



M A S T E R P L A N

Master Plan

The Green Mountain Scenic Byway Corridor Master Plan consists of several elements that, functioning together, help tell the corridor story, preserve the intrinsic resources, and improve safety and access along the corridor. This illustrative plan concisely represents the projects and programs that will be implemented over time. The Master Plan provides a cohesive vision for the corridor that respects the unique character of the town and rural areas. It provides a framework to assure that, when completed, the individual projects identified in the plan implement the overall vision for the corridor.

The sketches presented in this report are intended to serve as illustrative representation of future projects. The projects identified are intended to be implemented over a twenty year timeframe. Further analysis and design is required as the projects are implemented.

Master Plan Elements

The Corridor Master Plan is organized into seven elements.

- Recreation and Open Space Plan
- Rural Space Preservation
- Places
 - Montverde
 - Ferndale
- Transportation
- Corridor Enhancements
- Landscape Standards
- Wayfinding

Principles

At the Design Workshop, participants were asked to identify three words that summarized the most important issues or qualities of their communities. Attendees identified the following elements:

Table 9: Community Issues or Qualities Identified by Design Workshop Attendees

Issue	Number of attendants to identify this issue
Small town identity	15
Traffic	9
Open space/recreation	8
Environment	5
Safety	4
Aesthetics	3
Schools	1

Based on this input, the design team developed a set of principles that guided the development of the Green Mountain Scenic Byway Corridor Master Plan.

Design Principles

- **Preserve small town identity**
 - Spaces and places
 - Street pattern
 - Architecture
 - Gateways
- **Provide opportunities to learn and experience natural resources**
 - Lakes
 - Hills
- **Design architecture, signage and other enhancements authentic to the Green Mountain Scenic Byway area**
- **Facilitate appropriate local businesses**
- **Create safe facilities for all users**

Recreation and Open Space Plan

The Importance of a Recreation and Open Space Plan

The relationship between the Scenic Byway and recreation and open space is a critical component in the development of an overall Master Plan. Often times, scenic byways receive their designation, in large part, to the prevalence of recreation and open space and their unique characteristics. In turn, the scenic byway designation and the development of a Recreation and Open Space Plan provide mechanisms that allow the byway to protect and utilize its unique resources effectively.

One of the main benefits of the Recreation and Open Space Plan is that it provides the framework for an effective eco-cultural tourism plan. By developing a Recreation and Open Space Plan, the often smaller yet valuable resources of the byway are brought together to form a cohesive system and story; existing resources can be identified, and new or underutilized resources can be explored for incorporation into the overall plan. Once the system is developed, it then creates a strategic plan for further eco-cultural development and provides a strong opportunity for marketing those eco-cultural resources to tourists.

The Recreation and Open Space Plan also provides a framework for the development of future cultural and recreational opportunities as well as identifies future ecological and scenic areas for acquisition and/or protection. Not only does the development of a plan act as an avenue for fundraising, but as funding becomes available, a plan has already been established delineating those areas where funding should be spent.

The Development of the Recreation and Open Space Plan

Step 1: Identify Destinations

The first step in developing the Recreation and Open Space Plan was to have the CMC identify important ecological, cultural, and recreational resources throughout the byway corridor. CMC members mapped the sites and then voted for those resources that they felt were most important by placing dots next to those resources.

After meeting with the CMC, additional in-depth research, stakeholder meetings, and public input sessions were conducted to further determine not only those resources that are currently used, but also those resources that are either under-utilized or in need of protection. Included in the research were site visits and visual assessments throughout the study area, including a viewshed and scenic quality assessment. Current user groups and stakeholders were identified, and a number of these stakeholders, including grassroots citizen groups, governmental entities, and large-scale land developers, were consulted to determine both current needs and future plans. In addition, opportunities for public input, both during and after the workshop,

allowed the public to voice their specific concerns. Based on the research and input gathered throughout these initial steps, the dominant ecological, cultural, and recreational resources within the corridor limits were mapped as the primary destination points for the Recreation and Open Space Master Plan.

Step 2: Identify Links

With the destination points determined, a multi-modal network, including roadways (with bike lanes), multi-use trails, nature/equestrian trails, and blueways (canoe and kayak trails), was developed to interconnect these points. By providing for a wide range of transportation modes, the network allows users to experience the byway area in a variety of ways, which not only increases the potential number of visitors, but also increases the experiential opportunities and potential time spent for each user within the corridor. The multi-modal network was designed to be fine-grained, that is, to allow a variety of travel routes so that a particular user has the ability to travel to multiple destinations in an efficient manner.

Elements of the Recreation and Open Space Plan

The Recreation and Open Space Plan outlines the major components of the recreation and open space system, and these components are represented on the plan through a variety of icons (see Figures 11-15).

Cultural Points of Interest - The major cultural elements identified within the corridor study area. These resources may have interpretive elements, however, the content and location of this interpretation (e.g. signs) should be further explored. A walking and/or driving tour of historic homes within the area (particularly within the Town of Oakland) has been discussed and should be further explored.

Ecological Points of Interest - Those areas of ecological significance that are currently under existing public ownership (or within proposed conservation easements) or have been identified for potential acquisition. The Oakland Nature Preserve, Ferndale Preserve and the Clay Island/North Shore Restoration Area are currently being evaluated as individual sites along the Great Florida Birding Trail. By linking these sites, a multi-destination birding center can be developed within the byway study area.

Lake Observation Points - Areas that provide direct public access to Lake Apopka.

View Points - Areas identified as having unique and exceptional views.

High Scenic Value - Areas that, through visual assessment, were determined to have important views and are highly visible and/or instrumental in defining the character and quality of the byway. It is recommended that further study be done to determine how to preserve the existing character in these areas.

Scenic Overlook - The highest point within the corridor. It is recommended that, through discussions with Sugarloaf Mountain Development, the creation of a scenic pull-off be explored at that location.

There are two **Observation Towers** shown on the plan; the tower within the Clay Island/North Shore Restoration Area exists while the tower located in the Ferndale Preserve is currently proposed in their master plan.

Starting Points - The major intersections along the byway where a user may start her byway experience.

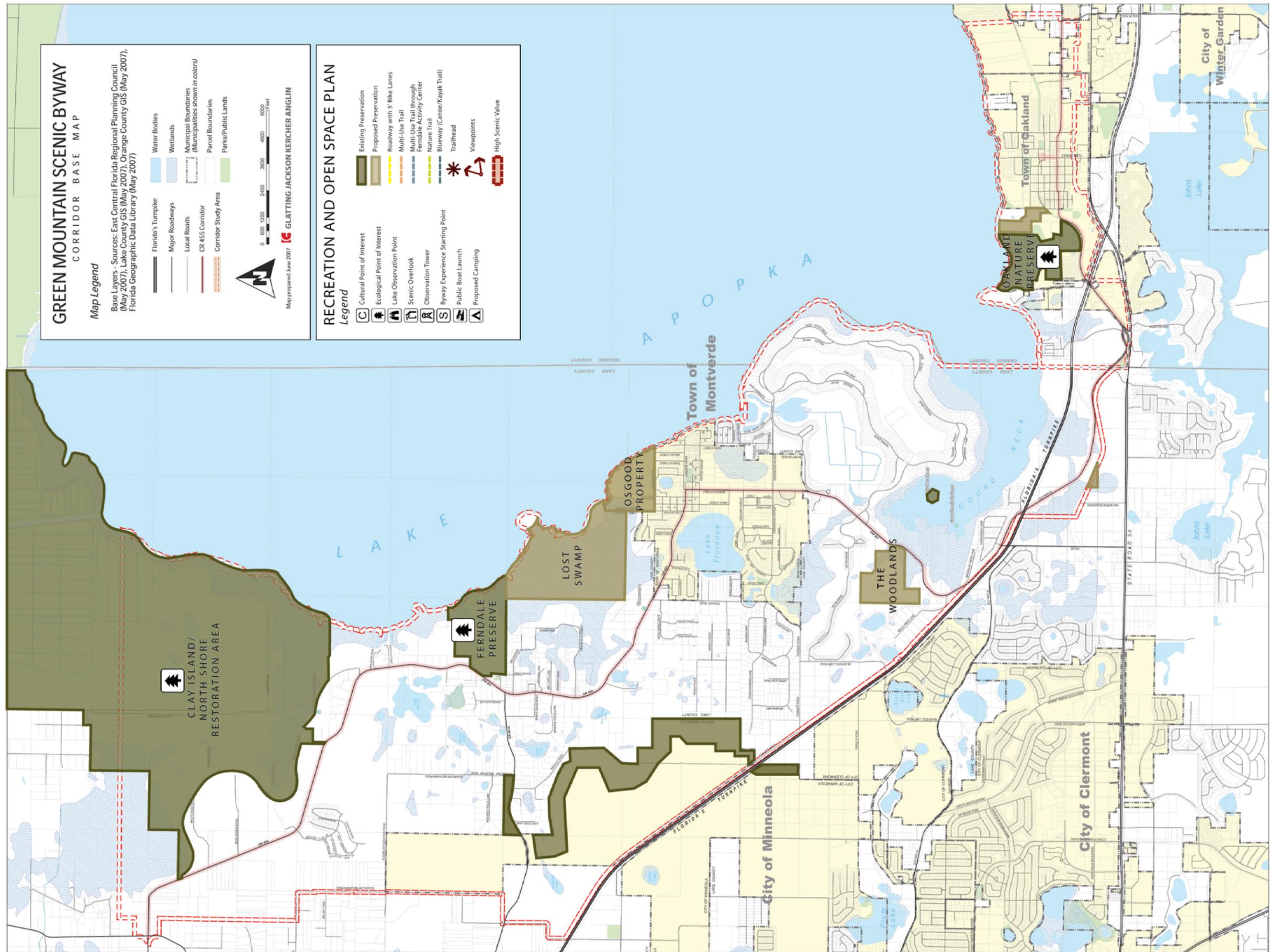
Multi-Modal Network – The system that connects the elements within the byway study area. It is comprised of the following basic connectors:

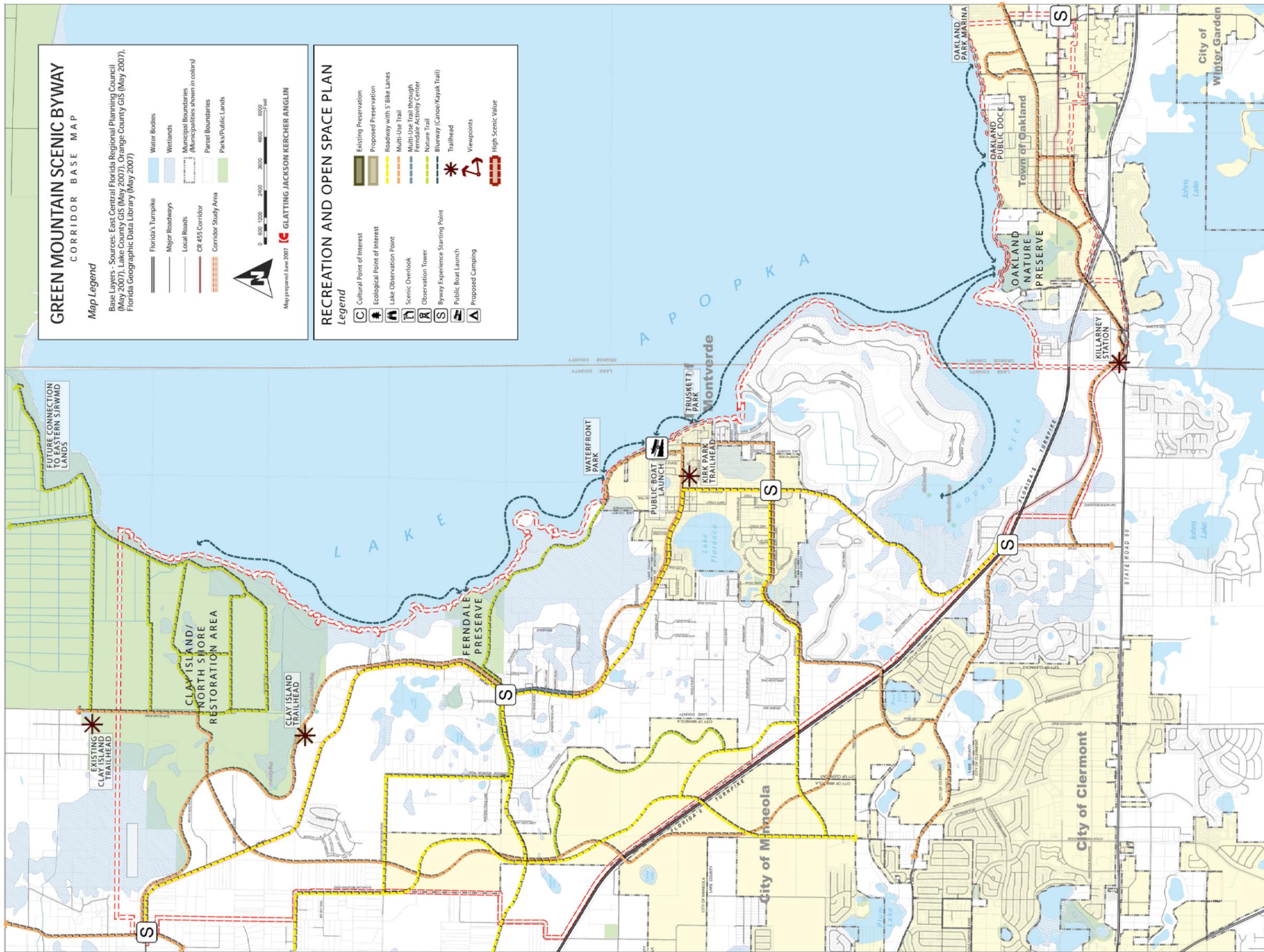
- Typical Roadways (no bike lanes)
- Roadways with Bike Lanes
- Multi-use Trails
- Equestrian Trails
- Nature Trails
- Blueways

