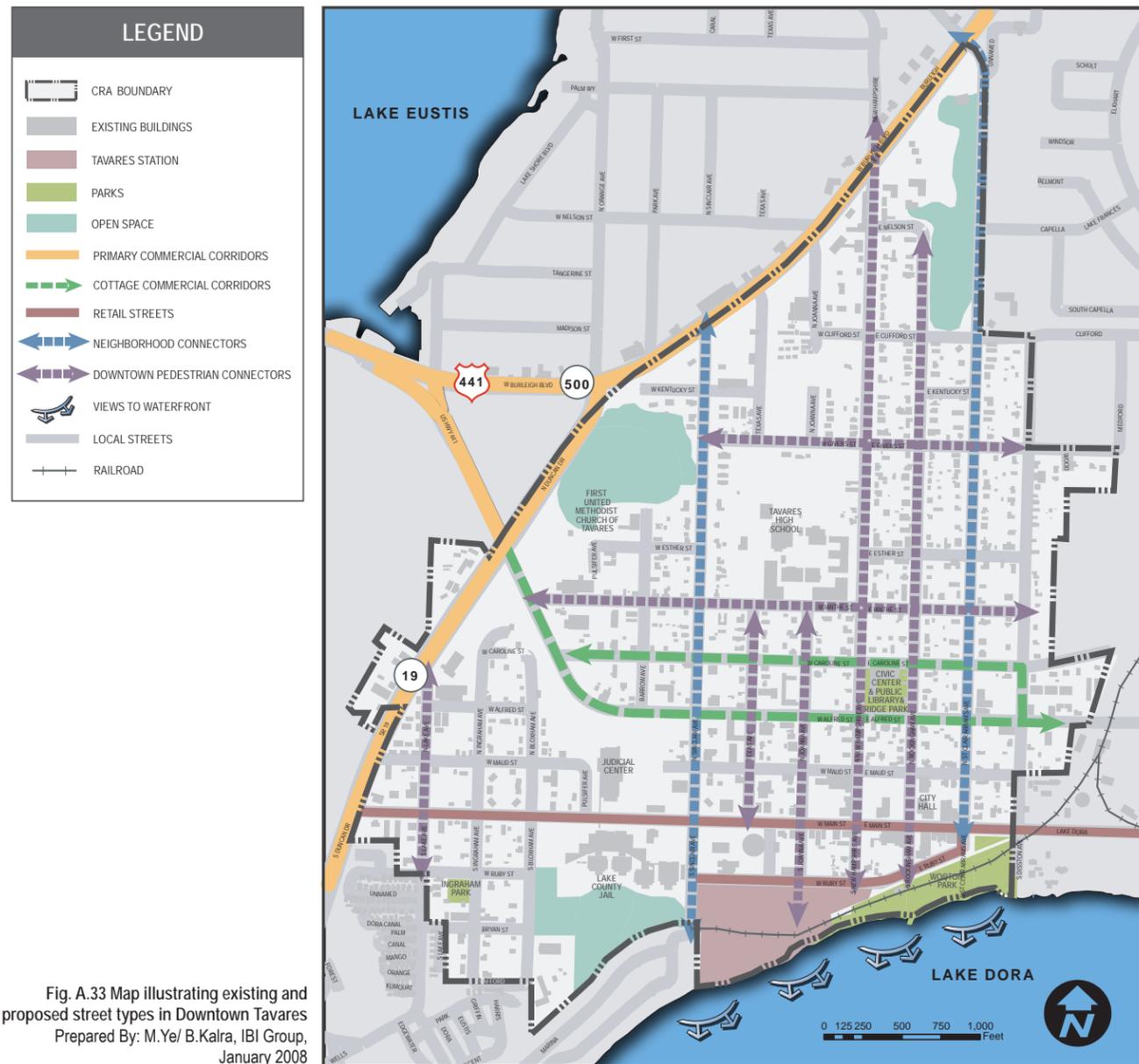


Fig. A.33 Map illustrating existing and proposed street types in Downtown Tavares
Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008

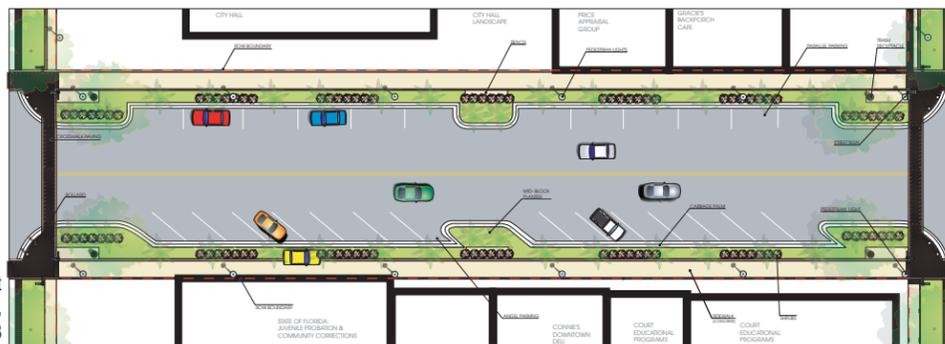


Fig. A.34 Existing Streetscape Plan: Main Street
Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008



View Corridors to Lake Dora Waterfront, Downtown Tavares
Source: IBI Group, January 2008

Views from Rockingham Avenue, looking south
Source: IBI Group, January 2008

STREET HIERARCHY

Downtown's urban form is defined by a grid street pattern for most areas within the Central Business District. The street grid creates small blocks (typically 300' x 200'), with alleys in the north-south direction presenting another opportunity to facilitate pedestrian connectivity. Throughout the area, the street grid is interrupted by large-scale institutional developments such as the county facilities, churches, and the high school. The most severe of these interruptions occur along the western extent of Main Street, near the county jail, physically and visually disconnecting the residential neighborhoods located west of Sinclair from the Downtown and the Lake Dora waterfront. The closure of Maud Street to accommodate the County parking garage will also impact the pedestrian environment to some extent. As Downtown Tavares evolves into a hub of recreation and tourism activity in Lake County, with increasing residential population, it should be emphasized that new developments avoid street grid interruptions. Based on the roadway functions, right-of-way conditions, and access potential, the Downtown following street typologies have been identified for the Downtown:

- Primary Commercial Corridor: SR 19/ Burleigh Boulevard
- Cottage Commercial Corridor: Alfred Street and Caroline Street
- Retail Streets: Main Street and Ruby Street
- Neighborhood Connectors: St. Clair Abrams Avenue and Sinclair Avenue
- Downtown Pedestrian Connectors: New Hampshire, Joanna, Texas, and Lake Avenues; lanthe and Givens Streets

VIEW CORRIDORS

Views to the Lake Dora waterfront from the neighborhoods were identified by the community visioning participants as valuable Downtown assets. Maintaining existing and creating new viewing corridors will be essential in shaping the desired human scale and Downtown character, expressed by the citizens. The county facilities, particularly the jail, the circular administrative building, and the proposed Tavares Station obstruct the existing vistas to the waterfront from the neighborhoods. Existing view corridors can be divided into two major categories: 1) view corridors providing distant views from U.S. Highway 441 to the waterfront; 2) neighborhood viewsheds that provide uninterrupted views from the residential areas. These streets that need to be preserved and appropriately designed to reinforce existing views include:

- | | |
|-----------------------------|---------------------|
| Distant views to waterfront | Neighborhood Vistas |
| Disston Avenue | Rockingham Avenue |
| St. Clair Abrams Avenue | Joanna Avenue |
| New Hampshire Avenue | |
| Sinclair Avenue | |

PUBLIC REALM: PEDESTRIAN ENVIRONMENT



Fig. A.35 Map illustrating existing pedestrian movement and destinations, Downtown Tavares
Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008

PEDESTRIAN DESTINATIONS

Planned development efforts in Downtown Tavares, particularly Tavares Station and Wooton Park improvements, are expected to transform the existing pedestrian orientation of the area. Currently, most of the pedestrian traffic generated in the Downtown is related to the county facilities and the Wooton Park. The Downtown area is rich in heritage and recreation resources, which are currently underutilized and need better connectivity through appropriate physical improvements and marketing strategies.

Existing destinations

- County administrative facilities
- Lake County Museum
- Wooton Park
- Area restaurants
- Tavares High School

Planned destinations

- Tavares Station
- Wooton Park Marina and Seaplane Basin
- Special Events

PEDESTRIAN PROFILES

The pedestrian users in Downtown Tavares can be classified into seven basic categories:

- Government Employees
- Downtown Business Owners and customers
- Professional Offices and clients
- Downtown and City residents
- Government Business Visitors
- Special Events Visitors
- Church parishioners

DEMAND ROUTES

In order to prioritize the improvements to the system, it is necessary to identify the major pedestrian demand routes. The demand routes can be determined by the users and their respective destinations. In addition, the plan must address the future land uses and future pedestrian demand routes. The following is a summary of the major user groups and their respective demand routes:

Weekday Commuters

The weekday commuters are those individuals who work in the Downtown everyday. These individuals are either employed at one of the many government buildings or in the private sector office buildings. These individuals commute into the city on the major roadways. At lunch hour, many of the commuters walk to the parking lot and drive to the many restaurants along US 441. Due to a lack of restaurants Downtown, with the exception of Gracie's Cafe and O'Keefe's along Main Street, there is minimal pedestrian activity in the Downtown.

As a result of these existing demand patterns, the dominant pedestrian demand routes are limited to the sidewalk areas from public parking garages to the main employment centers.

Weekday and Weekend Visitors

Visitors to the Downtown are coming for a mix of reasons. The predominate reasons are:

- Visitors for church
- Visits to the waterfront and Wooton Park
- Visits to the Tavares Library/ Civic Center
- Special events visitors

As a result of these demand patterns, the major demand routes are as follows:

- Main Street, Ruby Street, Caroline Street, Rockingham Avenue, Disston Avenue, and Joanna Avenue

In the future, a new demand pattern is expected to evolve as a result of the recent projects approved by the City, including:

- Tavares Station mixed-use development;
- Wooton Park Marina and Seaplane basin;
- Various special events

Additionally, the City is actively encouraging development of higher density mixed-use projects. These projects will contain residential components. These urban residents will start to put demand on the streets connecting to the core area for good quality pedestrian connections.

