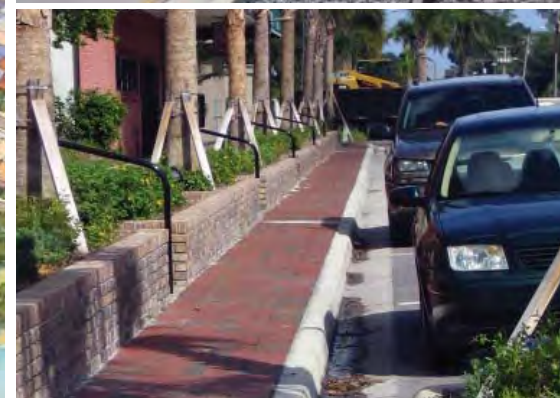
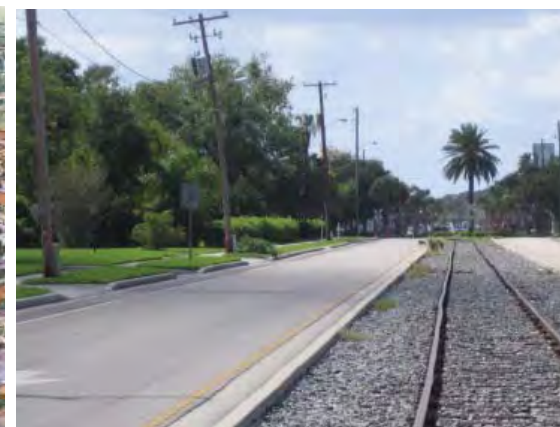


Chapter 6

Circulation and Connectivity



CIRCULATION AND CONNECTIVITY



Fig. 6.1 Map illustrating roadway classifications: Downtown Tavares
Source: Lake County GIS Database/IBI Group, January 2008

Downtown Tavares is currently served by a diverse but constrained transportation network system consisting of roadways, public transit and bicycle/pedestrian facilities. The proposed Tav-Lee trail system combined with the sidewalk and alleyway network provides additional opportunities to design a complete system of linkages that connect the area both internally and with the surrounding neighborhoods. 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 through the redevelopment area can be achieved by traveling along its primary roadways and neighborhood streets. 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.

Potential multimodal opportunities, new pedestrian mobility patterns, changes in existing traffic circulation patterns, and parking availability were identified by the community as crucial elements associated with the future success of Downtown. The City and Lake-Sumter MPO have recently completed several projects in the redevelopment area including the US 441 Improvements, Alfred Street Reconfiguration Study, and Main Street streetscape enhancements in order to address the roadway carrying capacity and pedestrian safety issues. As Downtown's population increases and more employment centers are created within the redevelopment area, it is anticipated that trip generation will increase within the Downtown core and the surrounding neighborhoods. In order to support the community's overall goal to create a compact and "complete community", and to promote alternative transportation modes that will ultimately reduce auto-dependence and increase walkability, the Plan recommends strategies that integrate land use and transportation principles to create an efficient circulation pattern. Highly visible and easily accessible locations are critical components of downtown redevelopment, therefore, the integration of transportation and land use requires a coordinated approach to establish an attractive, safe and efficient traffic circulation and pedestrian mobility system. Connectivity is one of the highest priorities for this plan. On the regional scale, this means providing connectivity routes via car, transit, bicycle, and foot to the Downtown.

Objective:

Establish a safe, efficient traffic circulation and pedestrian mobility system that provides sufficient access- by diverse modes of transportation- to activity centers both within the Downtown CRA district and surrounding communities.

Street Network

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 the waterfront. 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. Most street rights of way are 80- foot wide, which is adequate to accommodate streetscape improvements including on-street parking and wider sidewalks as discussed in the previous chapter (Chapter 5: Urban Design and Historic Preservation). Exceptions to this width include Alfred Street, Caroline Street, and Ruby Street which are all narrower. The 50-foot right of way width along Alfred and Caroline Streets are expected to be addressed with the proposed one-way pair reconfiguration for the streets.

By improving the pedestrian environment it is anticipated that an increased number of people will choose to walk to their Downtown destination rather than to first walk to their car. Major residential and mixed-use development projects are proposed in this Plan or are already underway in the Downtown. Pedestrian circulation plans must anticipate the additional demands and needs posed by these improvements and planned developments. The Redevelopment Plan establishes a hierarchy of connectors that will support existing and proposed residential, commercial, and recreational uses within the Downtown Redevelopment Area. The Plan establishes the following street typologies for Downtown's major thoroughfares and streets in order to better integrate vehicular and pedestrian traffic in the redevelopment area:

Primary Commercial Corridor: SR 19 and US 441

US 441 and SR 19 serve as the major commercial thoroughfares designed to move residents and goods into and around the Downtown's residential, economic, education, and recreation centers. These corridors accommodate high traffic volumes from the regional centers, and are typically not designed to be pedestrian friendly. Serving as gateways into the Downtown, the corridors accommodate older suburban style commercial centers and industrial uses. The intent of the Plan is to create a more urban and pedestrian friendly environment while at the same time pursuing streetscape improvements that create a boulevard setting, particularly along the sections of the corridors that are within the redevelopment area boundaries.