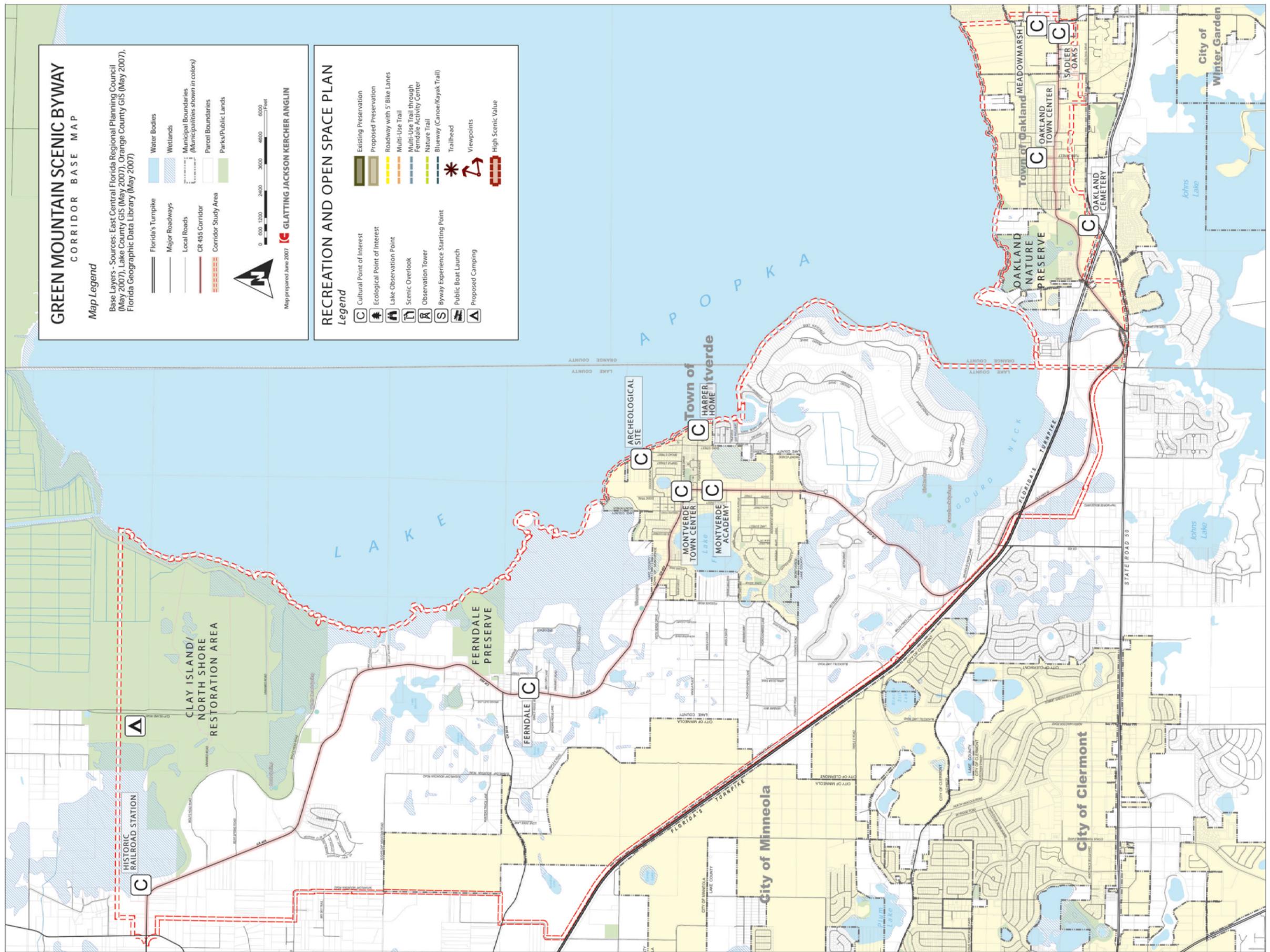
The recommended minimum width for multi-use trails is 12 feet. However, certain areas may require a smaller section due to right-of-way restrictions. Nature and equestrian trails are intended to be made of a pervious, natural surface. In certain cases, the trail can act as both a walking and equestrian trail, and it is also recommended that certain nature trails be designated as ADA accessible trails.

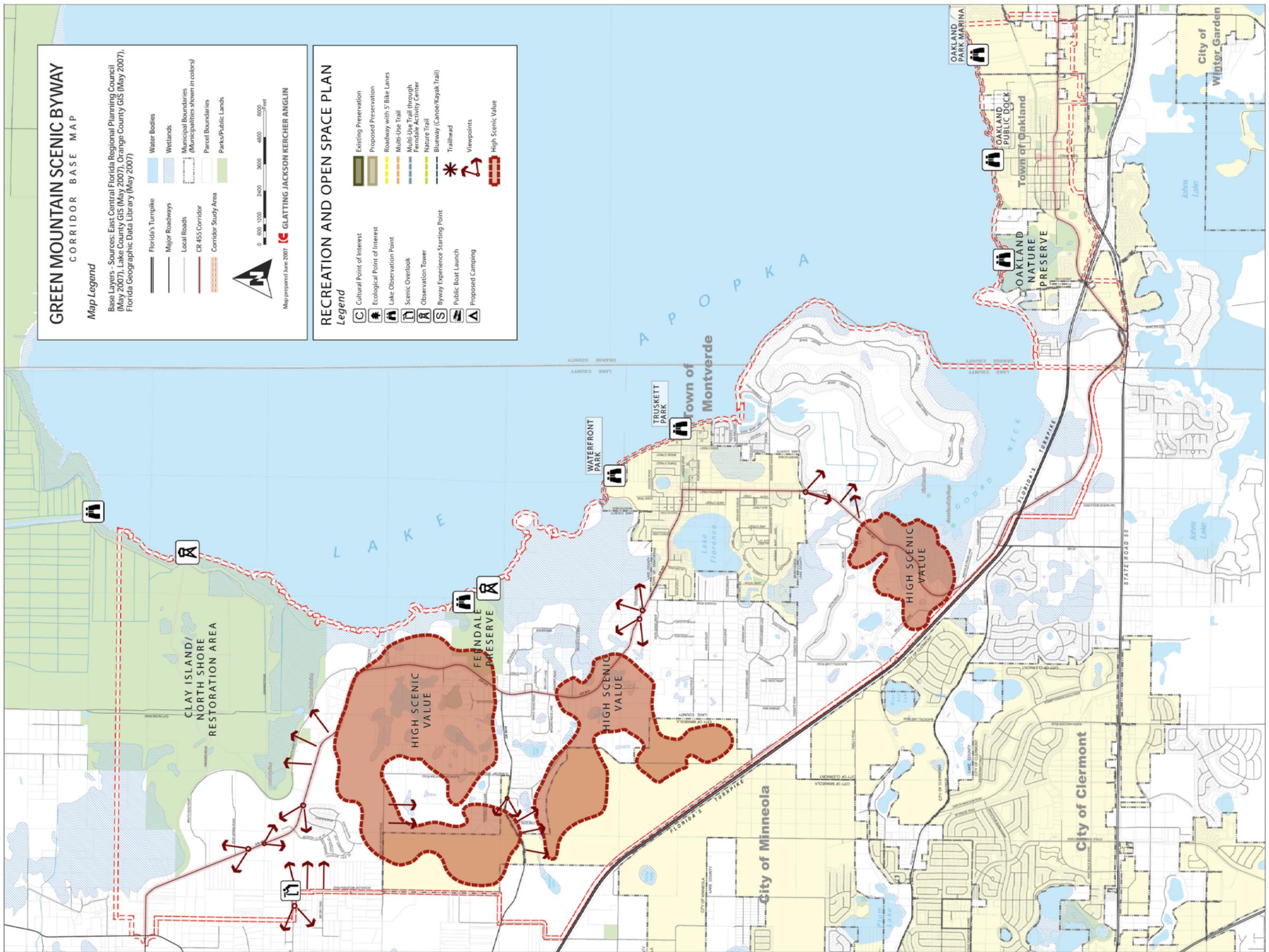
Four trailhead stops were proposed within the corridor study area. The first, County Line Station, is an existing trailhead along the West Orange Trail. The second is proposed at the large community park within Montverde. The third trailhead is proposed on the St. Johns River Water Management District property and is intended to also provide equestrian access and horse trailer access to Clay Island. The fourth is the Clay Island/North Shore Restoration Area existing trailhead. Additionally, the Sugarloaf Mountain Development site may provide an opportunity for an informal trailhead.

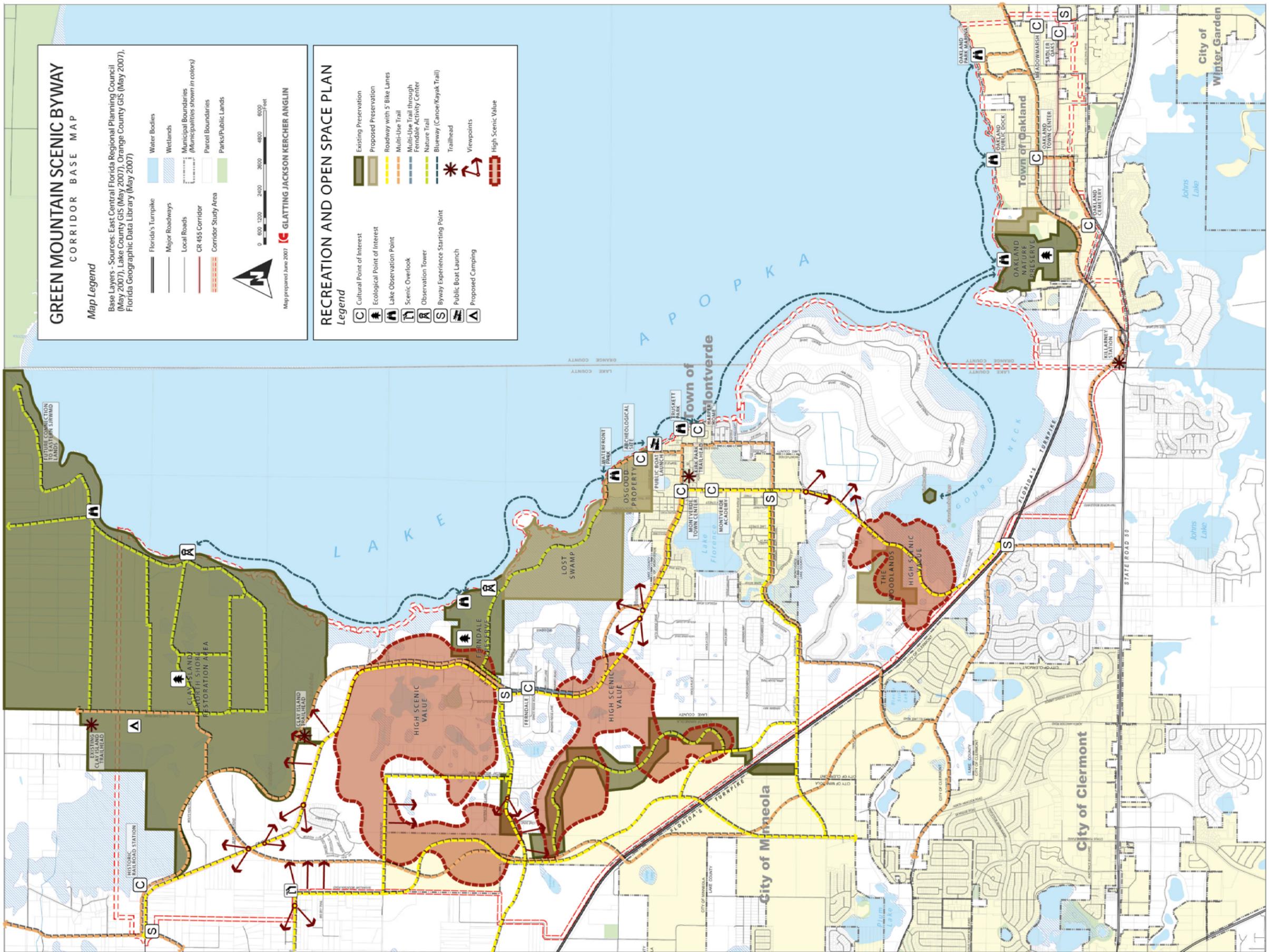
The blueway network is a route that can be traveled using canoes and kayaks to experience the byway area in a unique manner. The number of stops designated along the blueway provides users with a variety of starting and stopping points and lessens the distance between stops. Each stop along the blueway should have an interpretive sign with map and small boat launching/mooring capabilities.











