

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

# URBAN DESIGN ANALYSIS

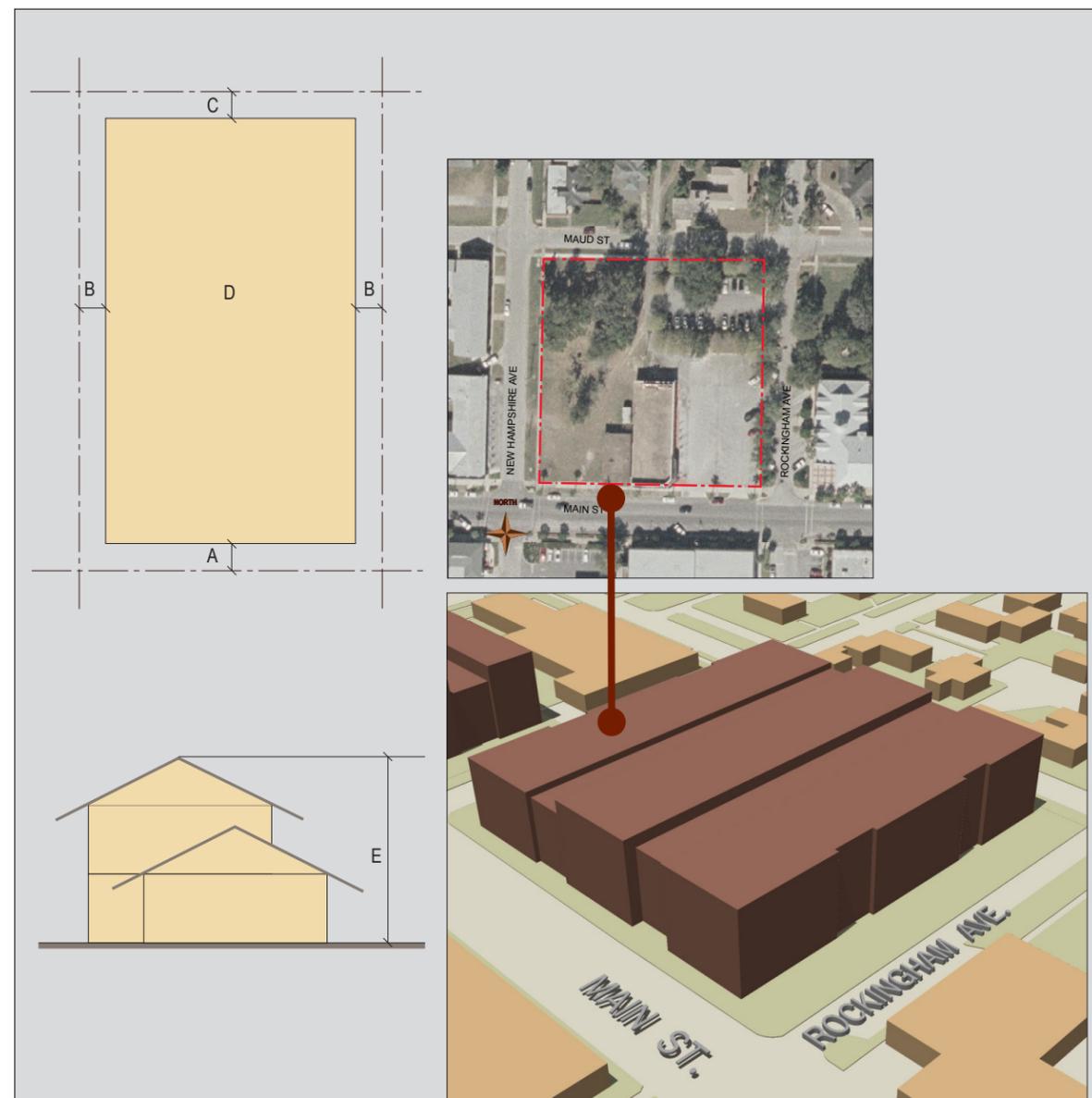


Fig. 3.37 Build-out under existing zoning regulations: Vacant parcel located at the northwest intersection of Main Street and Rockingham Avenue (Bottom)  
 (Top) Aerial view of vacant parcel: northwest intersection of Main St. and Rockingham  
 Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008

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

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



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



Build-out alternatives under existing zoning regulations: Vacant parcel located at the northwest intersection of Main Street and New Hampshire (Far left)  
 (Left) Aerial view of vacant parcel: northwest intersection of Main Street and New Hampshire Avenue