URBAN DESIGN ANALYSIS

PUBLIC REALM: STREETScape CONDITIONS AND DOWNTOWN VISIBILITY

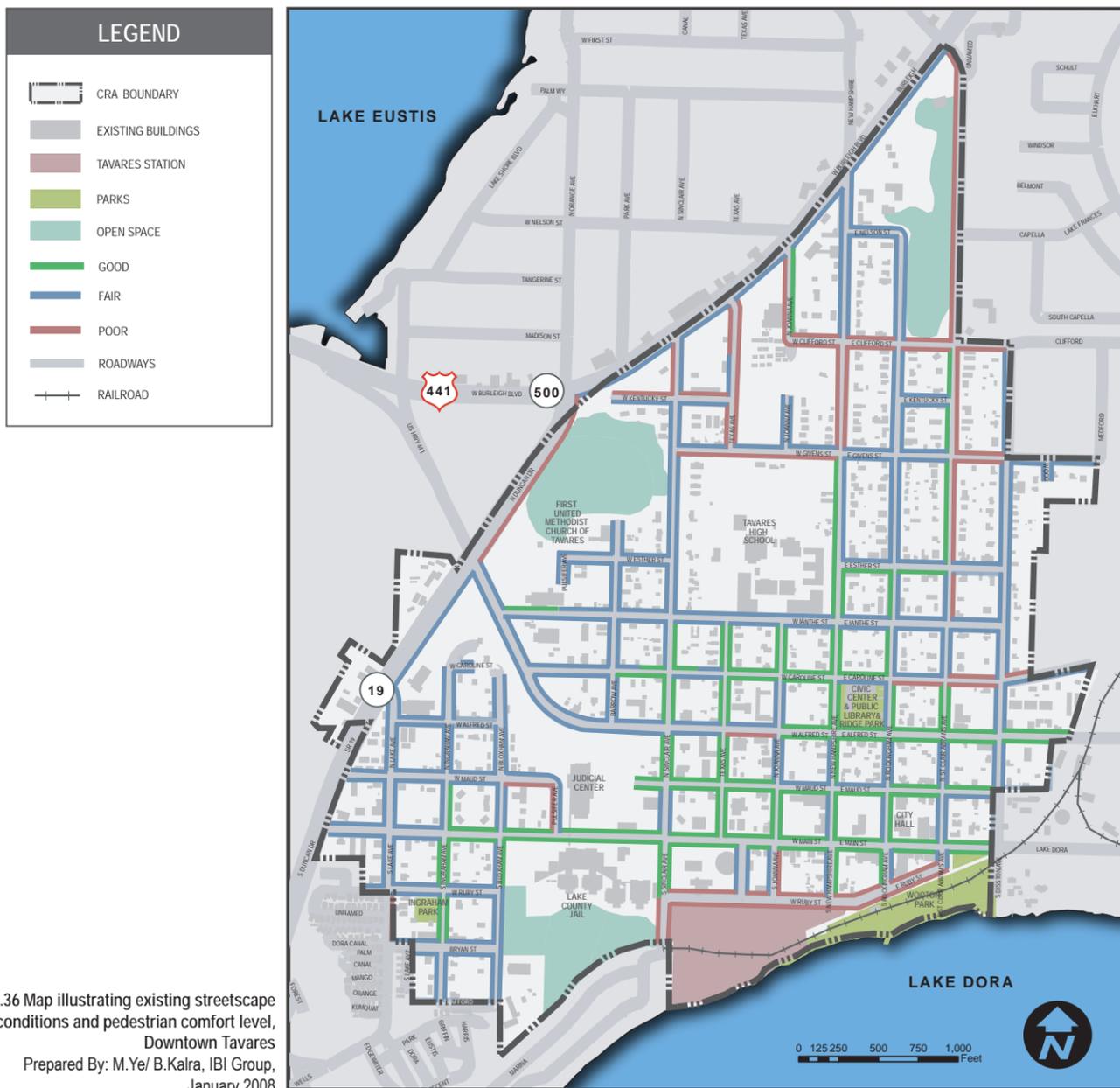
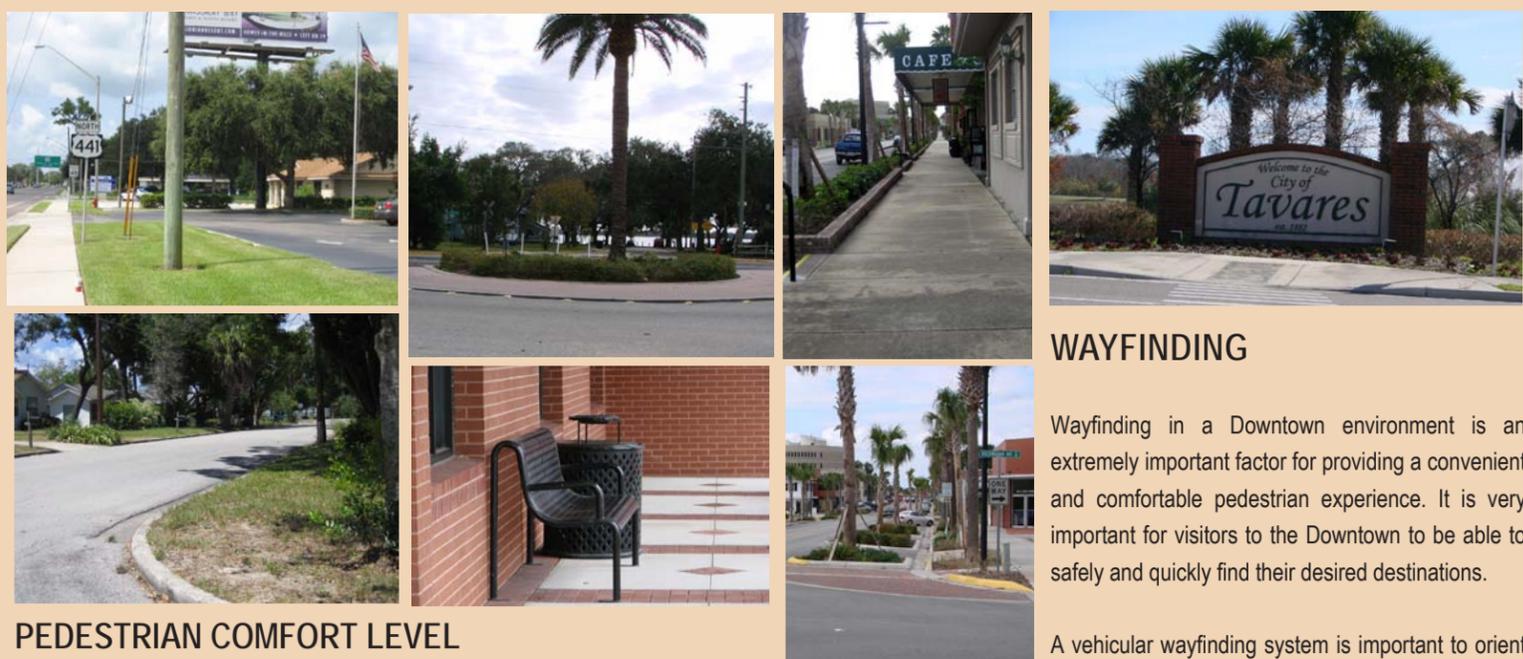


Fig. A.36 Map illustrating existing streetscape conditions and pedestrian comfort level, Downtown Tavares
Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008

MAP OF PEDESTRIAN COMFORT LEVEL



WAYFINDING

Wayfinding in a Downtown environment is an extremely important factor for providing a convenient and comfortable pedestrian experience. It is very important for visitors to the Downtown to be able to safely and quickly find their desired destinations.