Parks

Discussions with the CMC, the Town of Montverde and residents as well as site analysis conducted by Glattig Jackson identified opportunities to introduce new parks along the Green Mountain Scenic Byway that will provide byway users access to existing public parks and Lake Apopka.

Clay Island Trailhead

Clay Island is a critical component of the Green Mountain Scenic Byway corridor area. Purchased as part of the Lake Apopka Restoration Area where existing agricultural lands are being converted to restored-wetlands in an effort to clean-up Lake Apopka, Clay Island provides the majority of recreational uses within the restoration area. In addition to hiking, biking, and equestrian uses, wildlife viewing and environmental education are also extremely important uses within Clay Island. In fact, according to the St Johns River Water Management District, the 1998 Christmas Bird Count identified 174 bird species, making it the highest species total of any inland area ever included as part of the count. Its current bird list totals more than 270 species. The District provides for group educational tours within the area.

While the restoration area provides an enormous recreational and educational opportunity to the residents and users of the byway area and is directly connected to CR 455 at two points along the byway, it is currently only accessible from the north through Astatula, Florida. As a result, a byway user must travel approximately seven miles off the byway (as measured from the CR 455/CR 561 intersection) in order to access Clay Island. Therefore, it was recommended that a trailhead at one of the two parcels adjacent to CR 455 be explored as part of the overall byway master plan.

Both parcels were cursorily evaluated as potential trailheads and discussed with the District. Based on these discussions, the parcel north of the future Sugarloaf Mountain Development is not desirable as a trailhead due to the number of endangered plants that are found on-site. The parcel south of the future Sugarloaf Mountain Development appears to be more suitable; however, further due diligence should be performed in coordination with the District to determine suitability as it relates to access and safety, topography, and potential for endangered species.

A concept plan for the southern parcel was developed to conceptually illustrate what might be included as part of the trailhead. This trailhead would provide a connection to the proposed multi-use trail that would follow the boundary of the Sugarloaf Mountain Development and provide access into the Clay Island area. The trailhead would include vehicular parking for hikers and bikers as well as trailer parking for equestrian use. Amenities could include a pavilion, interpretive stations or kiosks, and self-contained restroom facilities. In addition, an on-site accessible nature trail should be considered, but may prove difficult due to the severe grades at this

site. As a result of the existing site grades, the trailhead could serve as an official overlook for the byway over the restoration area and across Lake Apopka.

Access to this site will need to be coordinated with Sugarloaf Mountain, as they are currently proposing a roundabout at this location.



Conceptual Layout of Clay Island Trailhead

Lost Swamp

The Lost Swamp is located along the western shores of Lake Apopka, north of the Town of Montverde. The site is a privately-owned parcel of land that has been identified by the CMC as being an acquisition parcel within the corridor study area. Once acquired, it is anticipated that a boardwalk would be created through the Lost Swamp to provide a connection between the Town of Montverde and the Ferndale Preserve and to provide an alternative birding experience through the swamp with connections and overlooks to Lake Apopka.



Boardwalk along Lake Apopka in the Lost Swamp

Green Mountain Cultural Park

The Osgood Property is located on the western shore of Lake Apopka in the Town of Montverde. The site, currently zoned for agricultural use, is identified in Figure 8: Historic Resources. The Green Mountain Cultural Park is an alternative land-use for the Osgood Property that links the various historical eras of the Green Mountain area together as a regional park that blends history, archeology, and recreation. This park concept was developed in response to the identification of this parcel of land as a place of historic significance. A Phase III Mitigative Excavation was conducted on-site and, among other items, approximately 120,000 artifacts were discovered and several postholes were mapped. As a result of the archeological significance of this parcel, the park concept includes an archeological park component including a re-created Indian village based on the posthole locations within the property as well as a visitor center that would include historical interpretation and artifacts found throughout the Green Mountain area.

The park would also incorporate a working agricultural component illustrating the area's rich agricultural heritage. The conceptual plan calls for a portion of the existing citrus grove to remain in a functioning state as well as a cattle farm exhibit that would include pasture area for cattle and typical structures associated with cattle farming. A third agricultural exhibit could either function as a seasonal installation or a permanent fixture demonstrating other types of agriculture present within the area. The agricultural area of the park would be accessed via an agricultural center building that would provide interpretation and examples of agricultural equipment.

Another major component of the park would be a passive civic park and waterfront that would link the Town of Montverde to Lake Apopka and provide new opportunities for public space within the town. Program elements would include a town amphitheater, playground spaces, walking trails, lakefront overlooks, and ecological interpretation specific to Lake Apopka. Included as part of the civic portion of this park would be the redevelopment of the existing boat ramp on Lake Apopka which would provide dedicated trailer parking that is not currently available.

The final component of the park is the creation of a campground area along Lake Apopka that would include drive-up campsites, cabins, and walk-in group campsites. It is currently anticipated that bathhouse facilities including hot shower facilities be located within the drive-up campsite area to service both the cabins and group campsites. The provision for a campground area would provide a much needed recreational component currently missing in the byway area and would be centrally located within the byway to take advantage of not only the cultural park, but also the Ferndale Preserve (through the Lost Swamp) as well as the Clay Island area and the Oakland Nature Preserve (both of which would be conveniently accessible by car or bicycle). Also, a small dock for mooring and/or a canoe and kayak launch area should be located nearby so that the campsite area can be accessible to boaters, canoes, and kayaks taking advantage of the blueway trail.

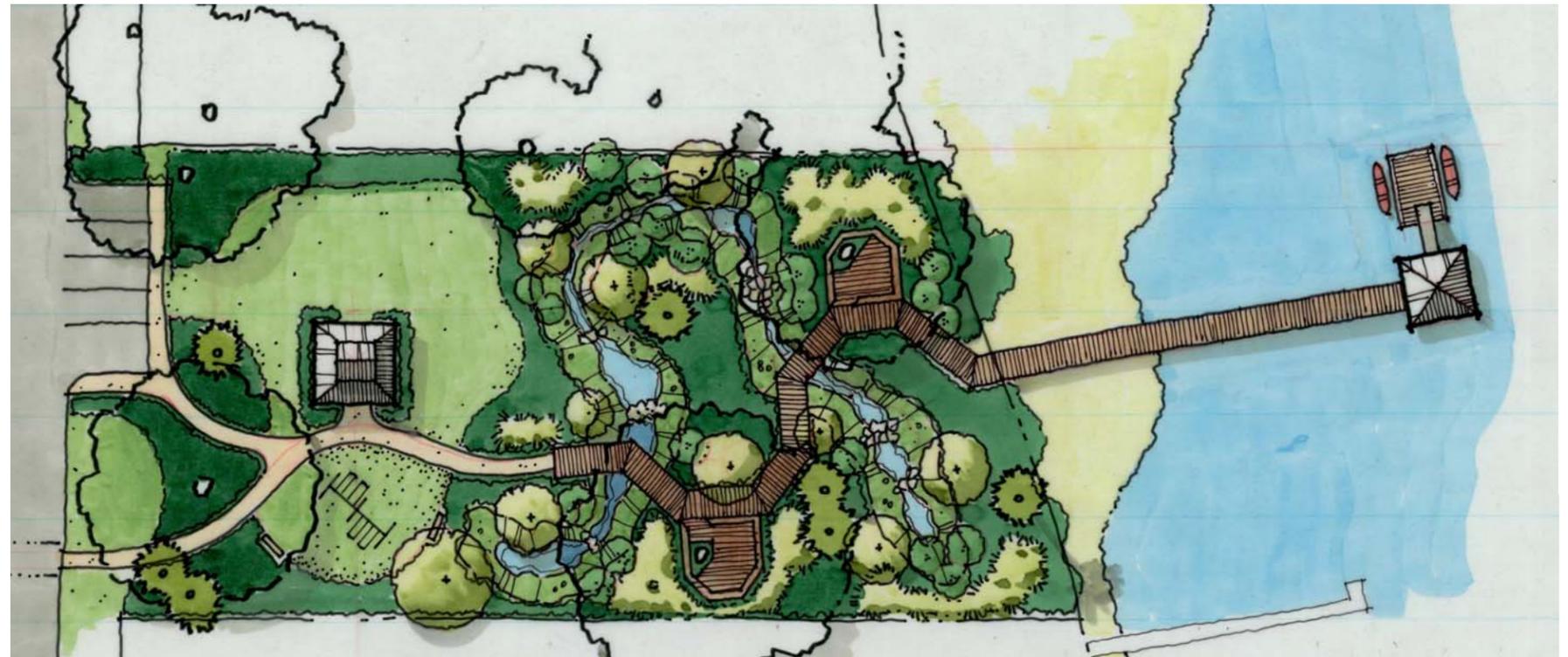
It should be noted that this plan is conceptual in nature and intended to illustrate opportunities that could be taken advantage of on this site. The location of postholes and archeological sites were not known at the time of plan development; therefore, the location of program elements within the park may need to be revised in order to make the village location more historically accurate. The program elements themselves will also need further evaluation based on funding and management partnerships.



Conceptual layout of Green Mountain Cultural Park

Truskett Park

The conceptual plan for Truskett Park provides an example of what the park could be in the future. The current park has a large drainage area that provides stormwater treatment for the area before discharging to Lake Apopka. The proposed park design incorporates bio-swale retention (i.e. a vegetated swale for storage and conveyance) that would allow for a more natural and sustainable method of providing necessary treatment and attenuation. A boardwalk would provide access to Lake Apopka through the bio-swale treatment area creating an element of environmental education. Along the boardwalk, seating areas have been incorporated to take advantage of the existing tree shading. A pavilion with small boat mooring is planned at the end of the dock to tie into the byway area blueway. By relocating the stormwater treatment, the open area to the west becomes available for neighborhood park uses such as an open play area, a small pavilion and swings. Also, included are a small number of necessary parking spaces. The architectural style for the pavilion is inspired by the nearby Harper Home and could be translated to all public structures along the byway.



Conceptual Plan for Truskett Park



Sketch of Pavilion

Rural Space Preservation

The Green Mountain Scenic Byway preserves historic growth patterns with small communities dotted along transportation corridors. These communities can be identified, and in some part defined, by their separation from other areas. Their edges let travelers know they are entering or leaving a particular community. The rural topography allows the traveler to experience the open expanses that define rural living.

Therefore, the Green Mountain Scenic Byway Corridor Master Plan looks to preserve the rural settlement patterns, identified as the Spaces between the Places, as a way of preserving the history, ecology and culture of the Byway. This will require careful design and placement of future development along the Scenic Byway. This section addresses land development regulations that can play a role in preserving the spaces between the places. These recommendations will need further analysis and implementation through land development regulations.

Through updates to the Future Land Use Element of the Lake County Comprehensive Plan, Lake County is taking aggressive steps to preserve the Green Mountain Scenic Byway. The Draft Future Land Use Element of the Lake County Comprehensive Plan includes Policy 7.6.2, Green Mountain Scenic Byway Roadside Overlay District and Corridor Overlay District. When adopted, the Roadside Overlay classification will extend 320 feet from the roadway centerline, and will address building, parking, and clearing setbacks. Land development regulations will be adopted to provide specific standards for land use types and frequencies, tree canopy preservation; planting of new canopy trees; landscaping requirements; clearing setbacks and restrictions; building character, setbacks and locations; location of parking; location of equipment storage; walls, fences, entrance features and similar structures; location and design of retention ponds; access management; number of travel lanes; number and location of traffic signals; location of overhead power lines; location and design of signage; location and design of street lights; and easements, deed restrictions and other instruments required to perpetually preserve the undeveloped portion of the roadway corridor.