Downtown Pedestrian Connectors:
New Hampshire, Joanna, Texas, and Lake Avenues; lanthe and Givens Streets

These corridors serve as the primary linkages between the neighborhoods and the Downtown core, and have a residential orientation. These connectors are designed primarily for low volumes and low speeds of vehicular traffic with residential front yards, landscaped patios, and walkways serving as the transition between the public and private realm. Where possible, on-street parking is maximized on these streets, especially with the Downtown Core district.



Downtown Transition Corridor: Alfred Street and Caroline Street

As the name suggests, these corridors are intended to serve low-impact transitional office and retail uses while simultaneously minimizing the impacts on adjoining residential neighborhoods. The roadways provide a significant degree of vehicular mobility and are typically designed to accommodate low volume and low speed traffic, on-street parking and pedestrian traffic. The proposed reconfiguration of Alfred Street and Caroline Street as a one-way pair is expected to further the goal to provide adequate buffers between the intense Downtown core and the residential neighborhoods. Although one-way pairs are often used to control traffic movement through a neighborhood, they are also considered detrimental to the economic vitality of core commercial areas. In the case of Alfred Street, the reconfiguration presents an opportunity to redesign the street as a pedestrian oriented mixed-use transition corridor with wide sidewalks, shade trees, and access to plazas. It is important to note that appropriate traffic calming devices and design of north-south streets at key intersections will be critical in achieving the desired traffic calming effect through the one-way pair conversion.



Primary Retail Streets: Main Street and Ruby Street

These streets are intended to serve as the retail and entertainment spines in the Downtown supporting neighborhood commercial and mixed-use areas. The streets are designed to accommodate a variety of transportation modes- pedestrians, vehicular traffic, transit service, and on-street parking. The eastern edge of Main Street within the Downtown core is currently designed to accommodate these activities. The Plan recommends designing Ruby Street as an entertainment district to complement the retail and office character envisioned for Main Street, and extending Main Street's existing character to the western edge of Downtown.



Examples of different street typologies based on function and design treatment.

Regional Connectors: St. Clair Abrams Avenue and Sinclair Avenue

Regional connectors traverse a variety of uses and also serve as connectors linking the primary commercial corridors to the Downtown. Regional Connectors provide access for residents in the Downtown area to commercial, recreational, and institutional centers in the other parts of the city. Over time, as the Downtown will begin to attract more employers and witness an increase in residential populations, St. Clair Abrams Avenue and Sinclair Avenue are anticipated to serve as the regional connectors that will accommodate the traffic from the suburban communities to access the proposed commuter rail transit station on the waterfront.

Objective:

Continue to invest in streetscape improvements along identified street typologies and strive to integrate land use and transportation planning strategies through the application of sound urban design principles.

Action Strategies:

- Conduct detailed studies to assess existing traffic patterns, and projected development forecasts in the Downtown core, and pursue related capital projects including streetscape improvements along the identified primary retail streets.
- Coordinate funding and maintenance responsibilities among government entities including Lake-Sumter MPO, FDOT, and the railroad for identified roadway improvement projects.
- Continue to work with Lake County to prioritize the Alfred and Caroline Streets reconfiguration project.
- Conduct detailed study to address the possible impacts of the Alfred and Caroline streets realignment on existing properties fronting these roadways and potential change in circulation patterns along the north-south streets within the Downtown core.
- Complete the surfacing of unpaved roads within the Downtown CRA district, as identified by the City's Department of Public Works.
- Work with public and private sector entities to assemble properties and pursue streetscape improvements that will help transform Ruby Street into a pedestrian retail and entertainment street.
- Discourage interruption of street grid system in future developments.
- Formalize St. Clair Abrams Avenue and Sinclair Avenue as the area's major regional connectors through construction of roadway improvements and enhanced streetscape treatment.
- Continue to prioritize identified streetscape projects in conjunction with other planned public and private sector improvements.

Pedestrian and Bicycle Circulation

In August 2007, the City of Tavares Public Works Department conducted an existing sidewalk and alleys inventory for missing and damaged sidewalks throughout the City. The Downtown Redevelopment Area already has pedestrian amenities in place, particularly along Main Street, that support safe and easy 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 Downtown core.