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

URBAN DESIGN ANALYSIS

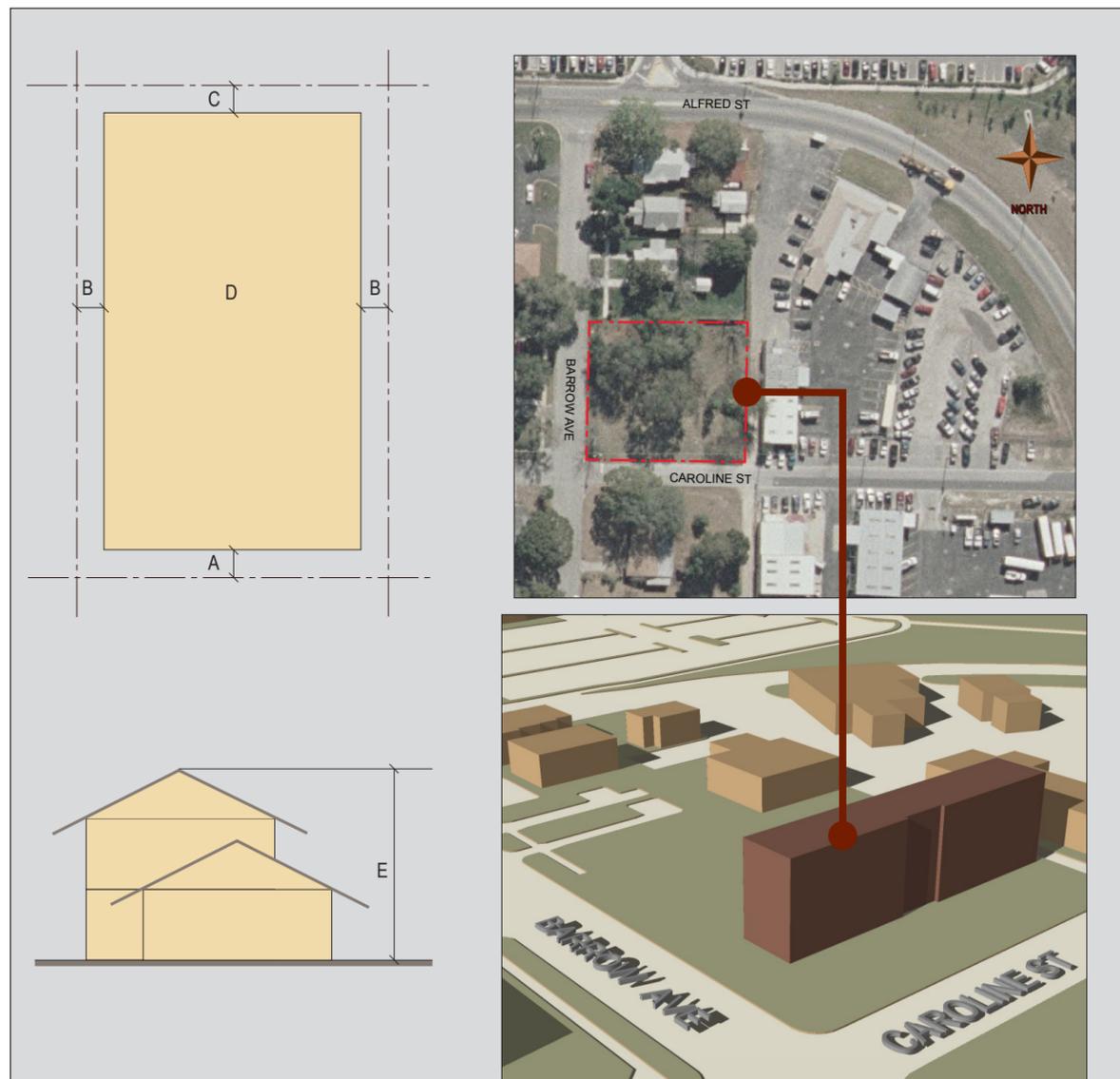
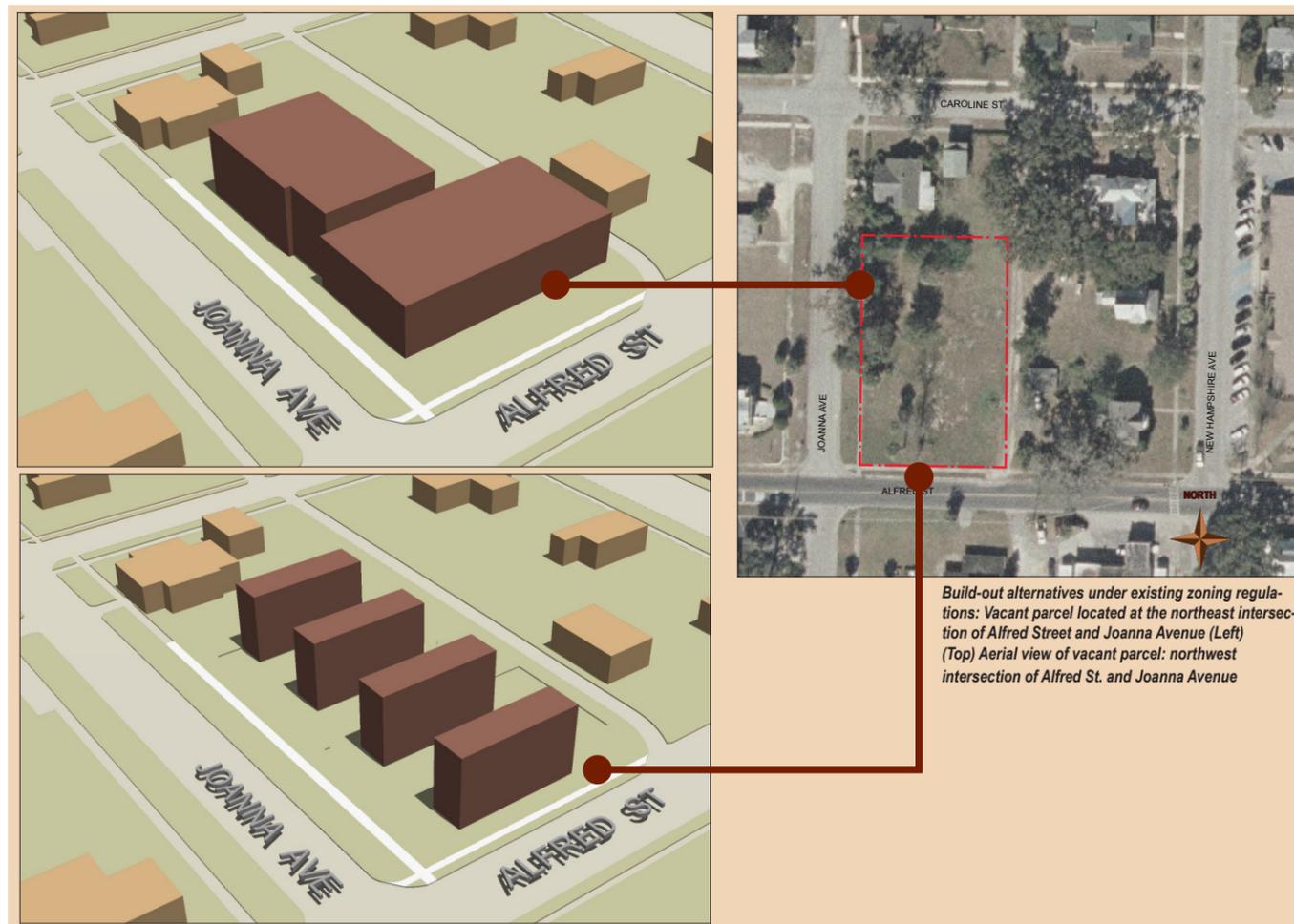