PEDESTRIAN COMFORT LEVEL

Sidewalk condition is the dominant factor affecting the pedestrian friendly environment. The sidewalk must be well maintained, have adequate width, and be connected. Considerations such as posted speed, buffer from the travel lane, presence of shade, safety topography, sidewalk width, sidewalk condition, pedestrian scaled buildings, presence of arcade or awnings, access to public restrooms are some of the factors used to measure the level of comfort. In general, the central business district along south of Caroline Street and north of Wooton Park has a fair pedestrian environment: adequate sidewalk width; pedestrian scaled buildings; street amenities; lack of shade trees; traffic calming devices.

Shade is an important factor for the pedestrian to feel comfortable to walk in Tavares, as the weather here is hot and humid in the long summer time. Street trees and storefront awnings and arcades can provide the necessary shade for the pedestrians. The City has invested significant resources to upgrade the pedestrian environment along Main Street.

The public investment now needs private investment that will complement the desired pedestrian environment with implementation of appropriate design features. Preliminary analysis revealed that Downtown Tavares has an overall below average level of pedestrian comfort. Poor level of comfort is found mostly in the outer area of the Downtown core, where there is no shade or the sidewalk system is incomplete. The Pedestrian Comfort Map (Fig. 3.35) illustrates the levels of comfort for the Downtown CRA street network.

Adequate provision of public restroom facilities are a critical, but often overlooked, element of the overall pedestrian environment. Currently, Wooton Park provides Downtown visitors with restroom facilities. However, the special events planned in the City would require the City to evaluate its current standards for restroom demand levels. Several cities across the globe are witnessing a revival in providing urban restrooms as essential pedestrian amenities. People are most likely to walk where there is a balanced mixture of land uses: residential, education, recreation, retail, and offices. As the redevelopment program evolves and there is more investment in the private sector, the Downtown is expected to accommodate a more balanced and diverse mix of uses.

A vehicular wayfinding system is important to orient visitors driving into the Downtown. Tavares currently has a system of signage in place that assists the visitor, however, it needs to be expanded. It is critical from a private investment and economic development perspective to improve the visibility of the Downtown. Currently for a visitor driving along US 441 and SR 19, there is no directional signage directing visitors to Downtown Tavares.

There are three types of gateways that should be introduced to improve visibility as new development occurs in Downtown Tavares:

- Primary Gateways
- Secondary Gateways
- Neighborhood Gateways

A good pedestrian wayfinding system is essential for creating a visible Downtown. Once visitors find their way to their parking place, they immediately want to know how to get to their final destination. Currently, Tavares has no pedestrian directional signage to help visitors find their way.

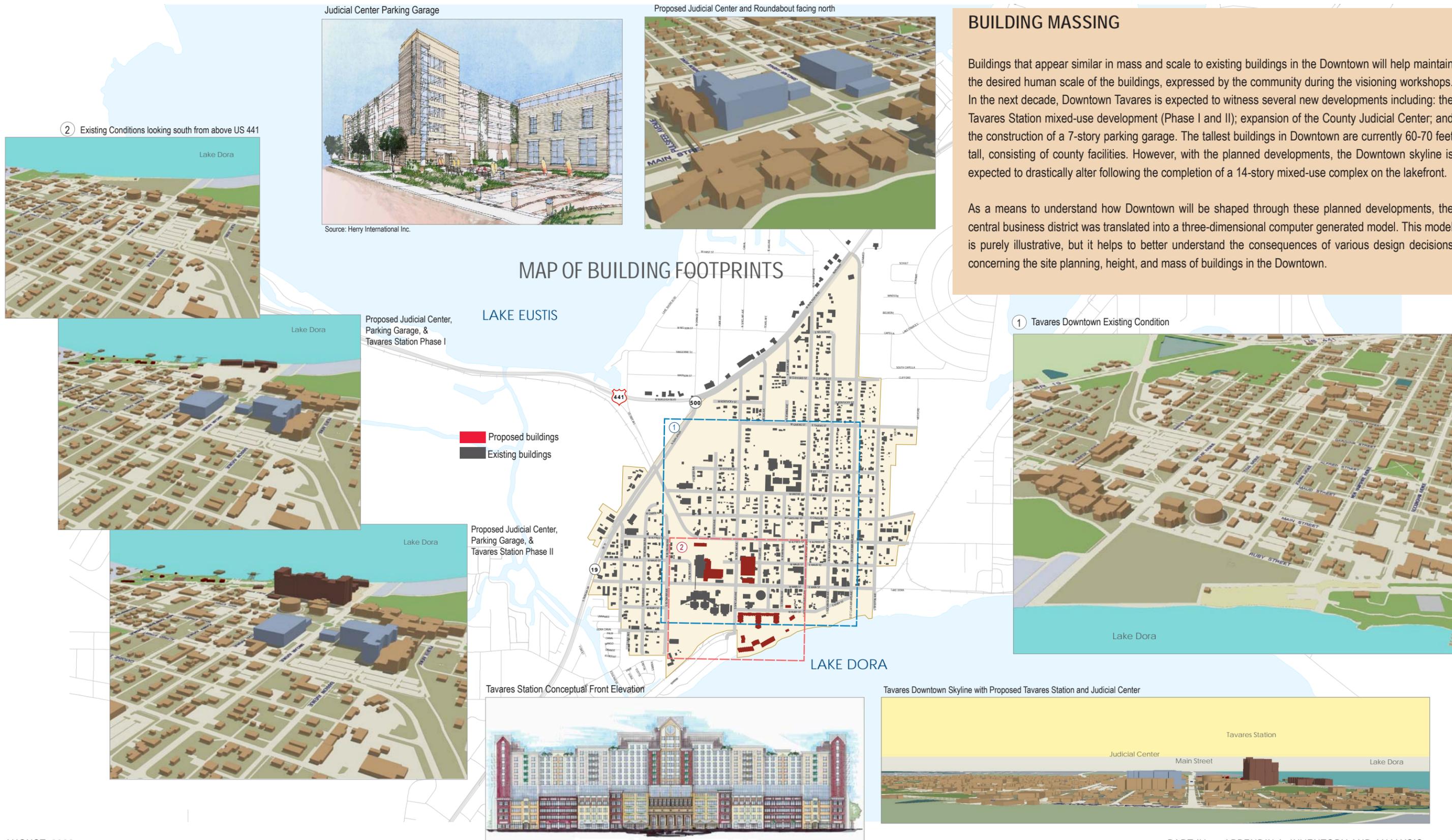
PRIVATE REALM: MASSING ANALYSIS (based on existing conditions and anticipated development)