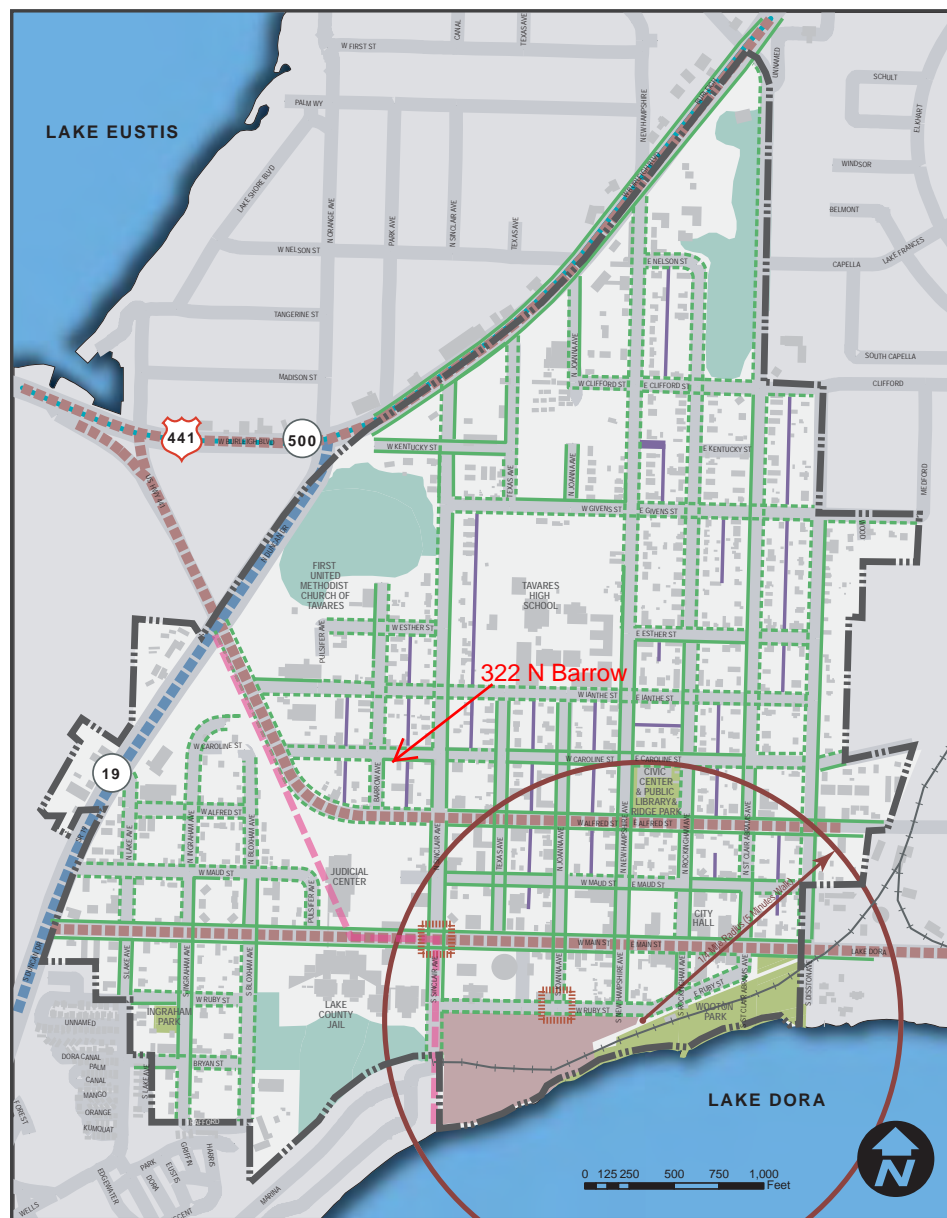
Fig. 6.2 shows the existing conditions and identifies opportunities for extensions and additions to the sidewalk network in Downtown Tavares. Sidewalks are missing in the industrial/commercial SR 19 corridor area and in the north half of the residential neighborhood (north of Esther Street), and many existing sidewalks are in need of repair. The City's Department of Public Works 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 (November, 2007). It is the intent of this Plan to formulate strategies that create a safe and comfortable pedestrian network system along selected corridors, through identification of key streetscape improvement projects and strategic clustering of land uses to create pedestrian activity nodes. (Refer to Chapter 5: Urban Design and Historic Preservation for detailed discussion on public realm design guidelines and recommendations related to extension of the existing street grid system.)