Fig. 3.38 Build-out under existing zoning regulations: Vacant parcel located at the northwest intersection of Barrow Avenue and Caroline Street (Bottom). (Top) Aerial view of vacant parcel: northwest intersection of Barrow Avenue and Caroline Street.  
Prepared By: M.Ye/ B.Kalra, IBI Group, January 2008

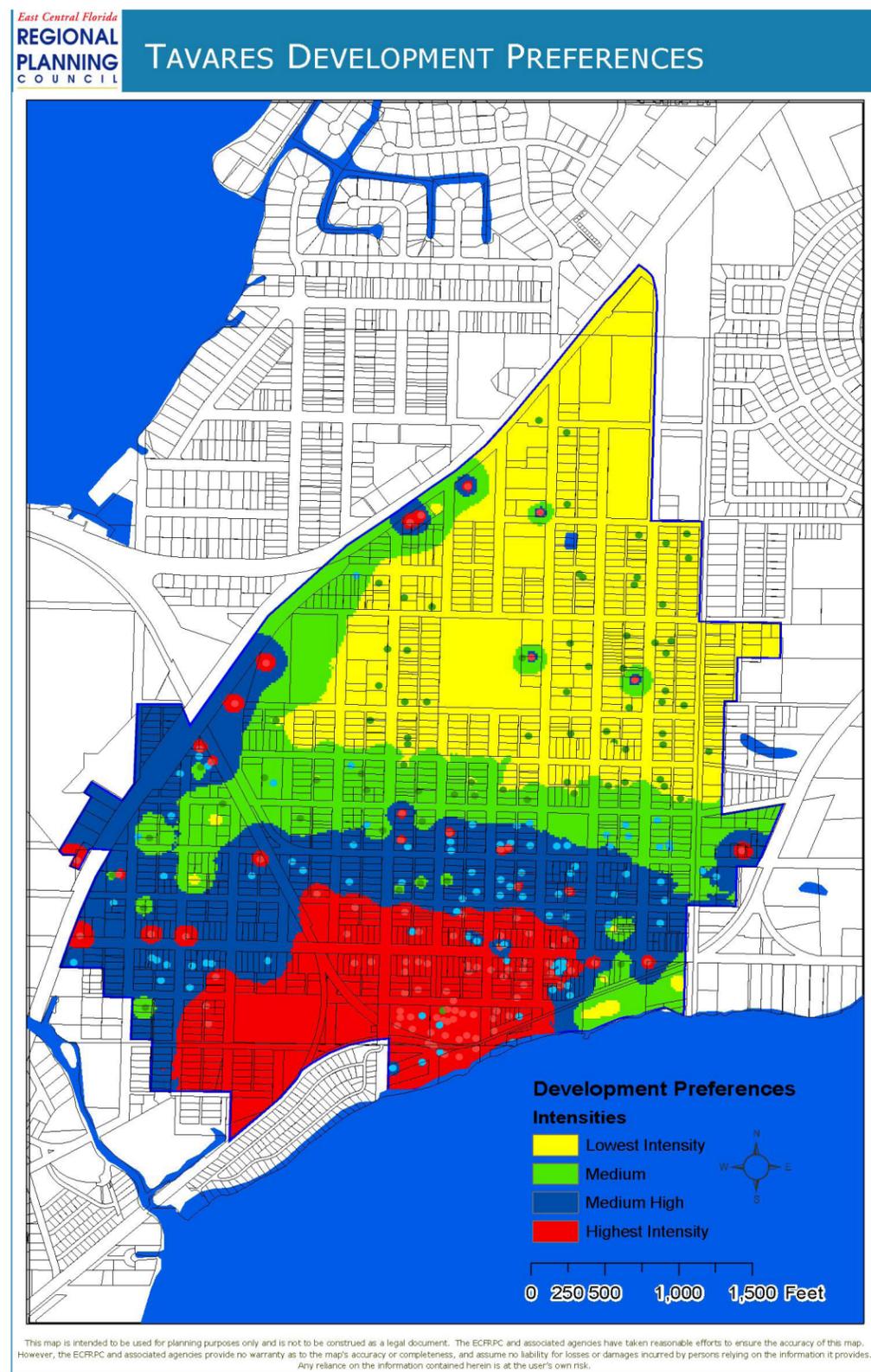
ZONING	DENSITY	A (FRONT SETBACKS)	B (SIDE SETBACKS)	C (REAR SETBACKS)	D (LOT COVERAGE)	E (HEIGHT LIMITS)
Mixed-Use District (MU)	12 units per acre	Residential: 25 feet Commercial/Office: 25 feet Adjacent to federal, state highway or county secondary highway right-of-ways - 25 feet.	Residential: 7.5 feet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



Build-out alternatives under existing zoning regulations: Vacant parcel located at the northeast intersection of Alfred Street and Joanna Avenue (Left) (Top) Aerial view of vacant parcel: northeast intersection of Alfred St. and Joanna Avenue

# URBAN DESIGN ANALYSIS

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



# Private Realm Guidelines

The built environment is vital in maintaining an area's visual integrity and unique character. The guidelines discussed in this section include site design and bulk control principles, as it relates to the three character districts identified in the previous chapter (Chapter 4: Land Use and Development Characteristics)

## Site Planning and Building Design

A conceptual relationship for the street system, buildings and parking areas for Downtown Tavares is discussed through broad guidelines and illustrations in the following section. The concept, as discussed in the following narrative, is to develop as much centralized parking, to the rear of buildings as possible. All parking should be carefully designed to be safe, convenient and properly identified by adequate signage for the public. This allows more building frontage adjacent to primary streets, thus encouraging pedestrian activity. As part of this concept, pedestrian improvements must link the parking areas to buildings and the street network. As new buildings are added or existing buildings are remodeled within the Downtown core, there should be small variations in the relationship of building facia to vehicular roadways to permit gathering areas for pedestrians. Buildings that appear similar in mass and scale to other buildings in the Downtown will help to maintain the human scale in the Downtown Core district. In order to achieve this scale, the guidelines encourage new development to maintain a variety of heights to create visual interest.