The intent of the Corridor Overlay District is to preserve, maintain, protect and enhance the cultural, historical, archaeological, recreational, natural, and scenic resources of the Green Mountain Scenic Byway Corridor. The Corridor Overlay District will regulate land development within the delineated Green Mountain Scenic Byway Corridor by, at a minimum, establishing standards for:

- Protection of Federal and State listed species of plants, animals and the habitat for those species;
- Grading on the Lake Wales Ridge skyline and preservation and enhancement of the viewshed;
- Preservation of the rural character of Ferndale;

- Identification and preservation of cultural, historic and archaeological resources; and
- Maintenance and enhancement of the Scenic Byway as a recreational resource by touring and competitive cyclists.

The intent of the Green Mountain Scenic Byway Roadside Overlay District and Corridor Overlay District will need to be further defined through land development regulations. Some of the details that will need to be clarified are discussed in the following pages.

Landscape Buffers along Major Roadways

The immediate effects of land development can be buffered from roadways using landscaping. A mix of tree types (e.g. canopy trees, palms and pines; see plant palette p. 32-33) allows a natural appearance while screening views of development.

Buffer Width - A wider buffer will allow a greater area of tree cover and will better preserve rural character. Within established rural areas, a 320 foot landscape buffer (as measured from the roadway centerline) is recommended for new development along the scenic byway. While landscape buffers would not be necessary within town cores or activity centers along the byway, standards for landscaping within each area should be established to help define the character of those places.

Opacity - The visual density that the landscape provides within the buffered area is another parameter to be clearly defined, along with any vertical change in ground level elevation (e.g. berms and their height).

Walls and Entry Features – Continuous privacy barriers (such as opaque privacy walls or fences) located adjacent and parallel to the Green Mountain Scenic Byway should be discouraged. Instead, berms and landscaping within the buffer should be considered for providing privacy and separation from public space. Rail fencing with associated columns or other designs that are in keeping with the rural character could be used to delineate private space. Construction materials should primarily be authentic and complimentary to the byway area.

Tree Preservation

Tree preservation ordinances are a way to maintain existing vegetation when new development occurs. Though many land development ordinances in the United States require replanting of trees with new construction, preservation ordinances help to maintain established areas of shade and canopy, help to sustain existing ecosystems and offer a greater sense of permanence and character to new development.

It is important for these ordinances to define species and size of trees to be preserved, to state who will be responsible for enforcement of the ordinance, and to establish hardship conditions that would allow for exemptions (as well as to define how broadly those exemptions can be interpreted). Often tree preservation ordinances become the jurisdiction of local government parks and recreation departments, though as they are usually enacted as a means of keeping new development from clearing the established landscape, the authority to uphold the ordinance should keep in mind (or be shared with) the local government's development review agency.

Large-Lot Zoning

The use of zoning that requires large minimum lot sizes can help to preserve rural character simply by reducing the number of buildings that will be allowed in a given area of land. Other benefits accrue from large-lot zoning. For example, most of the land split through the rural land division process is developed with unpaved roads. Large-lot zoning decreases traffic on these roads thereby creating less dust and causing less degradation to the road. Additionally, concentrating fewer septic systems in one area reduces the likelihood of polluting groundwater and surface water. Moreover, in most circumstances, a smaller portion of the lot is graded leaving natural vegetation in place which serves to minimize accelerated run-off and erosion. In areas where water use is a critical concern, large-lot zoning may also serve to reduce the demand on the water table.

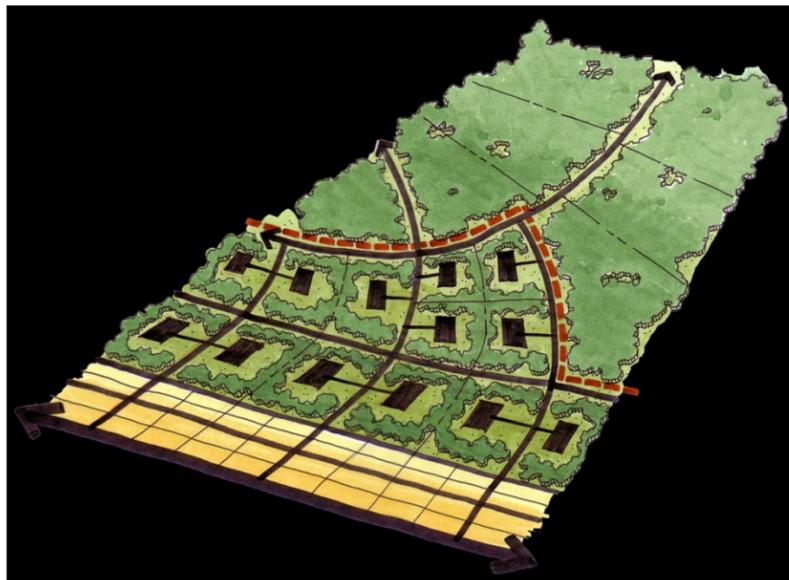
Zoning regulations that are oriented to large lot sizes should feature basic additional requirements such as a minimum lot width, to ensure that the lot size is not accomplished through narrow lots that could allow buildings fairly frequently along a roadway.

Generally, large-lot zoning has only been successful as a means of protecting natural resources and rural character when lots are larger than 10 acres, as smaller lots tend to maintain the appearance of low-density suburban environments and can cause leapfrog development that breaks up the landscape.

Cluster Development

Large-lot zoning in and of itself may have limited effectiveness, though it becomes much more effective as a tool when paired with regulations that enable cluster development. The effect of this type of development pattern is to preserve larger areas of open land, even though that land may be divided among several different properties (and owners). Cluster development also facilitates landscape preservation, which is easier as the area of land being developed is likely near a side or corner of the property (and thus trees in other sections may be left standing). Regardless of location, it reduces the footprint of development.

Many local governments using cluster zoning have enhanced its basic function by allowing density bonuses when clustering is used, thus increasing the overall potential yield of a given property beyond its as-of-right density, and by offering the dedication of open space easements as a way to preserve land ownership but to keep development from occurring on all parts of the property.



Viewshed Protection

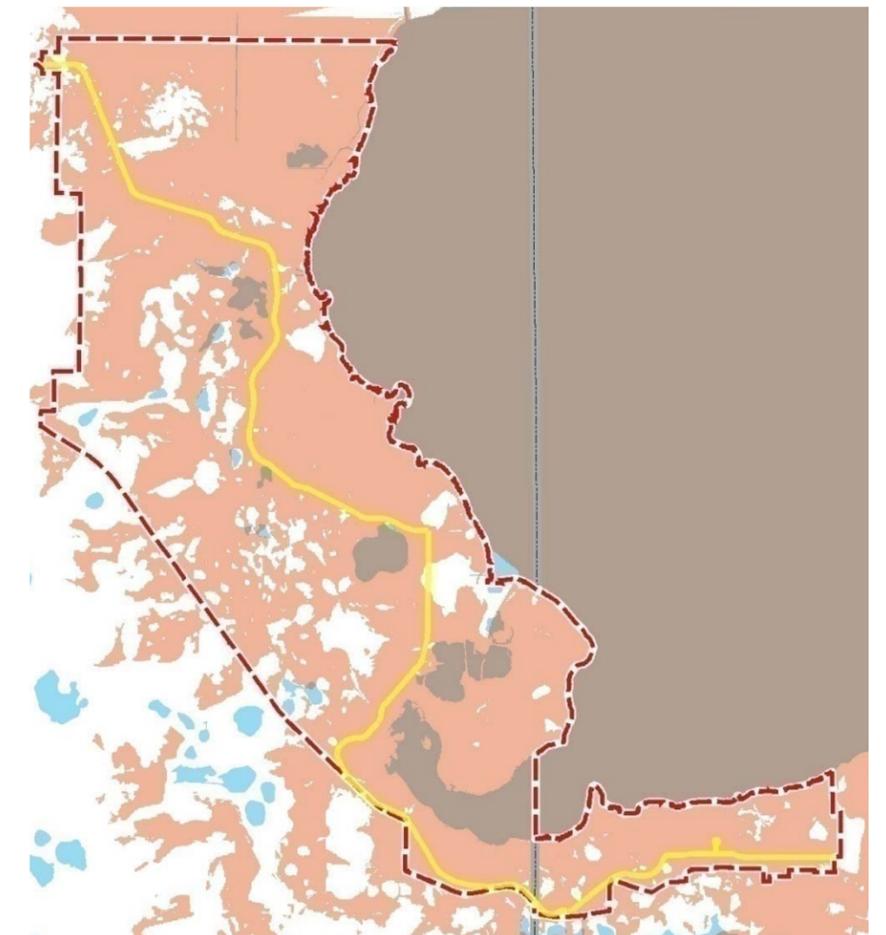
One important objective defined in the corridor planning process for the Green Mountain Scenic Byway is protection of the area’s natural, open character, especially the views of hillsides and ridges. While many of the previously discussed regulatory instruments can help to preserve a rural appearance, there are regulations that can more specifically regulate building placement and density to make sure terrain views are preserved and the special nature of the Green Mountain corridor is recognized.

Using GIS, Glatting Jackson determined the areas along the corridor for which viewshed protection ordinances would be most useful in preserving the character of the Green Mountain Scenic Byway as experienced from the roadway. The following map series show how this analysis was completed.

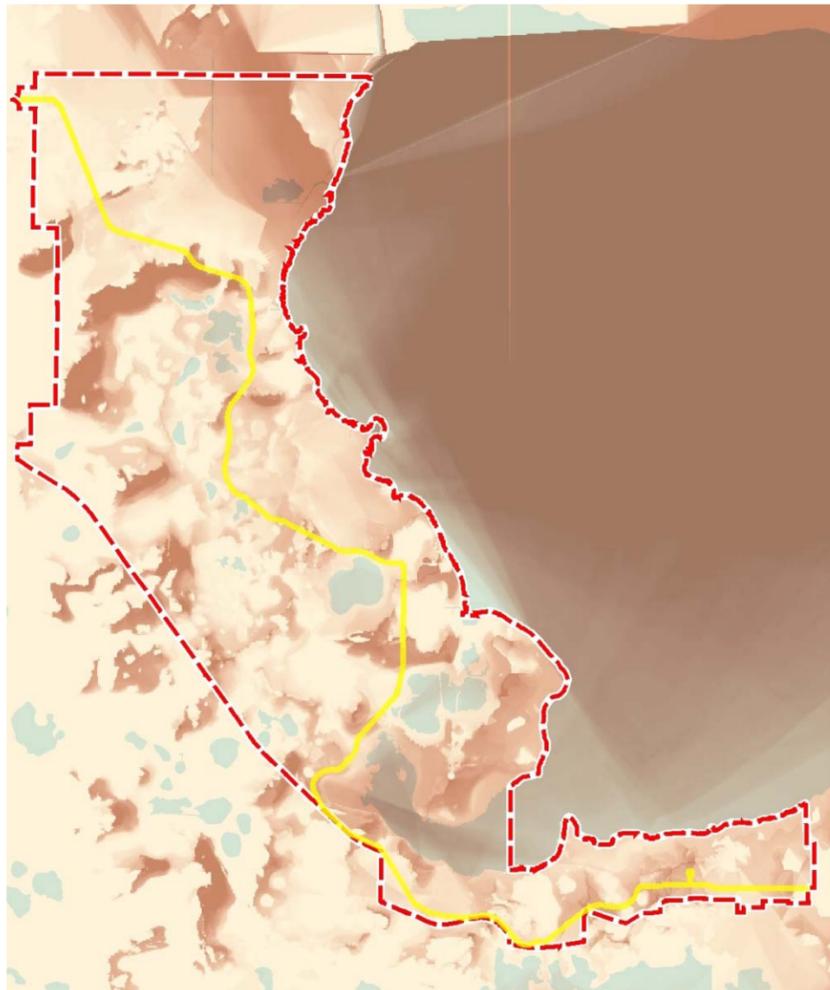
The lighter areas depicted in the map below show the areas that would be visible from the corridor based solely on elevation. Of course, we cannot always see all of these areas: trees and existing buildings sometimes block the view. The map illustration shows that the alignment of the roadway offers high visibility and land development, if not undertaken in a manner that keeps these potential views in mind, could detract from the rural, open landscape that has been identified as an asset to the Green Mountain Scenic Byway corridor. Higher elevations to the west are visible and the lands to the east slope down to Lake Apopka. This implies that measures to protect viewshed can be applied along the entire corridor area.



Topography – area lightens as elevations increase.