URBAN DESIGN ANALYSIS

BUILDING MASSING

Buildings that appear similar in mass and scale to existing buildings in the Downtown will help maintain the desired human scale of the buildings, expressed by the community during the visioning workshops. In the next decade, Downtown Tavares is expected to witness several new developments including: the Tavares Station mixed-use development (Phase I and II); expansion of the County Judicial Center; and the construction of a 7-story parking garage. The tallest buildings in Downtown are currently 60-70 feet tall, consisting of county facilities. However, with the planned developments, the Downtown skyline is expected to drastically alter following the completion of a 14-story mixed-use complex on the lakefront.

As a means to understand how Downtown will be shaped through these planned developments, the central business district was translated into a three-dimensional computer generated model. This model is purely illustrative, but it helps to better understand the consequences of various design decisions concerning the site planning, height, and mass of buildings in the Downtown.



URBAN DESIGN ANALYSIS

PRIVATE REALM: BUILD-OUT SCENARIOS

For zoning (traditional or form-based) to be an effective implementation tool for redevelopment and infill development, it is important to analyze the existing land use characteristics and its relationship to the City's land development regulations. A build-out analysis allows a community to test out its existing regulations and possible future development when land is developed to the maximum extent allowed under law. This analysis utilizes four build-out scenarios to show different growth alternatives, primarily to evaluate the development impact upon the Downtown's physical character, based on existing regulations.

For analysis purposes, developable land is defined as properties with a high redevelopment potential based on two factors- delineating undeveloped land (vacant properties) and identifying contiguous parcels under the same ownership and have a higher probability of assemblage (Fig. 3.36). Based on these factors, the following three conditions were analyzed:

Conservative Development Assumptions (Build-out Scenario #1): This scenario illustrates the Downtown's build-out potential of properties that are currently undeveloped and developments that are in the pipeline. Existing zoning regulations are applied to these properties, including: minimum lot sizes, setback requirements, landscaping requirements, parking requirements, and allowable heights.

Moderate Development Assumptions (Build-out Scenario #2): This scenario illustrates the Downtown's build-out potential of those properties that are currently undeveloped, developments in the pipeline, and are contiguous parcels under the same ownership. Existing zoning regulations are applied to these properties, including: minimum lot sizes, setback requirements, landscaping requirements, parking requirements, and allowable heights.

Visioning Process Development Assumptions (Build-out Scenario #3): This scenario illustrates the Downtown's build-out potential based on the community's development preferences, identified during the visioning process (prepared by East Central Florida Regional Planning Council).

Complete Development Assumptions (Build-out Scenario #4): This scenario illustrates the complete build-out potential of all properties in the Downtown that are currently undeveloped and underutilized, and developments that are in the pipeline. Existing zoning regulations are applied to these properties, including: minimum lot sizes, setback requirements, landscaping requirements, parking requirements, and allowable heights.

The purpose of this analysis is solely to gain a better understanding of the consequences of development on the existing urban character, based on existing land development regulations.



Fig. A.37 Map illustrating potential redevelopment opportunities, Downtown Tavares CRA. Yellow boxes represent parcels with high redevelopment potential. Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008

TAVARES DOWNTOWN MASTER PLAN, CITY OF TAVARES, FL



PRIVATE REALM: BUILD-OUT SCENARIO #1 (CONSERVATIVE DEVELOPMENT ASSUMPTIONS)