### Downtown Core

As discussed in the previous chapter (Chapter 4: Land Use and Development Characteristics), the Plan recommends focusing the most intense development in the core of the Downtown. The core is comprised of three sub-districts: Traditional Main Street, Institutional Core, and Waterfront Entertainment District. The following section illustrates the site planning and design principles that will ensure that future development will support the community's goal of establishing a safe and attractive pedestrian environment while at the same time attracting quality development in the Downtown Core.

**Future Development:**

*Mixed-Use High Density*

*Maximum Density- 40 du/ acre*

*Building Height- 2-6 stories with potential for increased height (upto 8 stories) at appropriate locations as incentives.*

Proposed Urban Design Plan:  
Institutional Core



3-dimensional view of institutional core: Existing Character

3-dimensional view of institutional core: Planned Development Projects

Proposed Urban Design Plan:  
Traditional Main Street District



3-dimensional view of waterfront district: Existing Character



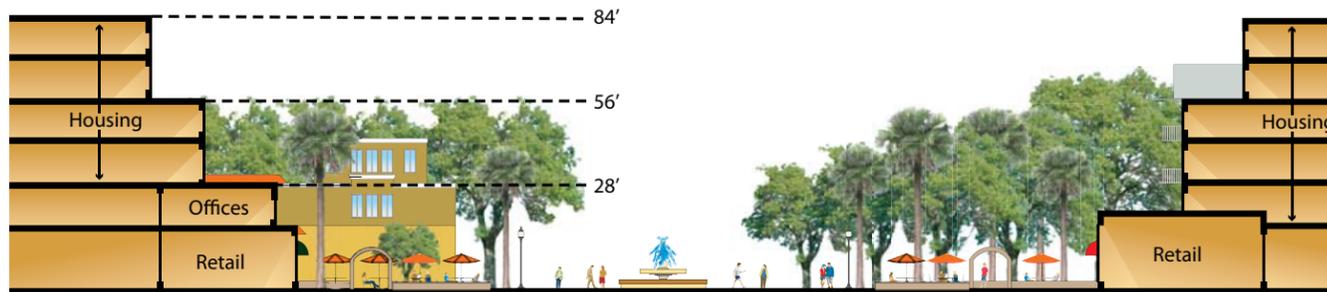
3-dimensional view of waterfront district: Planned Developments



Proposed Urban Design Plan:  
Waterfront Entertainment District

### Guidelines: Downtown Core

- Place buildings along Main Street with additional setbacks if the property is located on a street corner.
- Discourage curb cut access to property from front property line, where feasible.
- Locate parking to the rear of buildings.
- Access along side streets and alleyways, where possible.
- Maximize the street frontage of buildings.
- Encourage all new development in this district to contain storefronts in the Traditional Main Street district.
- Encourage liner building infill development on larger institutionally owned parcels located in the district.
- All new development, additions and/or renovations should reflect the traditional development patterns and strive to encourage an efficient pedestrian oriented environment.
- In order to break up the perceived mass of structure, divide it into modules that are similar in size to buildings seen traditionally.
- New buildings should incorporate a clear division between street level and upper floors through a change of architectural elements, materials, and/or color.
- Where sidewalks are less than 8 feet wide, require new development to setback buildings 5 feet or 10 feet to create wider sidewalks that can be used for outdoor seating and provide additional pedestrian amenities.
- Create transitions in building height between Main Street and Alfred Street by creating stepbacks on upper floors.
- Encourage buildings on Main Street to create a two-story street wall.
- Encourage new developments on the west edge of Main Street to step down to meet the neighborhood scale.
- Service, refuse, and delivery areas should be located to the rear of the buildings and accessed through the alleyways, where possible.
- Provide appropriate locations for permitted street vendors to sell their products, such as the proposed Tavares Square urban plaza and Wooton Park.
- Create internal pedestrian walkways in new developments. Walkways should direct pedestrians to prominent pedestrian destinations.
- Encourage buildings to articulate appropriate architectural detailing including canopies, arcades, storefront design, and awnings on the first two floors.
- Ensure that blank building facades are not allowed in future civic and cultural buildings.
- Encourage future parking structures be located in the center of the lot and wrapped with retail, office or other active uses to serve as the primary facade.
- Ensure that development along Ruby Street is moderate in scale and intensity along the streets edge with an increase in heights towards the mid-block.
- Support outdoor cafes and balconies in the Waterfront Entertainment District.
- Define proposed Tavares Plaza by using building edges and formal landscape elements.
- Consider access and circulation in all new developments as it relates to the future commuter rail transit station.