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, with the exception of three blocks that have alleys in the east-west direction. These alleyways are generally located in the blocks fronting Caroline and Ianthe Street between St. Clair Abrams Avenue and New Hampshire Avenue. 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 the alleyway network in the Downtown presents an opportunity to introduce unique pedestrian spaces that could accommodate diverse uses such as patios and cafes in commercial areas, and serve as narrow residential streets for secondary residential units. The urban design plan (Chapter 5) identifies several redevelopment opportunities that could be redeveloped with access from alleyways which in turn will improve the overall circulation by reducing the need for excessive curb cuts and traffic conflicts on street frontages.

Bicycle circulation in the Downtown redevelopment area and the regional area is currently under developed. The Lake-Sumter MPO recently completed a comprehensive long range transportation plan that identifies improvements to the region's bikeways through a combination of on-street bicycle paths and greenways. The County has also 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 also includes providing dedicated bicycle facilities for Downtown residents. The Plan recommends creating bicycle lanes as an integral component of all resurfacing and roadway projects, where appropriate.

In addition to the sidewalk and alleyway network, the trail network plays an important role in completing the pedestrian and bicycle circulation system. 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 within an upgraded recreation oriented waterfront setting. The 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 totalling more than fifty miles in length. The Plan recommends pursuing aesthetic improvements to the trail network and introducing trails as integral component of the street system, which will ultimately encourage more pedestrians and bicyclists to use the trail as an alternative travel mode to access Downtown.

The City of Tavares is also actively promoting the use of alternative modes of transportation such as neighborhood electric vehicles, golf-carts, and segways on city streets in the Downtown redevelopment area. In conjunction with promoting these modes, the City is currently pursuing the implementation of other innovative modes including a seaplane basin, marina and water-taxi service on Lake Dora. With the price of gas escalating and a growth in community awareness for alternative fuel vehicles, these initiatives will set the stage for creating a niche for Downtown Tavares as a "complete community" within the Central Florida region, providing connections to Downtown and beyond through improved multimodal transportation alternatives.



MAP OF PEDESTRIAN & BICYCLE NETWORK

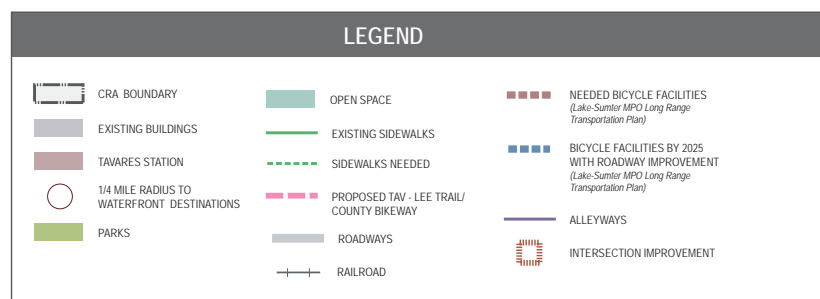


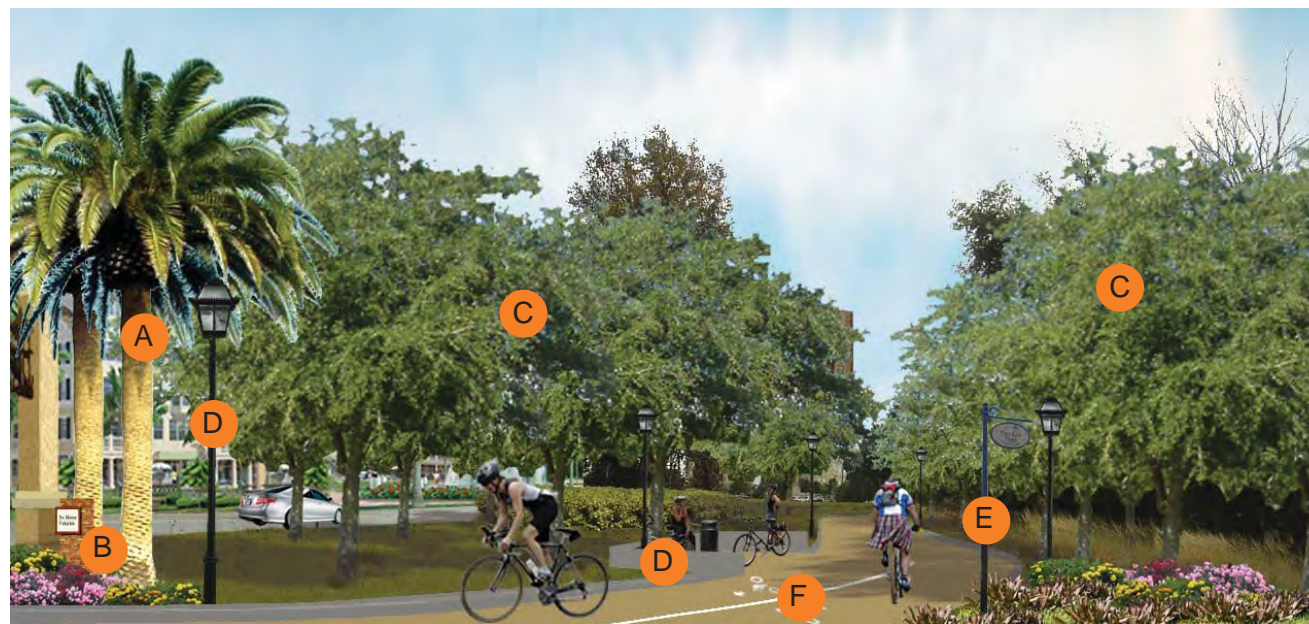
Fig. 6.2 Map illustrating pedestrian and bicycle circulation: Downtown Tavares
Source: Lake County GIS Database/IBI Group, January 2008

