

CITY OF EUSTIS DOWNTOWN PLAN

EXECUTIVE SUMMARY

The City of Eustis has completed a citizen-driven master planning study for the Downtown. This planning effort is intended to build upon the pre-existing community vision and provide a broad foundation for public consensus on strategic actions to implement the vision. The City of Eustis sits in a unique location on the shores of Lake Eustis, within the "Golden Triangle", along with Tavares and Mt. Dora. Eustis has seen significant decline in its Downtown commercial and retail economic vitality and this Master Plan builds on Eustis' strengths and addresses emerging redevelopment opportunities to ensure a diverse future as an urban center serving the needs of the City's residents and its visitors.

The Master Planning process provided a community forum for discussing these issues and opportunities. The process was guided by a Steering Committee made up of City Staff and representatives from local businesses, community organizations, and neighborhoods. In addition to this committee, numerous one-on-one stakeholder interviews and three public meetings provided the Eustis citizens a forum for public discourse. Based on these discussions and previous visioning efforts, a mission statement was adopted:

To create a Master Plan that correlates the desired physical vision with market opportunities, desired public realm objectives, an adequate transportation system, good urban form, and appropriate land-use and regulatory principles, including strategic actions to achieve results.

In addition to this mission statement, seven planning principles for building a better Downtown were established to help direct the Master Planning process. Those principles are:

- Capitalize on Strategic Downtown Parcels
- Connect to the Waterfront
- Leverage the Assets (Historic Downtown Lakefront)
- Balance the Pedestrian Needs and Transportation Needs
- The City Should be Walkable and Beautiful
- Reconnect the Neighborhoods
- Create a Regulatory and Economic Structure that Supports and Markets the Vision

With these principles guiding the process, the Master Plan envisioned the importance of developing livable solutions to various issues affecting the City today. Livable solutions means that residents can live, work, shop, and play in a Downtown that is walkable and convenient.

To achieve this, the Master Plan suggests new thinking about infrastructure, transportation planning, affordable housing, and residential densities.

In order to accomplish this new thinking without losing the quaint, historic nature of the Downtown, a series of key recommendations were developed as "action items" that are intended to be the first and continuing steps the City can take in order to achieve the full capacity of the citizen-based vision.

- Enhance the Downtown Address
- Focus on the Neighborhoods
- Establish the Property Framework
- Establish the Social Pattern – Coming to Downtown
- Market Downtown to the Development Community
- Defend Your Position
- Neighborhood Reinvestment
- Downtown Residential Densification

The City of Eustis is billed as "The City of Bright Tomorrows" and this has never been truer. The Master Plan builds on the strong citizen-based community vision and goes further to realize the full potential of the Downtown.

The Master Plan anticipates the changing Land Development Regulations and the potential market demands within the City. The outcome is a consensus on the importance of reinvestment into both the public realm and private property. This will require bold new initiatives to plan, incentivize, and finance many public enhancements and redevelopment activities. Partnerships between public agencies, private businesses, and the community will be necessary to ensure success. Downtown Eustis has tremendous potential as a regional center for urban living, fostered by its rich community built on the City's unique arts, culture, and environmental resources. With a coordinated plan and the right tools for success, Downtown Eustis can ensure a bright tomorrow as a livable city in which young professionals, retirees, families, and tourists will come to live, work, play, and visit.

THE MASTER PLAN (THREE PHASES)

Phase I
The first phase of the Master Plan involves items that can be controlled and modified by the City. This includes new road connections, general beautification, pedestrian crossings and general walkability, new streetscapes and street tree plantings, required infrastructure, and a stormwater master plan. Phase I also includes a focus on updated Downtown signage and wayfinding, urban design standards, marketing and development efforts, and strategic partnering with regional entities to achieve broader-based efforts.

Phase II
The second phase builds upon the implementation of Phase I and focuses on a new marina development to capitalize on Lake Eustis as a major asset. The marina is broken into two phases for a total of 48 new wet slips in Downtown. Phase II also considers the rebounding housing market and suggests a focus on developing infill residential of various types in and around the core downtown and in-town neighborhoods. The beautification and livability efforts in Phase I will make this in-town residential more attractive and succeed in the goal of bringing more residents into the Downtown.

Phase III
The third phase considers that the residential market has rebounded and that the City has positioned itself well through Phases I and II. Phase III examines three catalyst sites that offer the most development potential for a higher density, mixed-use project. The sites were selected based on cost to redevelop, likelihood of change, and overall redevelopment potential.