Bulk Control and Stepback Recommendations: Conceptual Section showing proposed plaza with building setbacks and stepbacks.



Bulk Control and Stepback Recommendations: Conceptual Elevation of Main Street between Rockingham Avenue and St. Clair Abrams Avenue



Bulk Control and Stepback Recommendations: Conceptual Elevation of Main Street between New Hampshire Avenue and Rockingham Avenue



Redevelopment Opportunity at the northwest intersection of Main Street and New Hampshire  
 (Left) Aerial view of vacant parcel: northwest intersection of Main Street and New Hampshire  
 (Center) Build-out alternative under existing zoning regulations:

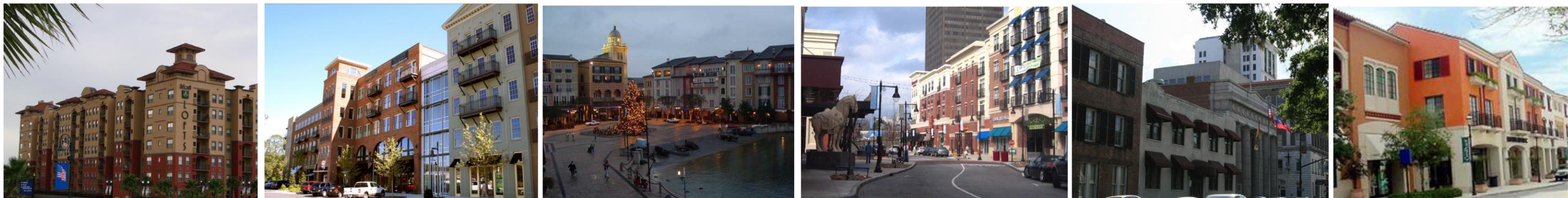
## existing building types



## planned building types



## recommended building types



## Residential Neighborhoods

The residential areas in Downtown Tavares will continue to increase in value as the redevelopment program matures. Presently, many of the residential areas in the CRA are either distressed or going through a transition. The Residential Neighborhoods District is comprised of three sub-districts: Transitional Mixed-Use District, Downtown North Residential Neighborhood, and West Main Neighborhood. With new housing being built and locations ready for in-fill, there will be a need to ensure that residential design guidelines are in place. The guidelines should be utilized to prevent new residential developments that are out of proportion to existing homes, to prevent large portions of their front facades being taken up by garage doors, and to prevent the lack of any architectural detail. The accompanied images illustrate recommended building types for Downtown Tavares, taking into consideration the overall goal of the redevelopment plan to increase densities and housing diversity in the CRA.

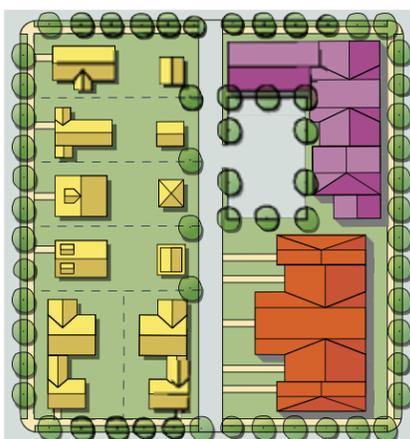
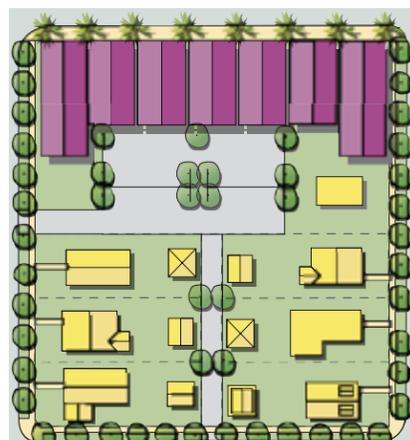
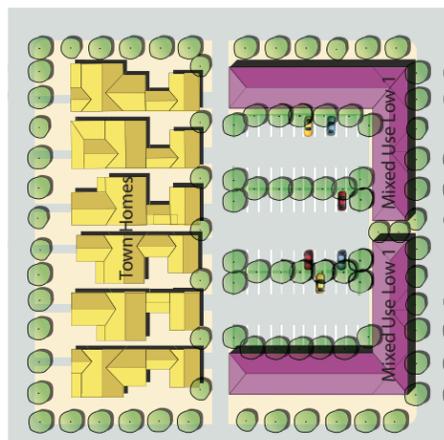
### Future Development:

*Mixed-Use Moderate Density*

*Residential Low-Density Neighborhoods*

*Maximum Density- 15- 20 du/ acre*

*Buildina Heiaht- 2-5 stories*

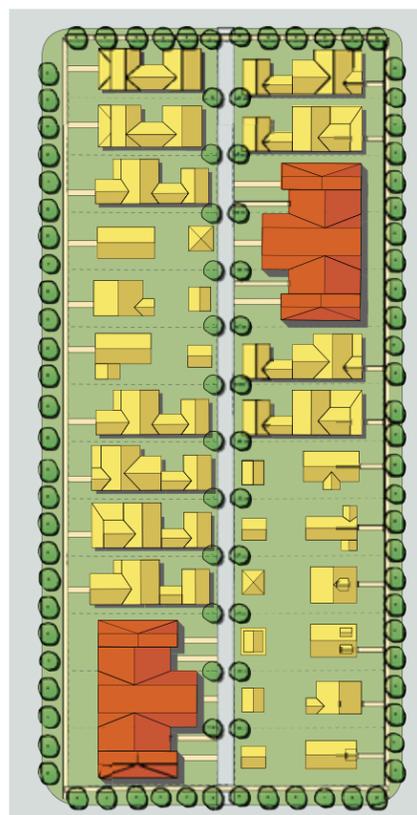
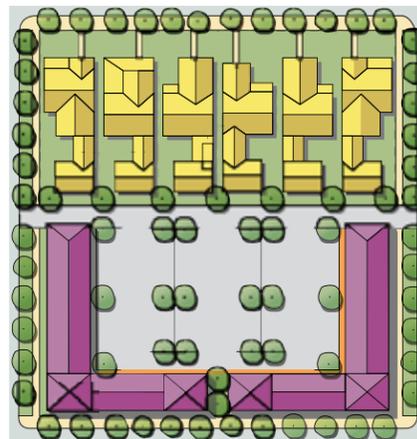


(Top left and right) Typical block diagram illustrating recommended building placement and site design principles. (Bottom-left) Example of recommended mixed-use building type along Alfred Street. (Bottom-right) Typical block diagram illustrating recommended building placement and site design principles.

- Mixed-Use (Residential/ Office/ Neighborhood Retail)
- Single-Family Residential
- Townhome

### Guidelines:

- Site the mass of the structure to the rear of the lot.
- Orient the entry of a primary building to the street.
- Garage entrance along frontage street needs to be recessed from front facade and blend in with the rest of the house.
- New homes or homes going through a large renovation or alteration should include architectural details, dormers, roof pitches, front porches, roof overhangs, front entries visible and oriented towards the street and vertically oriented windows.
- Consider increasing the maximum building height to 58 feet or 4 stories for the Downtown Transition Neighborhood District designated as the Mixed-Use (MU) district per the existing Land Development Regulations.
- Encourage buildings north of Alfred Street to step down to meet the neighborhood scale.
- Retain the maximum building height of 35 feet for the Downtown North and West Main Neighborhood district as per the existing Land Development Regulations.
- New development in the Downtown Core should step down to the neighborhoods and up to mid-block between Main Street and Caroline Street.
- Preserve a sense of open space in front, side and rear yards.
- Clearly define the primary entrance by using a raised front porch as a functional space oriented to the street.
- Align the front and sides of new buildings with other structures in the neighborhood.
- For a lot on an alley, locate parking in a garage or detached carport near the alley edge and accessed from the alley.
- For a lot not accessible from an alley, locate parking to the rear of the lot with a driveway accessed from the street.
- Required parking spaces should be located in the rear half of the building.
- Minimize the visual impact of a driveway.
- Place parking areas and driveways in a manner that minimizes the number of curb cuts on the block.
- Preserve existing trees in the design of new development or addition.
- Maintain the traditional scale and width of alleys where existing.
- Locate secondary structures to the rear of the lot, and along an alleyway, when feasible.