Objective:

Develop a safe, efficient and aesthetically pleasing pedestrian and bicycle atmosphere that promotes connectivity between major uses and activity centers through appropriate design elements.

View of the trail connection along west side of Alfred Street. The illustration (below) shows improvements to the trail system through application of CPTED principles:

- Natural Surveillance
- Territorial Reinforcement
- Natural Access Control



- A** Signature palms to improve visibility
- B** Gateway Treatment: Landscaping and Markers
- C** Shade Trees

- D** Trail User Amenities: Rest Area/ Furniture/ Lighting
- E** Trail Identification: Signage
- F** Pavement Treatment
- G** Burial of utilities/ Reduce signage clutter

Action Strategies:

- Develop detailed design specifications for improvements to the pedestrian system. The scope of the design specifications should include sidewalk design, infrastructure improvements, landscape materials and tree selection, street furniture specifications (lighting, bike racks, trash receptacles, benches).
- Prepare a comprehensive wayfinding and directional signage system that establishes a coherent theme for the Downtown area.
- Develop detailed streetscape design specifications as part of the proposed Ruby Street/ Waterfront Entertainment District design project.
- Design and construct gateways at identified primary and secondary intersections.
- Extend Main Street streetscape character to the western extent of Downtown between Sinclair Avenue and SR 19.
- Continue to work with County to ensure planned improvements related to the Judicial Center Expansion are implemented in accordance with the City's design specifications. These improvements include re-striping Main Street from Sinclair to Pulsifer Avenue, constructing a round-about at Main Street, and installing traffic light at the Sinclair Avenue parking garage entrance, as part of the County facilities expansion project.
- Require developers to install sidewalks in accordance with the City's design specifications within the Downtown core in all new developments.
- Develop a pedestrian directory and walking map showcasing the historical and cultural amenities of Downtown Tavares.
- Work with FDOT and the Lake-Sumter MPO to develop feasible right-of-way acquisition strategies along Ruby Street.
- Complete missing sidewalk network and construct additional sidewalk enhancements for the Downtown Core District as the highest priority.
- Provide mid-block connections and traffic calming devices along Alfred Street.
- Incorporate Crime Prevention through Environmental Design Principles (CPTED) along the proposed trail during the design phase.
- Analyze alternatives to enhance pedestrian connectivity across U.S. Highway 441, including feasibility of constructing a pedestrian bridge at an appropriate location.
- Limit curb cuts along US 441 and SR 19, and consolidate curb cuts with shared driveways, where possible.
- Forge new pedestrian connections when possible, including providing pedestrian connections between Ruby Street in the West Main Neighborhoods District and the waterfront.
- Work with property owners to connect Rockingham Avenue with US 441, when redeveloped.
- Continue with promotion of alternative modes of transportation within the Downtown core such as golf carts, segways, and neighborhood electric vehicles.
- Evaluate feasibility of creating a car-free demonstration area and multi-use paths for NEVs and Segways, preferably in the Waterfront Entertainment District, or alternatively restricting car access at certain times of the day and during special events.
- Identify roads where NEVs are prohibited because of a speed limit greater than 35 miles per hour.
- Identify and install appropriate signage and traffic controls that support use of NEVs and golf carts.
- Develop long-range plans to identify locations that offer solar powered battery-charging stations and preferred parking for NEVs.
- Develop internal traffic loop to accommodate the slow-moving vehicles within the overall roadway network.
- Develop policies for implementation and installation of racks, lockers and other storage amenities within the Downtown redevelopment area.
- Continue coordination efforts with Lake-Sumter MPO to extend the trail connection to Ruby Street and SR 19.
- Continue with plans to construct Tav-Lee Trailhead facility.
- Create a detailed inventory of existing conditions to identify appropriate locations for constructing residential, commercial, and pedestrian alleyways.
- Work with private sector to improve alleyways as part of redevelopment projects and require access to properties from designated alleys, where appropriate.