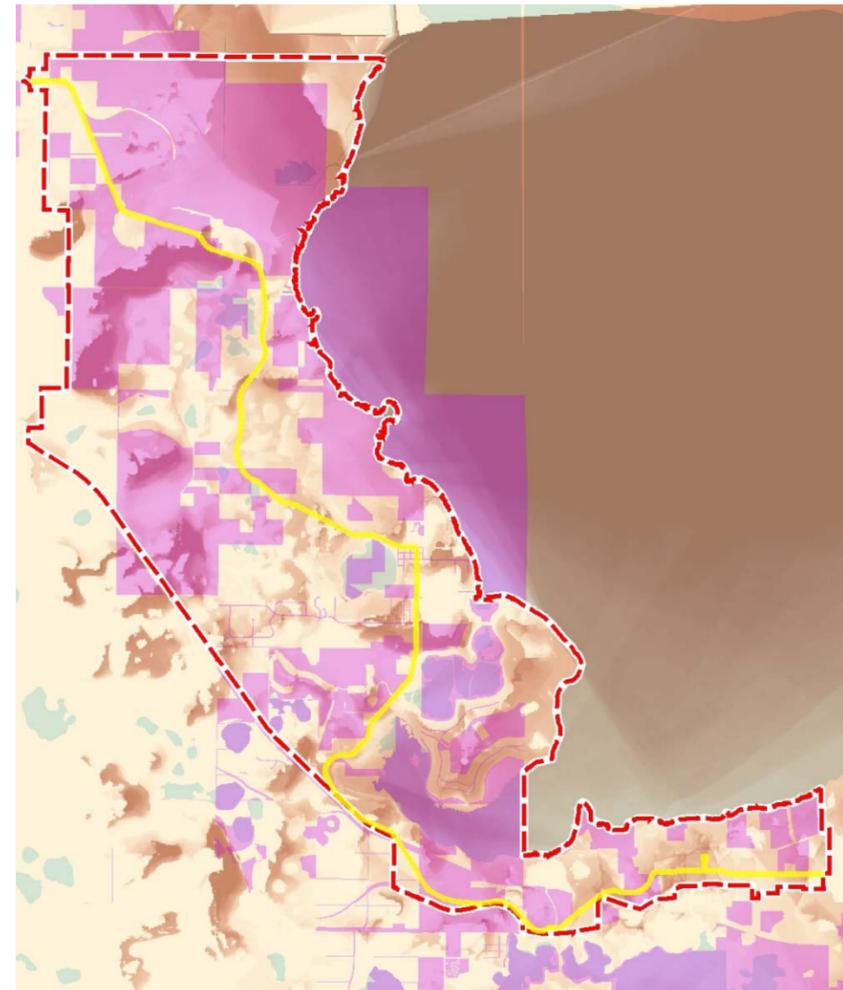


Visible areas – Areas visible from the roadway



Most frequently viewed – areas seen by more locations along the corridor.

The map above shows how frequently different parts of the corridor are viewed, or rather, at how many different general points on the corridor a traveler could see a given location. The darker areas as indicated in this map are those that are the most visible: these are generally the summits and ridges along Sugarloaf Mountain and its adjacent hills. This information has been incorporated into the analysis for determining areas of high scenic value in the Recreation and Open Space Plan.



Areas that can be subdivided

The map above shows the areas that are visible from many places along the corridor as well as properties that are more than five acres, and therefore could be subdivided. When these areas are shown in conjunction, we can see the areas where viewshed protection measures may be focused: in the southern part of the corridor southwest of the town of Montverde, and in the central part of the corridor immediately south of Ferndale.

Viewshed protection ordinances are increasingly common in communities with varied topography to avoid what is often considered to be the undesirable landscape of new development, especially single-family residential development, spread across hills. Viewshed protection ordinances should consider the following major components:

Purpose - This defines the reason that the community has pursued the viewshed ordinance. In particular, this section should provide justification for why the ordinance is in the public interest. This helps to establish the defensibility of the ordinance against claims that such regulations constitute compromised property rights.

Defining Visibility – What area is covered by the viewshed ordinance? How far can one see from a given point? Where are the summit locations that are to be viewed? If an area is restricted from view by tree cover against the road, is the area part of the viewshed? Mapping, as shown on this page, can help identify the area to be protected by a viewshed ordinance.

Cut and Fill - Cut-and-fill requirements for building construction alter the natural appearance of the landscape and, if the site being leveled is large enough, can restrict or alter views. An ordinance should define the maximum area to which cut-and-fill can be applied and should define parameters for the maximum acceptable grade that can be altered. In addition, the use of retaining walls should be minimized.

Building Height and Location - The location of buildings relative to summits and ridge lines will affect the view. Viewshed protection ordinances should define how far below ridge and summit elevations buildings can be located and how high buildings are allowed to be. If a community's desire is to protect the natural appearance of an area, buildings visible above special elements of the landscape, especially ridgelines and summits, can be regulated as not to weaken that impact.

Places

The Green Mountain Scenic Byway is home to historic rural communities that have preserved their history and identity. The Corridor Management Plan, the revisions to the Lake County Comprehensive Plan, and other efforts in the area have identified the need to support appropriate commercial development while preserving the historic character of these communities. Pedestrian circulation and safety is particularly important in these areas for both mobility and community identity.

Oakland

The Town of Oakland is pursuing a number of policy measures that will preserve the small town character of the community and improve pedestrian safety along the Scenic Highway. As a policy, the Town of Oakland is introducing sidewalks as properties redevelop. Sidewalks must respect and preserve the mature oak canopy located along the roadway. The Town has implemented zoning ordinances that promote commercial and residential development that support pedestrian activity, such as buildings framing the street, and residential developments with strong connections to the West Orange Trail.

The Recreation and Open Space Master Plan includes programs that will extend the pedestrian and bicycle network as the town continues to develop. The town is in discussion with Castle and Cook to extend a trail connection along the old railroad tracks to connect the commercial piece along Old SR 50/SR 50 to the current residential development along the West Orange Trail. Castle and Cook has stated that, due to access modifications to SR 50, they may sell this property in the future. The town will continue to work with the current and future property owners to pursue this trail connection as the site develops.

Town of Montverde

The Town of Montverde is developing a CR 455 Corridor Study within the town. This study will be completed by summer 2008. In general, the study is evaluating:

- Drainage improvements along CR 455;
- Pedestrian improvements along CR 455, including sidewalks and streetscaping;
- Redevelopment of the commercial town center;
- Traffic calming along CR 455, and especially within the Montverde Academy;
- Intersection safety and capacity enhancements;
- Gateway features for the Town of Montverde;
- Park enhancements to Truskett Park; and
- Improvements to the existing boat launch at Abrams Avenue.

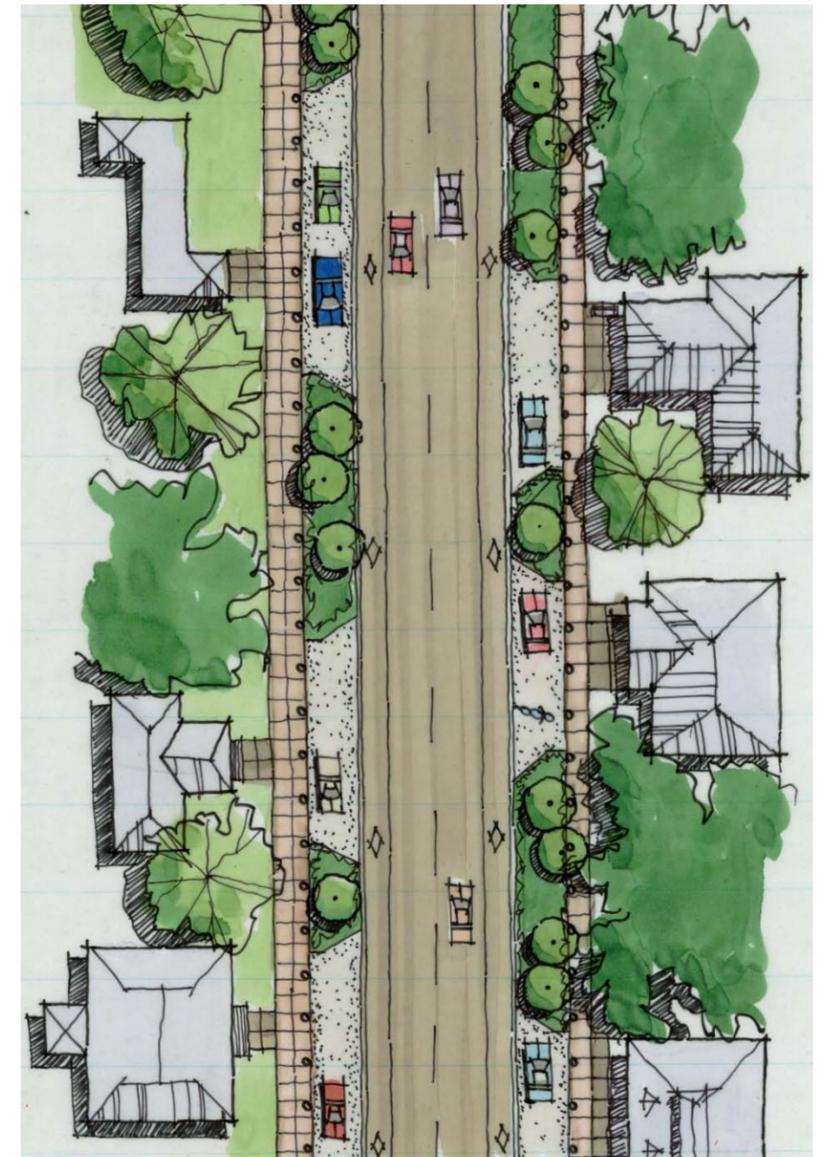
The draft recommendations to date for this study are summarized in Figure 16. The recommendations shown are subject to change based on technical analysis and further public input obtained through the CR 455 Corridor Study. To see the final recommendations from this report, see the Town of Montverde CR 455 Corridor Study Final Report.

Ferndale Community

The Ferndale Community has been engaged in the Lake County Comprehensive Plan update. The draft document includes a Village Center Sub-area, which would support local, community oriented commercial development in a pedestrian, equestrian and bicycle friendly environment. The cross-section developed for the Ferndale Community focuses on the Village Center Sub-area.