## recommended building types



## Commercial Corridor District

U.S. 441 and SR 19 are the primary commercial corridors serving the Downtown CRA district. The current zoning along the corridors allows for typical suburban development patterns to occur. Parking is placed along the front with the buildings placed to the rear of the lot. The district is oriented towards automobile traffic with land uses featuring a diversity of retail, strip malls, automotive uses, stand alone fast food restaurants with drive through services, financial institutions, gas stations, and other similar uses. It is the intent of the Plan to improve the functional and aesthetic appearance of the built environment along these corridors, through application of design guidelines and architectural standards within the private realm.

The Redevelopment Plan recognizes that the district will continue to develop as a commercial corridor driven by favourable market conditions associated with high traffic volumes and regional growth. However, the Plan anticipates that future development patterns in the district will be characterized by new development that support more urban buildings with shared access, reduced curb cuts, rear parking lots and buildings located closer to the street. The intent of this section is to provide general guidelines that minimize the harsh conditions along the roadways, buffer incompatible uses, and encourage an improved pedestrian oriented environment. The integration of design guidelines for the public realm improvements and private development will assure a more cohesive approach towards creating an urban environment, while providing the community with tools to improve the area's overall aesthetic character.

### Future Development:

*Commercial Corridor Moderate Density (Highway Commercial)*

*Maximum Density- 20 du/ acre*

*Building Height- 2-4 stories*



### Guidelines:

- Require landscaping buffering between incompatible uses. This buffer will create a visually appealing transition space, and provide a safer pedestrian environment.
- Use architectural elements such as awnings, canopies, balconies, porches to create shade and add architectural design interest.
- Incorporate streetscape elements such as street furniture and lighting to provide a pedestrian friendly environment.
- Establish sign regulations to minimize the visual clutter of existing signs. Use of monument signs, traditional storefront design techniques (display windows, entrance treatments) are some tools to promote business identification.
- Integrate signs with architectural elements and coordinate style, size and color on multiple occupancy buildings.
- Service, refuse and delivery areas should be located to the rear of the buildings with convenient vehicular access.
- Encourage joint access and shared parking between commercial properties to minimize access points and reduce side friction from travel lanes.
- Clearly identify pedestrian circulation areas and access points from vehicular circulation to reduce potential safety hazards caused by conflicts between pedestrian and automobile traffic.
- Provide rear access and parking where land uses do not conflict, where possible, based on lot sizes and configuration.
- Reduce setback for properties fronting US 441 and SR 19.

## existing building types



## recommended building types



# Historic Preservation

Tavares' rich history and importance as the county seat provides a substantial foundation when developing recommendations for future development character in the Downtown. The City of Tavares has established the Downtown Historic Overlay District to protect and preserve many of these historic resources. As illustrated in Fig. 5.4, the district is roughly bounded by Givens Street to the north, Pulsifer Avenue to the west, Disston Avenue to the east, and Ruby Street and Wooton Park to the south. The overlay district identifies designation standards and procedures, special provisions for administration and enforcement, and design standards for properties in the historic district.

A key element of the Downtown Redevelopment Plan is to maintain a connection to the past and provide historic continuity for future development. While social connection to the past can be accommodated through museums and other learning activities, physical connectivity is accomplished through the preservation of historic resources and the continuance of established architectural form. The Plan intends to promote Tavares' heritage by preserving its historic landmarks and architecturally significant structures while ensuring future development maintains historic connection with the established urban form. While the local register identifies over hundred 100 contributing structures in the City's Historic Preservation Survey, the Plan recommends that the strategy for conserving Downtown historic structures should rely on an established designated process by either the Florida Division of Historical Resources or the National Register. There are several buildings that are considered historic but have gone through significant modifications that may render them ineligible for historic designation purposes.

## Guidelines:

- Conduct a detailed assessment and develop appropriate criteria to create a list of contributing structures that meet minimum eligibility requirements as determined by the Florida Division of Historical Resources or the National Register of Historic Places.
- Work with the Tavares Heritage Society and Lake County to further the organization's goals as they pertain to historic structures in the Downtown.
- Provide incentives to encourage future development in the Downtown redevelopment area to be consistent with the existing architectural character for development taking place in the designated Historic Preservation District.
- Establish a facade improvement program providing design assistance and financial incentives to encourage building renovation that will provide continuity of historical design and strengthen existing architectural features.
- Make property owners and investors aware of the tax inducements available as an incentive for restoring historic buildings for practical use.
- Where feasible incorporate elements of buildings in new projects to reflect the City's heritage.



Fig. 5.4 Map illustrating historic preservation district and historic buildings, Downtown Tavares CRA  
Source: Lake County GIS Database/IBI Group, January 2008