Multimodal Transportation



Given Downtown Tavares' status as the county seat, the government facilities attract visitors and employees from the entire region. 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. In the future, the service is planned to be expanded to other urban areas of the County. Transit service in Downtown Tavares is restricted to SR 19, U.S. Highway 441 (Burleigh Boulevard), St. Clair Abrams Avenue and Main Street, served primarily by Route 1 of the LakeXpress Service. While the bus service is slower than automobile access on a point to point basis, it allows for a more affordable and environmental friendly means to access the regional activity centers and communities.

Lake-Sumter MPO has a strong desire to support innovative public transportation service and management concepts such as developing transportation demand management strategies, bringing commuter rail from Orlando to Tavares, working with the Leesburg International Airport to commence commercial passenger flights, and providing water taxi service to Mount Dora, Tavares, Eustis and Leesburg through the Chain of Lakes and the Lake County Blueways Plan. The City of Tavares is served by the Florida Central Railroad, which provides regional freight service throughout Lake County. This regional service connects the Lake County's industries 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. The City of Tavares has plans currently underway to construct a seaplane basin and marina on Lake Dora, and has also started a water-taxi service connecting communities around the lake. In addition, the City is also working with the East Central Florida Regional Planning Council to create a "freight village" near Southridge Industrial Park, south of Downtown on County Road 561.

In order to accommodate envisioned residential and commercial growth in the Downtown CRA district, the Plan recognizes that transit service needs to be improved through strengthening existing relationships with appropriate agencies. The Plan recommends that the City continue to work with Lake-Sumter MPO to pursue improvements to the frequency and routing of the LakeXpress bus transit service serving Downtown Tavares. In addition, the Plan recommends evaluating the feasibility of introducing a trolley service making connections between major employment, entertainment and residential areas within the Downtown as a long-term strategy. Combined these strategies will create a pedestrian oriented environment which offers a diverse range of mobility options to users.

The Plan envisions capitalizing on the opportunities that can be derived from the Central Florida commuter rail transit infrastructure to support the desired densification and physical expansion of the Downtown core, based on the principles of transit oriented development. It is anticipated that the highest density districts consisting of the Waterfront Entertainment District, Transition Main Street District, and the Institutional/ Civic Core will occur with a ¼ mile walking radius of the proposed

transit station along Ruby Street. It is important to determine the feasibility of implementing a transit system and its relationship to physical, economic, and social factors including, but not limited to infrastructure capacity, type of available and desired public transit services, transit station facilities design, roadway capacity to accommodate regional traffic, parking availability in close proximity to transit facilities, connectivity between different modes, potential target markets, available funding, and cost-benefit analysis of the transit service.

In order to achieve this goal to promote multimodal transportation facilities within a compact mixed-use Downtown core setting, the Plan recommends that the City should consider establishing a Multimodal Transportation District in the redevelopment area. In 1999, the Florida legislature amended Chapter 163, Florida Statutes, authorizing local governments to establish multimodal transportation districts. The purpose of the legislation was to provide a planning tool that Florida communities could use to systematically reinforce community design elements that support walking, bicycling and transit use. According to the Model Regulations and Plan Amendments for Multimodal Transportation Districts report published by FDOT in April 2004, the legislature also provided communities with the tools to promote transportation facilities with anticipated developments by developing multimodal transportation options, and not just roadway infrastructure improvements. A multimodal transportation district is an area where primary priority is placed on "assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit". (Chapter 163.3180(15)(a). FL, Florida Statutes)

The intent of transit-oriented development is to concentrate as much potential ridership as possible in close proximity to the station (a one quarter radius from the station, which translates into 125 acres per station). Implementation of a transit supportive plan typically occurs over a long period of time (10 - 30 years) and guides growth over the long-term. The development depends on market forces needed to create a complete community designed to meet the needs of a diverse and changing population.