URBAN DESIGN ANALYSIS

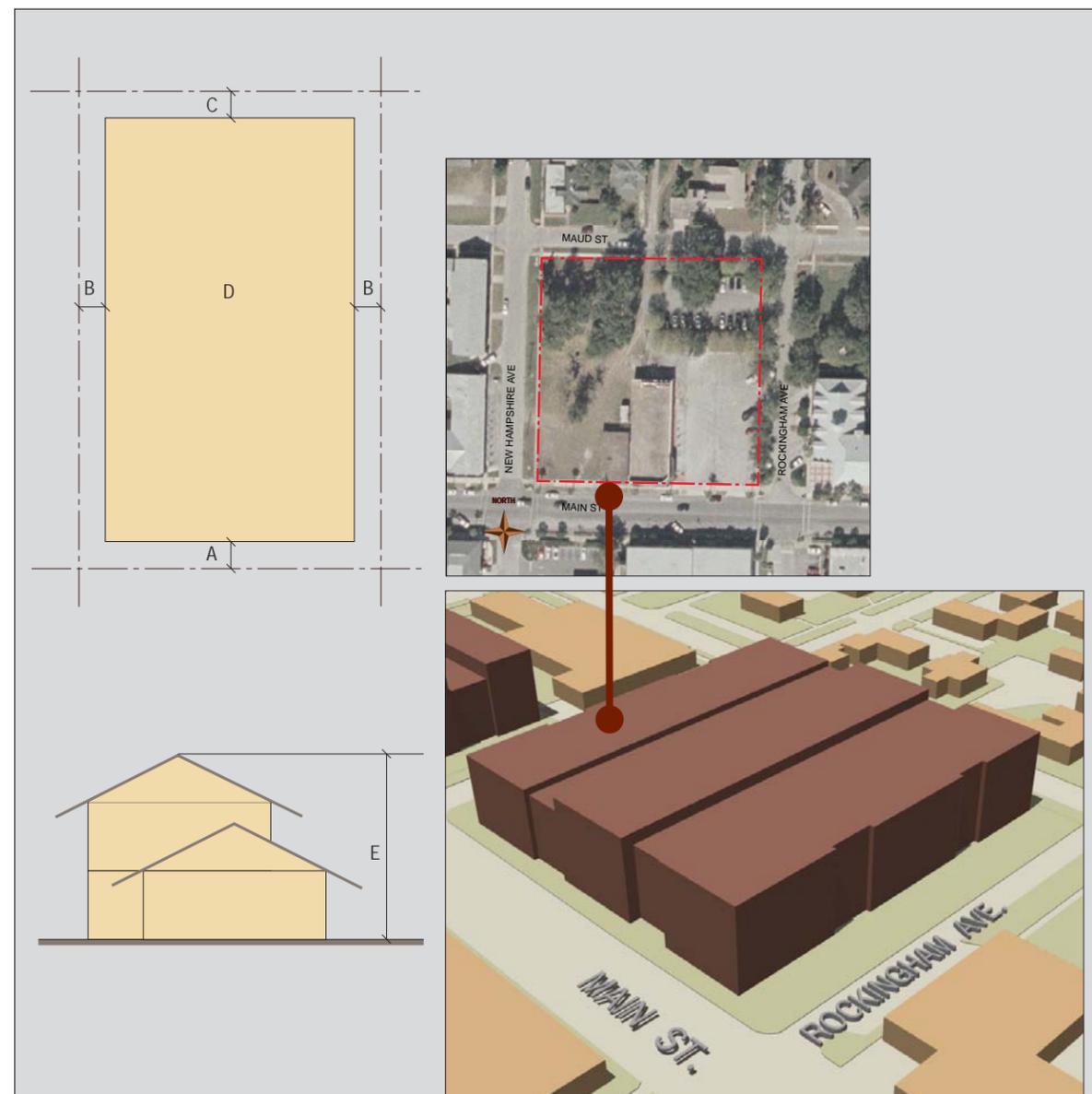


Fig. A.38 Build-out under existing zoning regulations: Vacant parcel located at the northwest intersection of Main Street and Rockingham Avenue (Bottom)
 (Top) Aerial view of vacant parcel: northwest intersection of Main St. and Rockingham
 Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008

ZONING	DENSITY	A (FRONT SETBACKS)	B (SIDE SETBACKS)	C (REAR SETBACKS)	D (LOT COVERAGE)	E (HEIGHT LIMITS)
Commercial Downtown District (CD)	Multi-Family 12 – 25 units per acre	Adjacent to federal, state highway or county secondary highway right-of-ways - 25 ft.. Setback from right-of-way on property located adjacent to all other roads - 10 ft.. Setback from Main Street - None	None	10 feet	90%	60 feet

Downtown Tavares consists of the central business district, zoned as Commercial Downtown (CD) District. Within the CD zoned area, 15 parcels were identified as vacant lots that are suitable for potential redevelopment. The Commercial Downtown District allows 12-25 dwelling units per acre in addition to the regulations illustrated in the table shown below. Based on the existing conditions and LDRs, the build out scenario was constructed using a conservative development approach that assumes development of vacant parcels and does not take into consideration development of underutilized properties, such as surface parking lots and properties with high redevelopment potential.



Fig. A.39 Build-out under existing zoning regulations: Vacant parcel located at the northwest intersection of Maud Street and St. Clair Abrams (Top)
 (Left) Aerial view of vacant parcel: northwest intersection of Maud St. and St. Clair Abrams
 Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008



Fig. A.40 Build-out alternatives under existing zoning regulations: Vacant parcel located at the northwest intersection of Main Street and New Hampshire (Far left)
 (Left) Aerial view of vacant parcel: northwest intersection of Main Street and New Hampshire
 Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008

PRIVATE REALM: BUILD-OUT SCENARIO #2 (MODERATE DEVELOPMENT ASSUMPTIONS)