Connect Bates Avenue (to SR 44)

Connect McDonald Avenue

Connect Lakeshore Drive to Orange Avenue

PROGRAM THE WATERFRONT

North End Marina
The north end of the contiguous waterfront would be anchored by the Marina which would serve more active boating uses on the Lake such as motor boats and jet skis. Focusing this use on the north side of the park separates it from the more passive uses to the south, but it still is within reasonable walking distance to the Downtown.

Extend the Park to Bay Street
The Lake Walk would remain in place and be enhanced by extending additional park areas all the way to Bay Street. Some quantity of off-street parking would remain adjacent to the Crazy Gator's restaurant, but other areas of parking would convert to green space. The Eustis Main Street building would also remain, but become a piece of park architecture or a future transit station.

Enhance Ferran Park
One of the most important comments from the public meetings was to maintain the Ferran Park viewsheds from the park out to the Lake. The Master Plan calls for making improvements to Ferran Park including more groundcover and colorful shrubs, as well as other site amenities like lighting, swings, and uniform site furnishings.

Consider Expanding the Park through Sharp's Park
As Sharp's Park redevelops, there is an opportunity to extend Ferran Park to Sunset Island Park. This will create a new place for other park amenities, like walking trails, large open spaces for gathering or watching fireworks, and even a small stage area for children to play.

Refocus Sunset Island Park for Passive Recreation
The existing Sunset Island Park could be re-programmed to accommodate more passive uses on the Lake such as kayaking and canoeing. Walking trails would connect the existing tennis courts and play areas with the rest of the waterfront amenities, creating a continuous circuit from Sunset Island Park to Ferran Park, to the Lake Walk, to the History Museum, to the Community Center, and finally to the new Marina.

WALKABILITY AND TRAFFIC-CALMING

PEDESTRIAN CROSSING
In order to increase walkability in the Downtown Core, pedestrian crossing should be improved. Various methods available to improve these crossings include: bricked crossing points, raised intersections, colored concrete at the center of each intersection, and signage and wayfinding.

WALKABILITY
In addition to adding beauty to the Downtown Core, the City must become a more walkable place. Installing of street trees and changing the section of some roadways will slow drivers through the Downtown while continuing to efficiently accommodate vehicles. The following will further enhance the Downtown Core:

- Planting Street Trees
- Consistent Street Furniture on "A" Streets
- Wider Sidewalks
- Signage and Wayfinding
- Bike Lanes
- On-Street Parking
- Planting Native, Xeric, and Flowering Plants
- Upgrade Crosswalks
- Repair ADA Ramps at Crosswalks
- Canopy or Shade Structures Over Business Entrances

TRAFFIC CALMING TOOLKITS
As more roads get connected into the Downtown, the adjacent neighborhoods need to be taken into account. There are many different ways to "calm" traffic, which means making cars and trucks drive slower while they are in places where they should be driving slower.

SLOW DOWN THE TRAFFIC
Streetscape elements will help to slow traffic and create a more walkable Downtown. The City also could request that the posted speed limit of 35 MPH be lowered in the Core (Bates Avenue to Orange Avenue) to 25 MPH and 30 MPH north and south of those boundaries.

While this would increase the travel time through Downtown Eustis by approximately 30 seconds, the walkability and pedestrian safety would significantly increase.

INFRASTRUCTURE

MASTER STORMWATER PLAN

In order to make the Downtown Core more appealing to potential developers and to solve some existing infrastructure problems, such as Lake Eustis water quality and flooding at Bay Street and Orange Avenue, the design team considered a stormwater master plan. In this plan, stormwater from streets and blocks would be redirected away from Lake Eustis and into a treatment pond north of Downtown and adjacent to Orchid Lake. Preliminary engineering drawings suggest this pond could have a total volume of 164,000 cubic feet.

Because of this total volume, twelve Downtown blocks would not require on-site retention. Not only does this benefit the potential for redevelopment on those blocks, it also redirects the runoff water away from Lake Eustis. The runoff water in the pond would receive primary treatment through selected plants in the pond. Eventually the water would return to Lake Eustis, but in a much cleaner state.