Distinguishing Characteristics of TOD:

- *Public Transit as community focus within quarter-mile radius from the station (translates to 125 acres per station);*
- *Compact, mixed-use development (retail / entertainment at-grade; commercial / office and / or residential above);*
- *Medium-to-high densities (highest densities adjacent the station);*
- *Establish a grid street system with short blocks or passageways within longer blocks;*
- *Streets designed for multimodal access and circulation (cars, transit vehicles, bicycles and pedestrians);*
- *On-street parking wherever possible without intruding into local residential streets;*
- *Buildings fronting streets (rather than separated from street edges by parking lots);*
- *Avoidance of auto-related uses (car washes, drive-through restaurants);*
- *Pedestrian amenities such as street trees, lighting, plazas and parks;*
- *Preserve and / or enhance existing neighborhood character.*

Action Strategies:

- Develop Transit Station Area Master Plan and conduct an infrastructure study to assess future needs related to the provision of commuter rail transit service.
- Work with DCA and FDOT to seek guidance for successful designation of MMTD.
- Initiate designing and programming for future TOD Station.
- Designate the Downtown Redevelopment Area as a Multimodal Transportation District (MMTD).
- Continue to work with FDOT and Federal Aviation Administration to develop the seaplane basin.
- Ensure that future development in the Waterfront Entertainment District is sensitive to long-term implications of sea plane basin related infrastructure facilities (aviation fueling, seaplane docking, ships store, and landing zone). This may include creating adequate landscaped buffers that will soften the visual impact of these support facilities.
- Work with National Seaplane Pilots Association to promote the facility nationally.
- Continue with plans to construct the marina (boat ramps/ marina store/ boat rentals).
- Develop standard agreements to negotiate minimum standards for public services and lease, operation and maintenance of the marina facilities.
- Establish a waterway connectivity plan connecting Lake Dora to the Lake County Blueways Plan.
- Evaluate the feasibility of purchasing a trolley and starting a shuttle service during special events between designated parking areas, major employers and the Downtown.
- Continue to work with Lake-Sumter MPO to increase the number of routes and frequency of bus transit service required to ensure connectivity to the Downtown from the other sections of the City and Lake County.

Parking

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 Downtown core district (Refer Appendix A). While the County facilities were found to be the prime traffic generators 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 Wooton Park. The completion of anticipated projects including the proposed County parking garage, the Tavares Station development and the Alfred Street one-way corridor are expected to alleviate the parking problems in the near future.

As the residential and commercial base in the Downtown intensifies and it serves as a regional commuter transit hub, the parking demand is likely to increase. Effective management of on-street parking spaces is critical in providing access to employees, customers, business owners, and residents. Potential reconfiguration and striping of north-south streets in Downtown, as well as exploring shared parking opportunities could add a significant amount of spaces to the on-street parking spaces. As surface parking reaches its maximum capacity in the Downtown area, the City should seek opportunities to provide on-street parking when undertaking road improvement projects, where possible. As demand increases, the Plan suggests that the City seek opportunities to convert existing public owned underutilized lands, such as the Public Works site, into additional structure parking facilities. Fig. 6.3 illustrates a conceptual parking plan that identifies additional parking opportunities, both on-street and structured parking facilities, as the redevelopment area reaches its build-out capacity.

Any new parking structure should be located in the center of the lot and wrapped with retail, office or other active uses to serve as the primary facade. If a parking structure façade is located along a property line that is void of any streets, landscaping will be used to

hide the appearance of such structure from adjacent properties. Currently, the City of Tavares provides unlimited, free parking to all users with the exception of a few time limited parking spaces. The provision of free parking has hidden costs that are endured by the taxpayers primarily to provide a service to visitors that do not contribute directly to the local economy. Some of these costs include maintenance costs, untapped potential revenue resource and loss of possible customer base for local businesses. The Plan recommends that the City should consider adopting revenue generating alternatives as an effective parking management strategy over time.

Action Strategies: Parking

- Discourage frontage off-street parking in identified retail and transition corridors.
- Develop and adopt standards to accommodate reduced parking requirements within the Downtown Core District and provide flexible spaces for compact cars.
- Encourage shared parking and access between adjacent properties in commercial and mixed-use areas.
- Maximize on-street parking by restriping north-south oriented streets, between Ruby Street and Caroline Street, to provide additional on-street parking spaces, where possible.
- Evaluate alternative locations and feasibility of constructing public parking structures on the east side of Downtown.
- Identify appropriate areas in the redevelopment area for event related spill-over parking and recreational vehicular parking.
- Prepare a Downtown parking location map and install clear signage to designated parking areas.
- Work with existing businesses and institutions to develop parking agreements that allow shared-use parking during special events and weekends.
- Establish directional signage to the County public parking garage informing drivers about the facility's availability for public use on evenings, weekends, holidays, and during special events.
- Develop special parking standards for neighborhood electric vehicles and golf carts as part of the Form-Based Codes and Land Development Regulations update.