URBAN DESIGN ANALYSIS

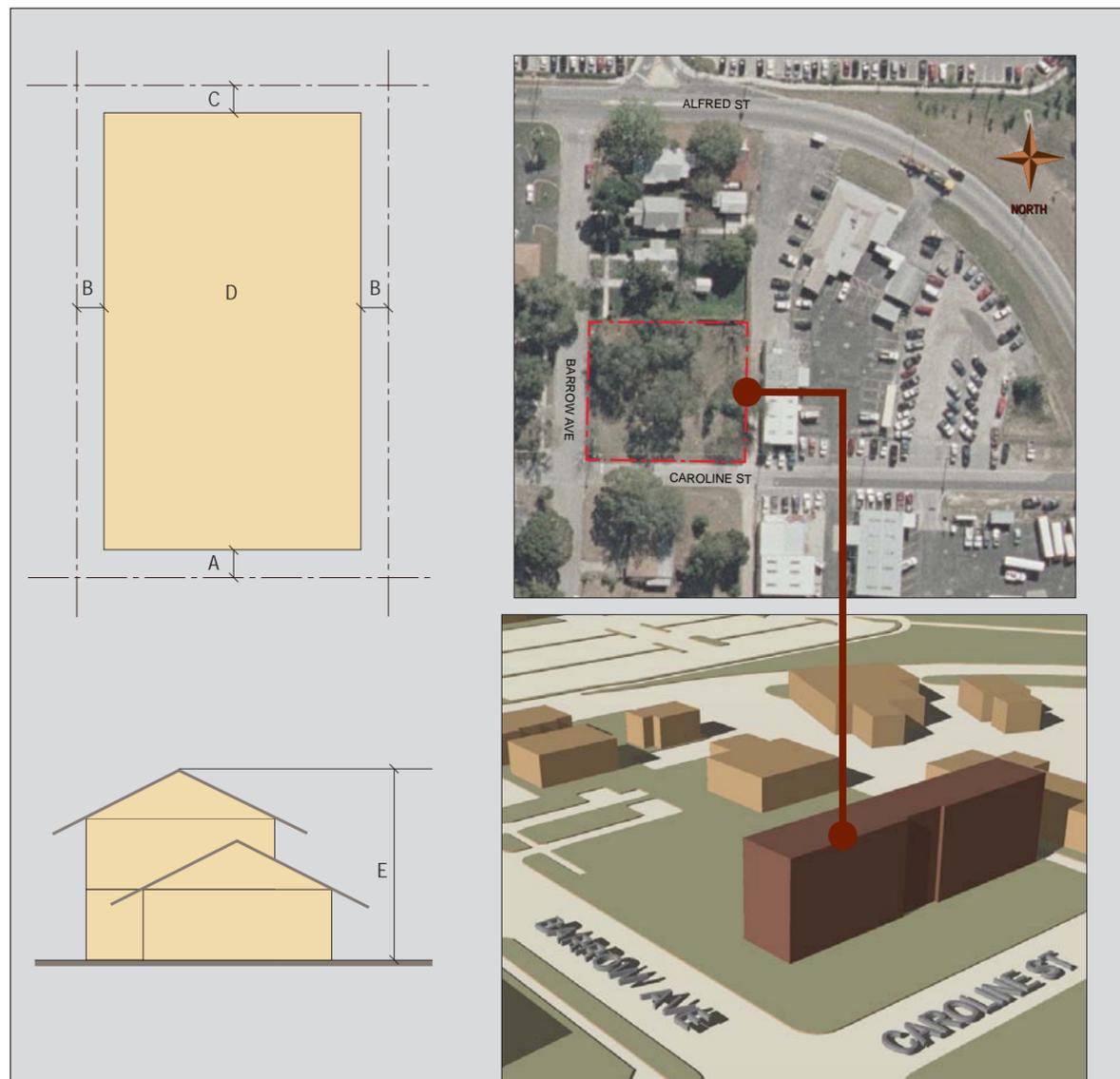


Fig. A.41 Build-out under existing zoning regulations: Vacant parcel located at the northwest intersection of Barrow Avenue and Caroline Street (Bottom). (Top) Aerial view of vacant parcel: northwest intersection of Barrow Avenue and Caroline Street.
Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008

ZONING	DENSITY	A (FRONT SETBACKS)	B (SIDE SETBACKS)	C (REAR SETBACKS)	D (LOT COVERAGE)	E (HEIGHT LIMITS)
Mixed-Use District (MU)	12 units per acre	Residential: 25 feet Commercial/Office: 25 feet Adjacent to federal, state highway or county secondary highway right-of-ways - 25 feet.	Residential: 7.5 feet Commercial/Office: Sides 10 feet	Residential: Rear 20 feet Commercial/Office: Rear 10 feet	Single and two-family dwellings 60% Multiple-family dwellings 70% Townhouses 70% Commercial/Office 70%	35 feet