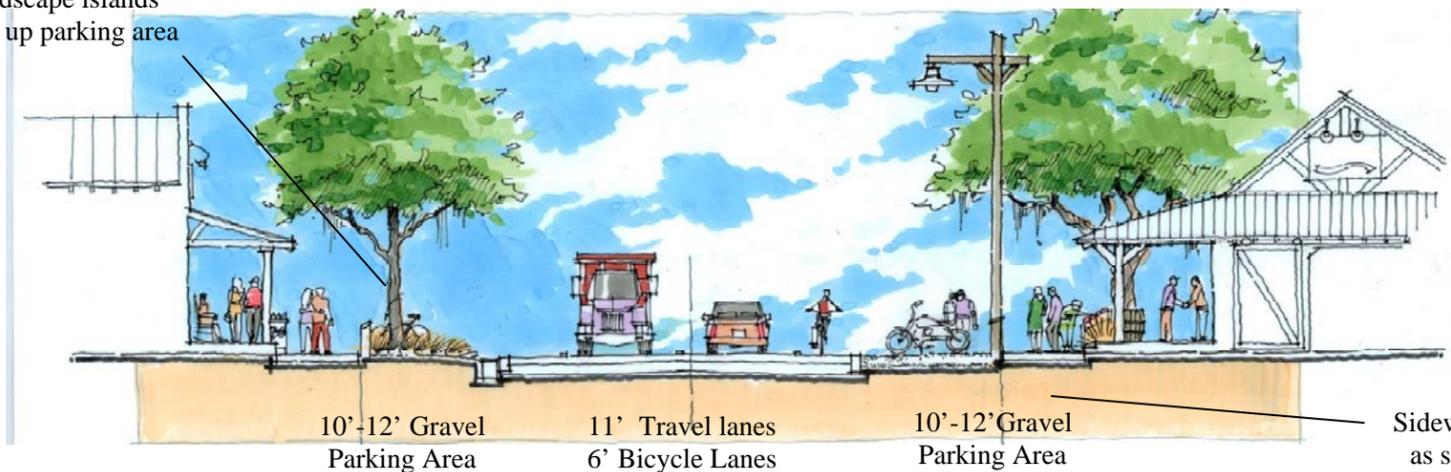


Artistic Sketch of Ferndale Village Center Sub-area



Plan View of Ferndale Village Center Sub-area

Landscape islands
break up parking area

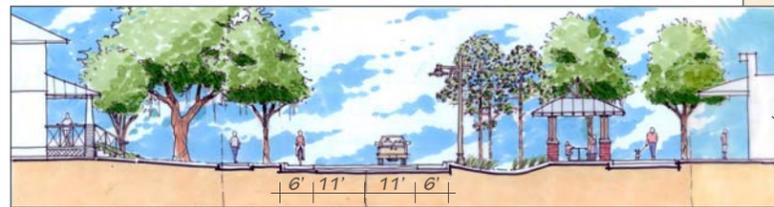


10'-12' Gravel
Parking Area

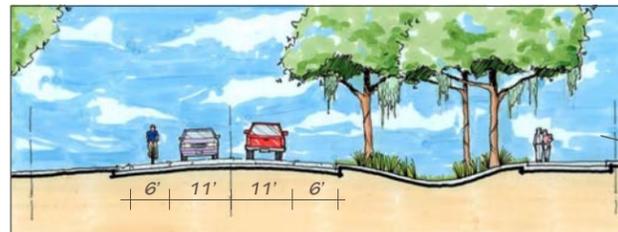
11' Travel lanes
6' Bicycle Lanes

10'-12' Gravel
Parking Area

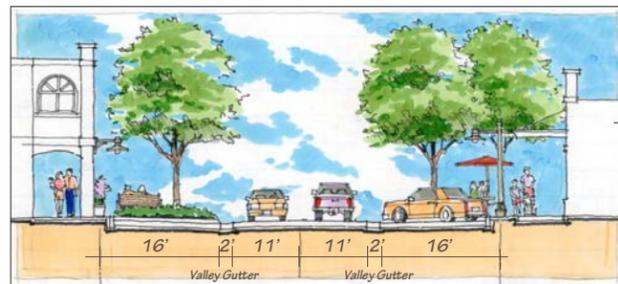
Sidewalk introduced
as sites redevelop



Town Center West Section



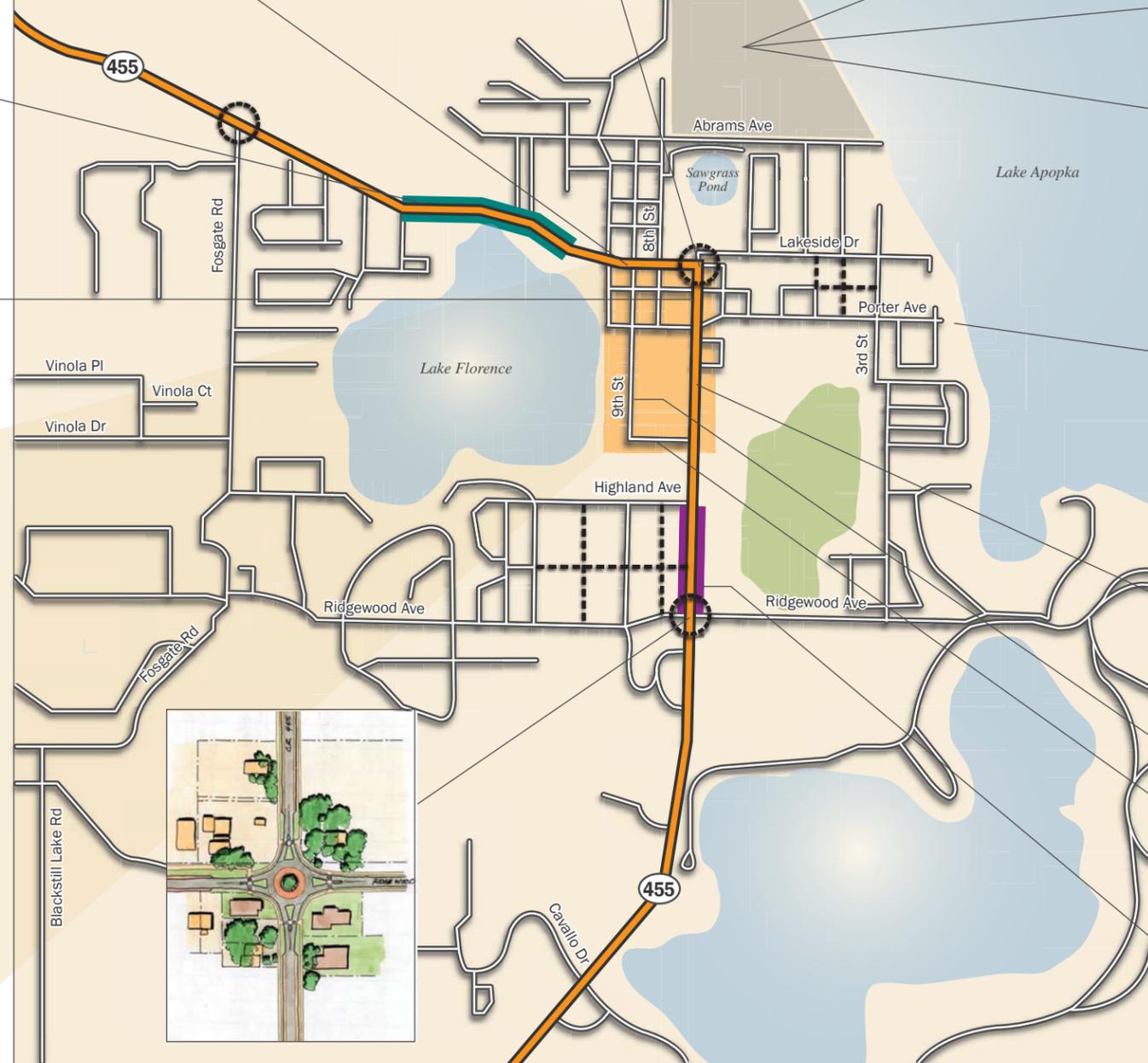
Shoulder Gutter Section - from Burke Street to 10th Street



Porter Avenue to Lakeside Drive Cross Section



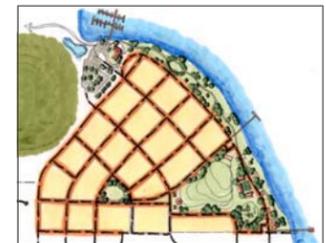
Town Center South Section



- Legend**
- Scenic Corridor
 - Curb and Gutter Section
 - Shoulder Gutter Section
 - Conservation
 - Continue Connected Grid Pattern as Downtown Develops
 - Proposed Roundabout



Alternative A - Maintain agricultural land use



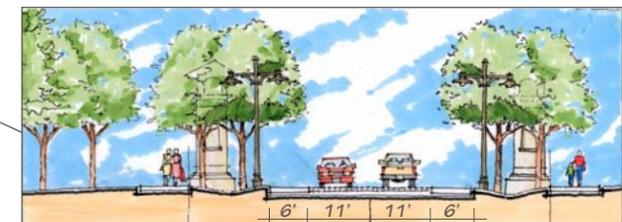
Alternative B - Develop at appropriate scale



Alternative C - Cultural Park



Truskett Park



Montverde Academy Section

Traffic Calming on 9th Street

Pave Park Lane



Curb and Gutter Section

Transportation

Speed Limits

Towns and Hamlets

CR 455 is classified a rural arterial. Yet, the role of the roadway changes significantly within the towns and Ferndale Community. In these areas, the roadway serves local motorized trips, pedestrian travel, and civic engagement. These activities will intensify as the Town of Montverde and Ferndale Community develop towards their vision, with vibrant commercial centers that serve local residents. For the safety of all uses and the viability of a strong commercial center, it is recommended that the speed limits be reduced in these communities.

Recommended speed limits:

- Ferndale Community – 35 mph from just south of Trousdale Road to just north of 561A.
- Town of Montverde – Extend the 35 mph zone west of Fosgate Road. Introduce a 25 mph from Park Lane to 9th Street.

Speed limit changes are recommended to occur as other elements of the Master Plan, such as cross-section recommendations, roundabouts, and future commercial development, are implemented.

Montverde Academy

Currently, the school zone signs are located immediately adjacent to the pedestrian crossings. The school zone sign should be relocated to ensure that vehicles have slowed to an appropriate speed before encountering a child in the crosswalk.

In Florida, there are no standard for the length or location of school speed zones. Research was conducted to provide guidance for a reasonable distance from a pedestrian crosswalk.

- The Safe Ways to School Tool Kit, published by the Florida Traffic and Bicycle Safety Education Program, suggests:
 - Increasing school zones beyond school property limits to include major crossings adjacent to the school.
 - Special emphasis crosswalks (pavement color or texture change), raised pedestrian crossings, pavement markings, refuge islands, and/or bulbouts at corners.
- Washington State requires the school zone start 300 feet from the pedestrian crossings.
- Stopping sight distance may be a reasonable guide for the location of school zone signs as you would want to ensure a vehicle can stop before encountering a pedestrian. At 30 mph,

the AASHTO A Policy on Geometric Design of Highways and Streets determines the stopping sight distance for arterials to be 200 ft. AASHTO does not provide a stopping sight distance at 20 mph, but it can be calculated to be 106 feet, which could be rounded to 125 feet for design purposes.

Therefore, it is recommended that the school speed zone be extended to the north side of Porter Avenue and 200 feet south of the southern pedestrian crossing. An alternative pavement pattern, brick or stamped concrete, should be used through the length of the school speed zone to highlight the length of the zone and to help reinforce the posted speed limit. A different pavement pattern is recommended for the pedestrian crossings.

Montverde Academy is a boarding facility, therefore there are children using the pedestrian crossings throughout the day and in the evenings. Light-Emitting Diodes (LEDs), Lighting in Pavement for Pedestrians Crossing at Night, are recommended for every pedestrian crossing.

Cross-Sections

To provide a safe environment for all modes of travel and provide a framework for future commercial development with the Town of Montverde and the Ferndale Community, cross-section modifications are recommended in several areas along the corridor. These include:

- Paved shoulders along CR 455 from the intersection with Old Highway 50 to CR 561. (with the exception of the Town Center Section in the Town of Montverde)
- Introduction of informal parking area and sidewalks within the Ferndale Community commercial core.
- Sidewalks, parking and curb modifications in the Town of Montverde.

Intersections

The CMC is opposed to signalized intersections along the scenic byway. The crash data indicate that modifications may be required to reduce crash rates at the intersection of CR 455 and CR 561. As an alternative to signals, roundabouts are recommended at major intersections.

Roundabouts are recommended at the following intersections:

- CR 455 and CR 561
- CR 455 and Fosgate Road
- CR 445 and Lakeside Drive
- CR 455 and Ridgewood Avenue

Roundabouts at these locations will serve as gateway features to the corridor and the town of Montverde. A roundabout justification

study may be necessary at these locations to support their construction.

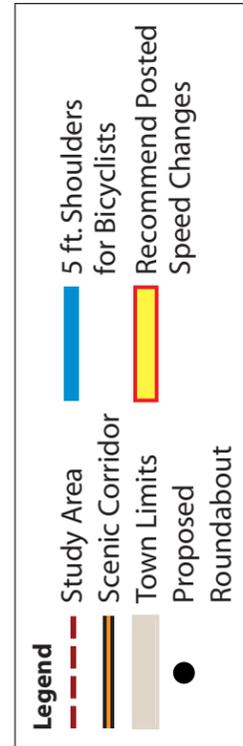
Guidelines for Future Roadway Modifications

CR 455 will experience growth in traffic volumes in the future. This may cause greater delays or higher crash rates, and may trigger future studies for intersection widening or other geometric modifications. Changes recommended based on vehicular delay should be weighed against impacts to all other modes of travel, including bicycle and pedestrian safety and comfort. Since the roadway will not be widened in the future, such modifications must also be evaluated at a systems level. There is no need to provide excess capacity at any one location that cannot be accommodated along the rest of the corridor. Future development should be required to provide access to other roadways and/or internal network to reduce pressure on CR 455.

Based on the crash data from the past five years, CR 455 is a relatively safe roadway. As traffic volumes increase, crash rates may also increase. This is not a certainty and monitoring should continue along the corridor. Modifications due to safety must be carefully studied and should directly address a measured safety concern. The full range of alternative solutions should be evaluated, including:

- Signage improvements
- Shoulder, guardrail or other roadside improvements
- Lighting enhancements
- Reduction or enforcement of posted speed limit
- Traffic calming measures
- Minor geometric modifications to improve sight distance

The topography of the roadway is a defining characteristic of the scenic byway. Also, due to programmed development and proposed enhancements presented in this report, segments of the corridor will be slowed. Future modifications to the corridor should not create new sections of road where the driver will accelerate. Instead, future modifications should look to create a consistent travel pattern along the corridor.



Landscaping

Plant Material

Since the existing character of the byway is largely rural and natural, it is recommended that a plant palette reflecting the existing character be encouraged and utilized as much as possible when landscaping along the corridor. Native Florida plants, used appropriately (i.e. proper soil conditions and habitat) should be favored. If particular non-native plants are allowed, they should be “Florida-friendly,” that is, plants having a high drought tolerance that are not considered invasive exotics. Landscape within buffer areas along the corridor should be native.

In addition, tree and plant-mix guidelines should be developed to ensure a diversity of plant material; and irrigation and plant grouping recommendations should be developed that promote lower water usage. Large areas of sod that require intensive irrigation and fertilization should be discouraged. Littoral plantings and natural edges along water bodies should be encouraged. Finally, an invasive exotics removal program should be established throughout the byway area.