FIG 6.3 PROPOSED PARKING MAP: DOWNTOWN CORE

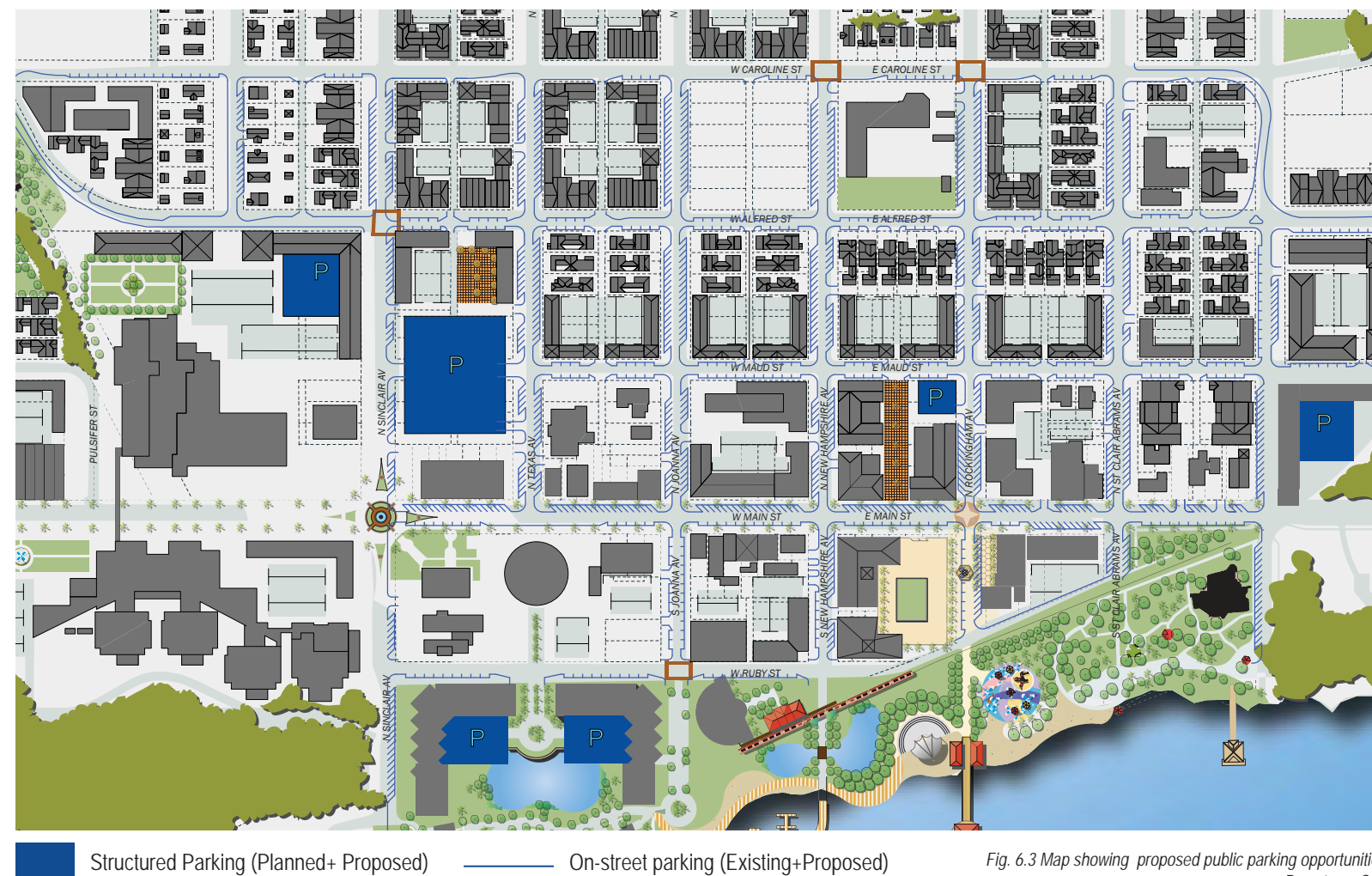


Fig. 6.3 Map showing proposed public parking opportunities: Downtown Core

Tables showing existing and proposed parking spaces in the Downtown Core District and Downtown Transition District.

Existing Parking	Count
On-Street Parking Spaces	292
Public Surface Parking Lot Spaces	385
Employee Surface Parking Lot Spaces	618
Structured Parking (Shared/ Employee)	0
Private Off-Street Customer Parking	375
Total Parking	1,670

Projected Parking Capacity at build out	Count
On-Street Parking Spaces	1,031
Public Surface Parking Lot Spaces	118
Employee Surface Parking Lot Spaces	197
Planned Structured Parking (Shared/ Employee)	3,123
Private Off-Street Parking	625
Total Parking	7,594
Estimated Future Structured Parking Opportunities	1,500