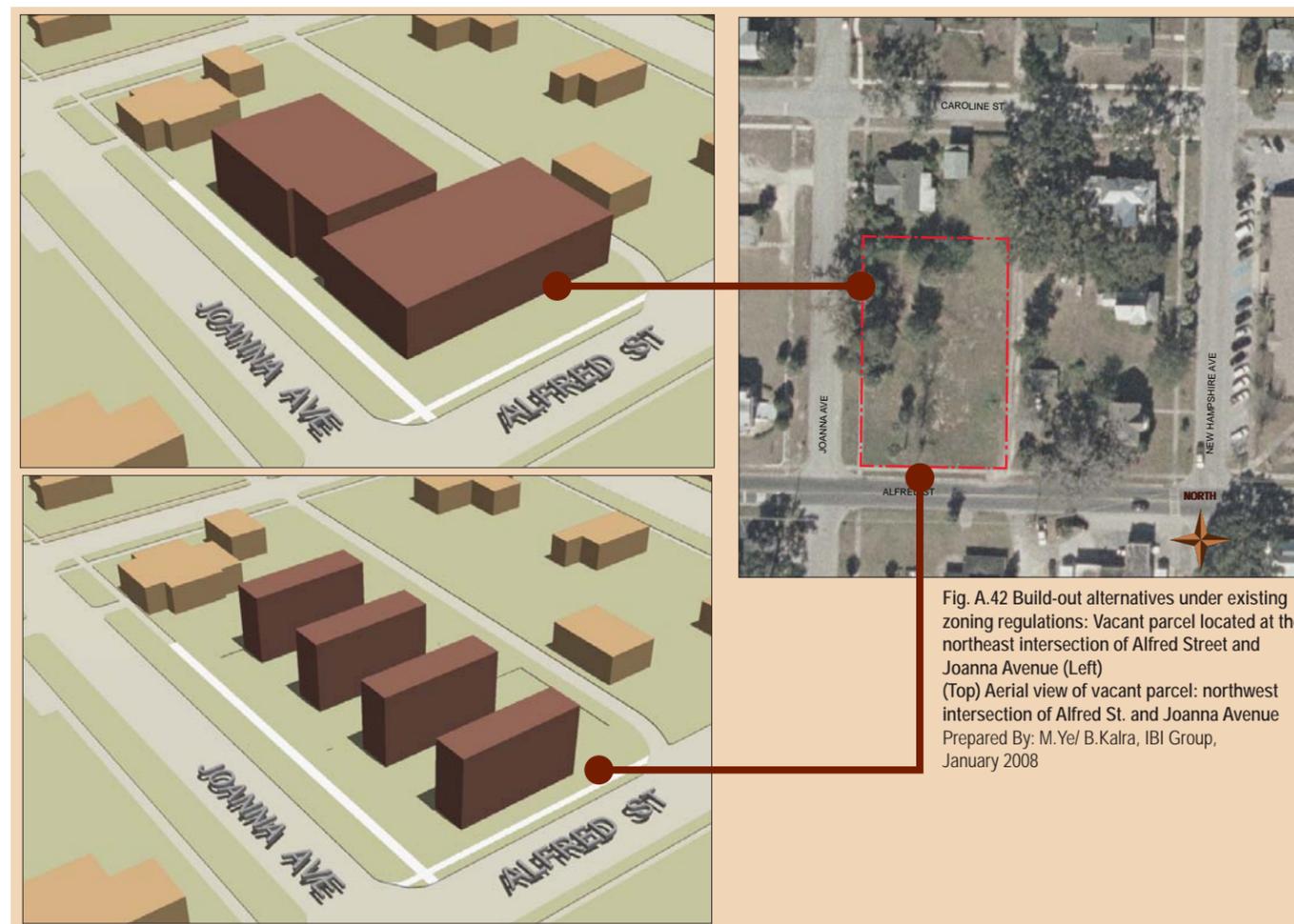
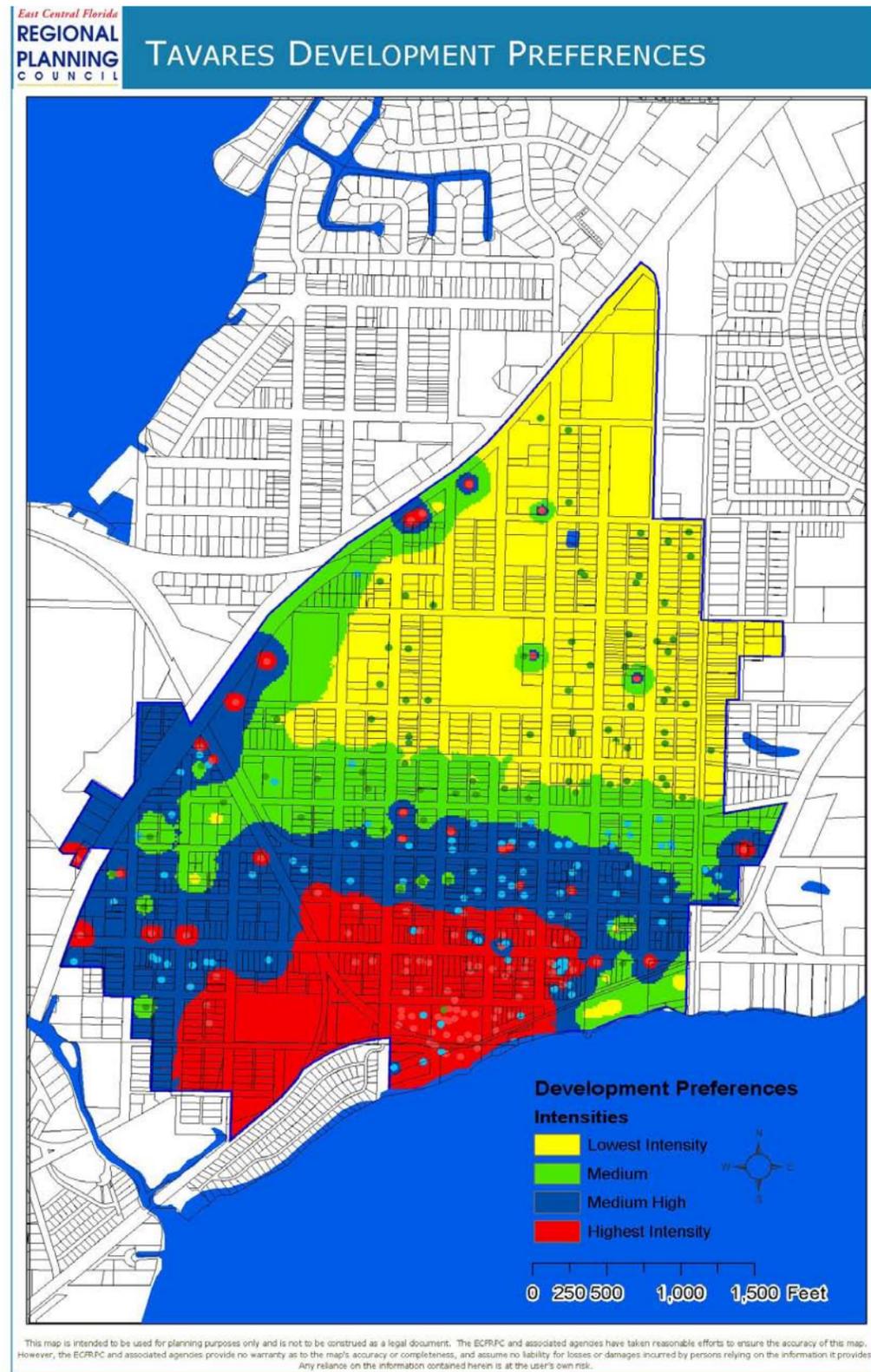


Fig. A.42 Build-out alternatives under existing zoning regulations: Vacant parcel located at the northeast intersection of Alfred Street and Joanna Avenue (Left) (Top) Aerial view of vacant parcel: northwest intersection of Alfred St. and Joanna Avenue
Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008

URBAN DESIGN ANALYSIS

PRIVATE REALM: BUILD-OUT SCENARIO #3 (VISIONING PROCESS DEVELOPMENT PREFERENCE)



URBAN DESIGN ANALYSIS

PRIVATE REALM: ARCHITECTURAL CHARACTER

During the Downtown Tavares visioning process, facilitated by the City and the East Central Florida Regional Planning Council, the community expressed a strong desire to develop architectural typologies for infill development that reflect the City's rich heritage and historic architecture. The visual preference survey conducted as part of this visioning process helped further define the scale, intensity, and architectural styles that the community representatives envisioned being reflected in future development within the Downtown. The architectural precedents and building types illustrated in this section are intended to serve as prototypes that will guide this master plan in developing an appropriate urban design character and architectural standards for future new infill development and redevelopment projects within the Downtown CRA.

Based on an analysis of the results of the visual preference survey, existing conditions analysis, site reconnaissance, and study of historically significant buildings, the following building types and architectural styles have been identified for the area. It is important to note that the identified examples should not be construed as prescriptive standards, instead they are intended to serve as design guidelines for architects, landscape designers, developers, and planners. The guidelines are a descriptive template intended to maintain and improve the urban character of Downtown without dictating or prescribing a specific style or theme.

EXISTING ARCHITECTURAL PRECEDENTS