The following is a representative plant palette for landscape along the byway. Please note that this is a representative palette and is not intended to be all-inclusive.



Before Landscape Enhancements



After Landscape Enhancements

Representative Native Plant Palette

Table 10: Trees and Palms

Botanical Name	Common Name
<i>Acer rubrum</i>	Red Maple
<i>Carya glabra</i>	Pignut Hickory
<i>Chionanthus virginicus</i>	Fringetree
<i>Fraxinus pennsylvanica</i>	Green Ash
<i>Gordonia lasianthus</i>	Loblolly Bay
<i>Ilex cassine</i>	Dahoon Holly
<i>Ilex vomitoria</i>	Yaupon Holly
<i>Liquidambar styraciflua</i>	Sweetgum
<i>Magnolia grandiflora</i>	Southern Magnolia
<i>Magnolia virginiana</i>	Sweetbay Magnolia
<i>Persea palustris</i>	Redbay
<i>Pinus clausa</i>	Sand Pine
<i>Pinus elliotii</i>	Slash Pine
<i>Pinus palustris</i>	Longleaf Pine
<i>Prunus angustifolia</i>	Chickasaw Plum
<i>Quercus shumardii</i>	Shumard Oak
<i>Quercus virginiana</i>	Live Oak
<i>Sabal palmetto</i>	Sabal Palm
<i>Taxodium ascendens</i>	Pond Cypress
<i>Taxodium distichum</i>	Bald Cypress
<i>Ulmus alata</i>	Winged Elm
<i>Ulmus americana</i>	American Elm

Table 11: Grasses

Botanical Name	Common Name
<i>Aristida stricta</i>	Wiregrass
<i>Eragrostis spectabilis</i>	Lovegrass
<i>Muhlenbergia capillaris</i>	Muhly Grass
<i>Sorghastrum secundum</i>	Lopsided Indiangrass
<i>Spartina bakeri</i>	Cordgrass
<i>Tripsacum dactyloides</i>	Florida Gamagrass
<i>Tripsacum floridanum</i>	Fakahatchee Grass

Table 12: Shrubs and Groundcover

Botanical Name	Common Name
<i>Blechnum serrulatum</i>	Swamp Fern
<i>Callicarpa americana</i>	Beautyberry
<i>Canna flaccida</i>	Yellow Canna
<i>Forestiera segregata</i>	Florida Privet
<i>Hamelia patens</i>	Firebush
<i>Helianthus debilis</i>	Beach Sunflower
<i>Ilex glabra</i>	Inkberry
<i>Illicium floridanum</i>	Florida Anise
<i>Illicium parviflorum</i>	Yellow Anise
<i>Ilex vomitoria</i>	Yaupon Holly
<i>Itea virginica</i>	Virginia Willow
<i>Licania michauxii</i>	Gopher Apple
<i>Myrcianthes fragrans</i>	Simpson Stopper
<i>Myrica cerifera</i>	Wax Myrtle
<i>Nephrolepis spp.</i>	Sword Fern
<i>Rhapidophyllum hystrix</i>	Needle Palm
<i>Sabal minor</i>	Bluestem Palmetto
<i>Serenoa repens</i>	Saw Palmetto
<i>Stachytarpheta jamaicensis</i>	Blue Porterweed
<i>Stokesia laevis</i>	Stokes' Aster
<i>Vaccinium darrowii</i>	Lowbush Blueberry
<i>Viburnum obovatum</i>	Walter's Viburnum
<i>Yucca filamentosa</i>	Adam's Needle
<i>Zamia pumila</i>	Coontie

Table 13: Vines and Wildflowers

Botanical Name	Common Name
<i>Asclepias spp.</i>	Milkweed
<i>Coreopsis floridana</i>	Florida Tickseed
<i>Crinum americanum</i>	String Lily
<i>Echinacea purpurea</i>	Purple Coneflower
<i>Gelsemium sempervirens</i>	Yellow Jessamine
<i>Lonicera sempervirens</i>	Coral Honeysuckle
<i>Solidago sempervirens</i>	Goldenrod

Table 14: Aquatics

Botanical Name	Common Name
<i>Iris virginica</i>	Blue Flag Iris
<i>Juncus effuses</i>	Soft Rush
<i>Nymphaea mexicana</i>	Yellow Water Lily
<i>Nymphaea odorata</i>	White Water Lily
<i>Pontederia lanceolata</i>	Pickrelweed
<i>Sagittaria lancifolia</i>	Arrowhead
<i>Sagittaria latifolia</i>	Duck Potato

Below is a list of useful landscaping resources.

Resources

Books

- Xeric Landscaping with Florida Native Plants (Association of Florida Native Nurseries)*
- Florida's Best Native Landscape Plants (Gil Nelson)*
- A Gardener's Guide to Florida's Native Plants (Rufino Osorio)*
- Native Florida Plants (Robert G. Haehle)*
- Florida-Friendly Plant List (UF IFAS Extension)*
- Waterwise (SJRWMD)*

Websites

- Florida-Friendly Landscaping – <http://floridayards.org>*
- Florida Yards & Neighborhoods – <http://fyn.ifas.ufl.edu>*
- Florida Trees - <http://orb.at.ufl.edu/FloridaTrees/index.html>*
- Landscape Plants - <http://hort.ifas.ufl.edu/woody/>*

Transit-Stops

It is recommended that transit stops along the corridor be designed to reflect the established character of the byway. Shelters should be provided and should be architecturally detailed to reflect the character of the area. In addition, it is recommended that the landscape around the structures reflect the rural and natural character of the corridor. Site furnishings should be selected from the palette of furnishings to be used throughout the civic spaces within the byway corridor.



Transit-Stop Before



Transit-Stop After

Wayfinding

What is Wayfinding?

Wayfinding is the organized movement of pedestrians and vehicles through a complex environment. It frequently involves layers of information such as maps, signs, landmarks, or icons to direct a user to a destination. The goal of this system is to welcome travelers to the Green Mountain Scenic Byway and provide a cohesive element along the byway that ties the intrinsic resources into a corridor experience. Successful wayfinding is not about adding signs. Wayfinding systems create a clear message system that direct travels efficiently, with potentially fewer signs than currently exist.

Logo

The logo is a significant unifying element that helps provide an identity to the corridor for travelers and corridor supporters. Beyond signage and wayfinding elements, it can be used in publications such as the web page, newsletters, and other printed media.

Corridor Logo



Color Logo- for written materials, web site, t-shirts, ect.



Monochromatic Dimensional Plaque -this will contain three surfaces low, mid and high each with a unique texture to be used on signage.

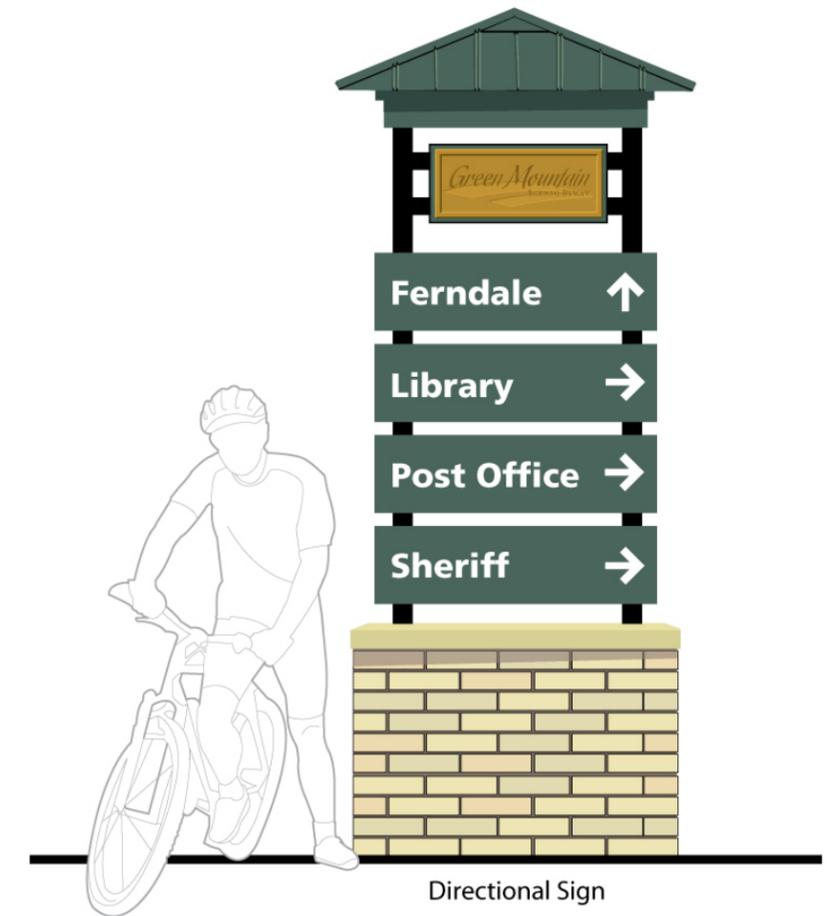
Community of Ferndale Logo



The Wayfinding Master Plan

The system contains a hierarchy of signs including a corridor logo, gateway features, icons, vehicular directional signs, and interpretive signs. This hierarchical system is intended to maintain a consistent "branding" of the corridor.

Directional Sign



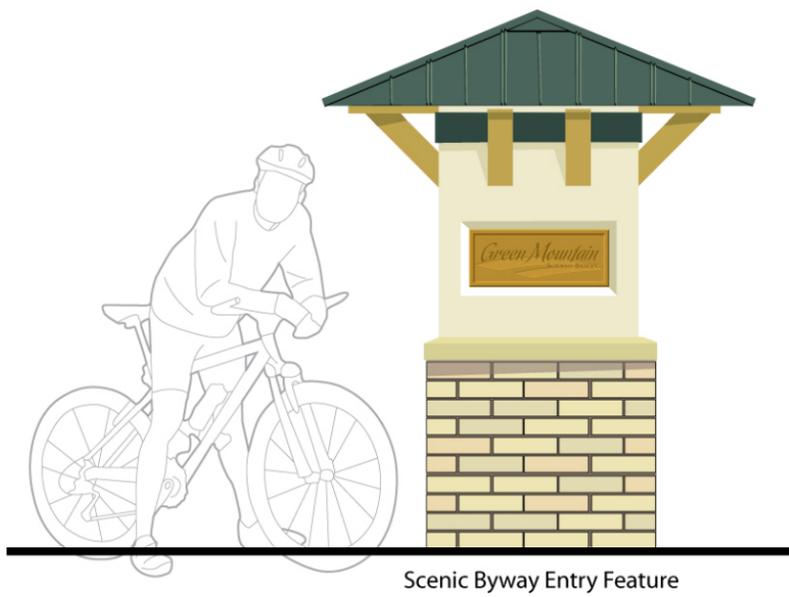
Directional Sign

Gateway Features

Corridor Gateway

Town Gateway

Rural Gateway



Interpretive Sign



Interpretive Sign



Interpretive Sign

Lake Wales Ridge

Description:
 The Lake Wales Ridge is a sand dune that stretches approximately 100 miles from Orange County to southern Highlands County, with its width ranging from 4-10 miles. The ridge was at one time a peninsula when millions of years ago, it is believed that the rest of Florida was under the sea.

Ecosystem:
 While this land was isolated for so many years, its vegetation and wildlife evolved very uniquely. The plants and animals native to the Lake Wales Ridge can only be found today in this specific region, and 26 of these species are listed as endangered or threatened. Among these, the Florida scrub-jay, the sand skink, and the Lake Placid scrub mint live along the Ridge.




Sample text for Interpretive Sign

Lake Apopka

Florida's Third Largest Lake

Area: 48 square miles

Average Depth: 5 feet

Water Sources: A natural spring, rainfall and stormwater runoff

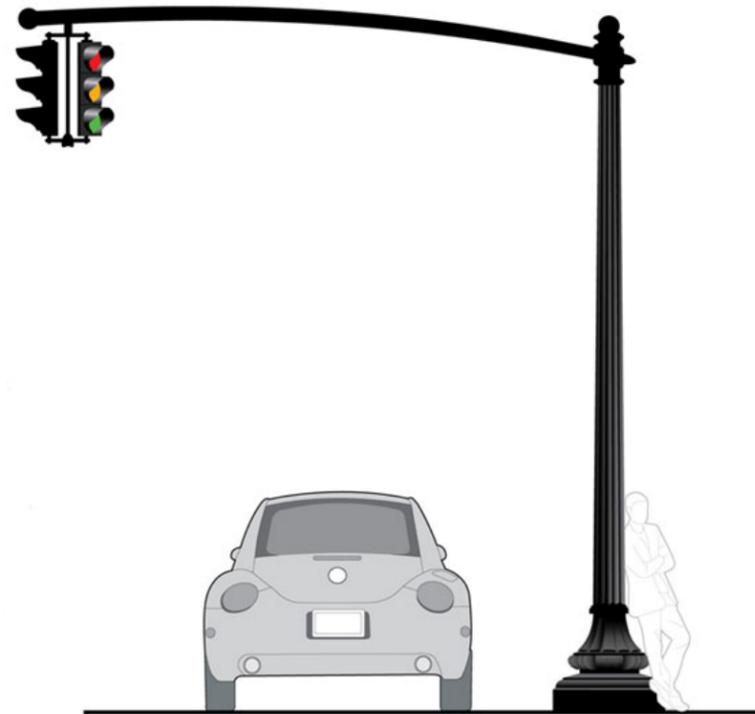
Origin of Name: In the Creek Indian Language, which is a dialect of the Seminole Indians, the term "ah-popka" means "potato-eating place", and on several early Florida maps, this lake was known as Anapopka.

History: Throughout the 1940s Lake Apopka contained 21 fish camps along the shore and people traveled from all over the country to fish for trophy-sized bass. Later the lake became so polluted due to increased agriculture, that it was advised through the 1960s to not eat the fish caught in the lake. The state of Florida and the St. Johns Water Management District have been making much progress from working since the 1980s to reverse these effects.




Sample text for Interpretive Sign

Signal at Avalon Road



Conceptual sketch of the Avalon Road Gateway with gateway signage and proposed mast arms.



- Legend**
- Study Area
 - Scenic Corridor
 - Town Limits
 - ✳ Corridor Gateway
 - ↩ Directional Sign
 - 🏠 Town Gateway
 - 📖 Interpretive Sign
 - 🏡 Rural Gateway



I M P L E M E N T A T I O N

Implementation

Short term projects are those projects that will be completed within the next five years or projects for which efforts must be focused on immediately. Mid term projects are those that will be completed between five and ten years. Long term projects are those that will be completed between ten and twenty years.

Table 15: Short Term

Master Plan Element	Project	Partnership Opportunities	Priority
Recreation and Open Space Plan, Land Acquisition	Acquire Lost Swap	Lake County, St. Johns River Water Management District, Florida Department of Environmental Protection	High
Recreation and Open Space Plan, Land Acquisition	Acquire Woodland Property	Lake County	High
Recreation and Open Space Plan, Trails	Lake Apopka Loop Trail	Lake County, Hills of Minneola, Sugarloaf Mountain, St. Johns River Water Management District, Friends of Lake Apopka, Lake-Sumter MPO	High
Recreation and Open Space Plan, Trails	Multiuse trail along railroad tracks adjacent to Clay Island, extending south to Ferndale Preserve	Lake County, Sugarloaf Mountain, St. Johns River Water Management District, Friends of Lake Apopka, Ferndale Preserve, Lake-Sumter MPO	High
Recreation and Open Space Plan, Cultural Points of Interest	Archeological Site	FDOT, Lake County, historical societies, Town of Montverde, Visit Florida, America's Byways Resource Center, Enterprise Florida	High
Rural Space Preservation	Land Development Regulations	Lake County, Friends of Ferndale, private land owners	High
Transportation	Reduce posted speed limit in Ferndale Community Village Center Sub-area	Lake County, Friends of Ferndale	High
Landscape Standards	Land Development Regulations	Lake County, Friends of Ferndale	High
Wayfinding	Brochures	FDOT, Lake County, Town of Montverde, Town of Oakland, Winter Garden, Ferndale Preserve, St. Johns River Water Management District, Oakland Nature Preserve, Friends of Lake Apopka, Friends of Ferndale, Visit Florida	High
Wayfinding	Town of Montverde Directional Signs	FDOT, Lake County, Town of Montverde	High
Wayfinding	Town of Oakland Directional Signs	FDOT, Lake County, Town of Oakland	High
Wayfinding	Corridor Gateways	FDOT, Lake County, Orange County	High
Wayfinding	Town Gateways	FDOT, Lake County, Town of Montverde, Town of Oakland, Winter Garden	High
Wayfinding	Rural Gateways	FDOT, Lake County, Friends of Ferndale	High
Wayfinding	Interpretive Signs	FDOT, Lake County, Town of Montverde, Town of Oakland, Winter Garden, Ferndale Preserve, St. Johns River Water Management District, Oakland Nature Preserve, Friends of Lake Apopka, historical societies, Friends of Ferndale, Florida Department of Environmental Protection, Lake County Water Authority	High
Recreation and Open Space Plan, Land Acquisition	Acquire site along south side of Old SR 50 containing endangered species	Lake County, Florida Department of Environmental Protection	Medium
Recreation and Open Space Plan, Trails	5' bicycle lanes on CR 455 from Old SR 50 to CR 561	FDOT, Lake County, Town of Oakland, Town of Montverde, Montverde Academy, Sugarloaf Mountain, Private Development Community, Lake-Sumter MPO	Medium
Recreation and Open Space Plan, Trails	Lost Swamp Nature Trail	Lake County, St. Johns River Water Management District, Friends of Lake Apopka	Medium
Recreation and Open Space Plan, Cultural Points of Interest	Ferndale Community	FDOT, Lake County, historical societies, Visit Florida, Friends of Ferndale America's, Byways Resource Center, Enterprise Florida	Medium
Recreation and Open Space Plan, Parks	Boat Launch at Abrams Avenue	Town of Montverde, Lake County, Friends of Lake Apopka, owner of Osgood site, Lake County Water Authority	Medium
Places	Gateway Features	Town of Montverde, Lake County	Medium
Transportation	Extend 35 mph posted speed in the Town of Montverde north of Fosgate Road	Lake County, Town of Montverde	Medium

Master Plan Element	Project	Partnership Opportunities	Priority
Wayfinding	Web page	FDOT, Visit Florida	Medium
Wayfinding	Pens	FDOT, Visit Florida	Medium
Wayfinding	Bumper stickers	FDOT, Visit Florida	Medium
Wayfinding	Birding trail tour brochure	FDOT, Lake County, Town of Montverde, Town of Oakland, Winter Garden, Ferndale Preserve, St. Johns River Water Management District, Oakland Nature Preserve, Friends of Lake Apopka, Friends of Ferndale, Visit Florida, Florida Department of Environmental Protection	Medium
Wayfinding	Biking tour brochure	FDOT, Lake County, Town of Montverde, Town of Oakland, Winter Garden, Ferndale Preserve, St. Johns River Water Management District, Oakland Nature Preserve, Friends of Lake Apopka, Friends of Ferndale, Visit Florida	Medium

Table 16: Mid Term

Master Plan Element	Project	Partnership Opportunities	Priority
Recreation and Open Space Plan, Trails	Clay Island Trailhead	Lake County, St. Johns River Water Management District, Lake-Sumter MPO	High
Recreation and Open Space Plan, Trails	Blueways	Lake County, St. Johns River Water Management District, Town of Oakland, Oakland Nature Preserve, Oakland Park, Town of Montverde, Oakland Nature Preserve, Ferndale Preserve, Lake County Water Authority	High
Recreation and Open Space Plan, Trails	Trails in Clay Island	St. Johns River Water Management District, Friends of Lake Apopka, Lake-Sumter MPO	High
Recreation and Open Space Plan, Trails	Kirk Park Trailhead	Town of Montverde, Lake County, Lake-Sumter MPO	Medium
Recreation and Open Space Plan, Trails	Multiuse trail along Ridgewood Avenue connecting to South Lake Trail	Lake County, Town of Montverde, Ginn Group	Medium
Recreation and Open Space Plan, Trails	Extension of Town of Montverde Trail	Lake County, Town of Montverde, Lake-Sumter MPO	Medium
Recreation and Open Space Plan, Cultural Points of Interest	Oakland Town Center	FDOT, Lake County, historical societies, Town of Oakland, Visit Florida, America's Byways Resource Center, Enterprise Florida	Medium
Recreation and Open Space Plan, Cultural Points of Interest	Sadler Oaks	FDOT, Lake County, historical societies, Town of Oakland, Visit Florida, America's Byways Resource Center, Enterprise Florida	Medium
Recreation and Open Space Plan, Cultural Points of Interest	Meadowmarsh	FDOT, Orange County, historical societies, Winter Garden, Visit Florida, Oakland Park	Medium
Recreation and Open Space Plan, Parks	Green Mountain Cultural Park	Town of Montverde, historical societies, Lake County, Lake County School System, Lake County Water Authority	Medium
Places	Drainage Improvements along CR 455	Town of Montverde, Lake County, FDOT	Medium
Wayfinding	Historic walking tour of Town of Oakland (brochure)	FDOT, Lake County, Town of Oakland, historical societies, Visit Florida	Medium
Wayfinding	Signal at Avalon Road	Orange County, Winter Garden, Oakland Park	Medium

Table 17: Long Term

Master Plan Element	Project	Partnership Opportunities	Priority
Recreation and Open Space Plan, Land Acquisition	Acquire site adjacent to Oakland Nature Preserve	Lake County, Town of Oakland, Oakland Nature Preserve, Florida Department of Environmental Protection	Medium
Recreation and Open Space Plan, Trails	5' bicycle lanes along Ridgewood Avenue	Lake County, Sugarloaf Mountain, Ginn Group, Lake-Sumter MPO	Medium
Recreation and Open Space Plan, Trails	5' bicycle lanes on Sugarloaf Mountain Road	Lake County, Sugarloaf Mountain, Hills of Minneola, Lake-Sumter MPO	Medium
Recreation and Open Space Plan, Trails	5' bicycle lanes on CR 561A	Lake County, Hills of Minneola, Lake-Sumter MPO	Medium
Recreation and Open Space Plan, Trails	Trails through the Hills of Minneola development	Lake County, Hills of Minneola, Town of Minneola	Medium
Recreation and Open Space Plan, Trails	Multiuse Trail through Ferndale Activity Center	FDOT, Lake County, Friends of Ferndale, Lake-Sumter MPO	Medium
Recreation and Open Space Plan, Cultural Points of Interest	Historic railroad station	Lake County, historical societies, Visit Florida, America's Byways Resource Center, Enterprise Florida	Medium
Recreation and Open Space Plan, Cultural Points of Interest	Harper Home	FDOT, Lake County, historical societies, Town of Montverde, Visit Florida, America's Byways Resource Center, Enterprise Florida	Medium
Recreation and Open Space Plan, Cultural Points of Interest	Montverde Town Center	FDOT, Lake County, historical societies, Town of Montverde, Visit Florida, America's Byways Resource Center, Enterprise Florida	Medium
Recreation and Open Space Plan, Cultural Points of Interest	Montverde Academy	FDOT, Lake County, historical societies, Montverde Academy, Town of Montverde, Visit Florida, America's Byways Resource Center, Enterprise Florida	Medium
Recreation and Open Space Plan, Cultural Points of Interest	Oakland Cemetery	FDOT, Lake County, historical societies, Town of Oakland, Visit Florida, America's Byways Resource Center, Enterprise Florida	Medium
Recreation and Open Space Plan, Views	Scenic pull-off at Sugarloaf Mountain Road	FDOT, Sugarloaf Mountain, Lake County, America's Byways Resource Center,	Medium
Recreation and Open Space Plan, Parks	Truskett Park	Town of Montverde, Lake County, Lake County Water Authority	Medium
Places	Redevelopment of the Commercial Town Center	Town of Montverde, Lake County, private land owners	Medium
Places	New cross-sections in Town Center	Town of Montverde, Lake County, FDOT, private land owners	Medium
Places	Bury power lines along CR 455 through Town Center	Town of Montverde, Lake County, Montverde Academy, FDOT, utility company, private land owners	Medium
Places	New cross-section in Montverde Academy	Town of Montverde, Lake County, FDOT	Medium
Places	Roundabout at Fosgate Road	Town of Montverde, Lake County, FDOT	Medium
Places	Roundabout at Ridgewood Avenue	Town of Montverde, Lake County, FDOT	Medium
Places	Bury power lines along CR 455 through Town Center	Town of Montverde, Montverde Academy, FDOT, Lake County	Medium

Master Plan Element	Project	Partnership Opportunities	Priority
Places	New cross-section in Ferndale Community Village Center Sub-area	Lake County, Friends of Ferndale	Medium
Transportation	Roundabout at CR 561	Lake County	Medium
Places	Roundabout at Lakeside Drive	Town of Montverde, Lake County, FDOT	Low
Places	Additional roadway network as town continues to develop	Town of Montverde	Low
Places	Traffic calming on 9 th street	Town of Montverde, Montverde Academy	Low
Places	Pave Park Lane	Town of Montverde, Montverde Academy	Low
Transportation	Extend limits of school zone area for Montverde Academy	Lake County, Town of Montverde, Montverde Academy	Low

 **GLATTING JACKSON KERCHER ANGLIN**

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