STORMWATER MASTER PLAN DIAGRAM

TYPICAL CITY RETENTION POND

STORMWATER PARK AS COMMUNITY RESOURCE

The stormwater pond serves a great need in terms of infrastructure, but it also fills a community need: parks and open space. Many valuable park elements such as walking and jogging trails, exercise stations, benches, tot lots, swings, and other active-use elements can be incorporated into the Stormwater Park. Not only can this happen at the proposed Stormwater Park, but the City can also retrofit existing stormwater ponds in and around the various neighborhoods to make them more park-like. In addition to improving the quality of life in the neighborhoods, property and social values will increase.

STREETSCAPES

MAGNOLIA AVENUE AND EUSTIS STREET

Magnolia Avenue and Eustis Street are the historic "Main Streets" for Downtown Eustis and contain many of its unique shops and restaurants. Currently, the one-way road configuration limits the activity and retail potential of this main street. The Master Plan offers two alternatives that would need further study.

The first option removes angled parking from one side of the block and replaces it with parallel parking and an additional travel lane. This would allow for Magnolia to be two-way and also still reserve some on-street parking.

The Plan also calls for back-in angled parking to replace the current angled parking. Back-in angled parking is safer, not only for the driver, but also for pedestrians and cyclists using the road. The other benefit is that the sidewalk area would increase from 7'-0" to 9'-0" giving more space for shoppers and retailers.

The second option would remove angled parking altogether and replace it with parallel parking on both sides of the street. This would allow for a two-way

roadway while increasing the sidewalk widths from 7'-0" to 13'-6", which would provide ample room for tables and chairs, walkways, and other site furnishings.

Both options assume a loss of 18% to 30% of overall on-street parking.

However, this could be offset by better utilization of the public parking garage and improved pedestrian crossings at Orange Avenue and Eustis Street.

OPTION 1: ANGLED & PARALLEL

OPTION 2: PARALLEL BOTH SIDES

PROPOSED BAY STREET

PROPOSED GROVE STREET

BAY STREET AND GROVE STREET
The existing Bay Street and Grove Street have very wide sections. The Master Plan proposes narrowing the lane to 11'-0" and increasing the on-street parking spaces to a width of 9'-0". While this is wider than typical standards, it allows the bulb-out areas to extend further and thereby slow down traffic.

PROPOSED MAGNOLIA STREETSCAPE

PROPOSED GROVE STREETSCAPE

GREEN STREETS
These streets capture the runoff water from the street and return it back into the soil as quickly as possible. Tree lawns serve as the initial capture area. These areas are planted with water-tolerant trees and shrubs that also pull pollutants from the water before it is absorbed into the soil.

The City should implement "Green Streets" where possible for all new streetscapes.

DEVELOPER'S TOOLKIT

The "Developer's Toolkit" contains information related to the vision of the City and highlights the key initiatives, demographic information, public investment programs, and specific contact people within the City to provide a transparent process for development. With such a toolkit, the City could translate the vision of the Master Plan to focus those development efforts into something that the community can embrace. A Developer's Toolkit could include:

Developer's Toolkit

- Place Making and Address
- Regulatory/Entitlements
- Utilities and Infrastructure
- Stormwater
- Environmental Cleanup (Brownfield Sites)
- Land Assembly and Catalyst Sites
- Land Costs and Available Sites
- Structured Parking

PLACE MAKING AND ADDRESS

Many toolkits begin with information piece about the Downtown and the elements that make it unique and special. A vision statement and key initiatives are usually included to describe the direction of the City.

REGULATORY/ENTITLEMENTS

Describing existing and desired entitlements can help build surety between the development community and the City. Also, regulatory changes can be advertised to potential developers that may be more attracted to denser, in-town development options.

UTILITIES AND INFRASTRUCTURE

Many cities describe their existing capacity or promote public work projects that could help spur development. Also, describing a transparent process or expectation of developers when it comes to contribution to infrastructure will also create more surety between the developer and the City.

STORMWATER

The City can market their efforts to create stormwater master plans that would help entice developers to build where there are limited needs for on-site retention.

ENVIRONMENTAL CLEANUP (BROWNFIELD SITES)

By identifying brownfield sites and beginning the process to clean them, the City can market this opportunity to developers who won't need to pay for the cost to remediate the sites.

LAND ASSEMBLY AND CATALYST SITES

By listing specific sites or helping with land assembly, the City can make sites in the Downtown more appealing to potential developers. This can also help the City maintain control over critical development sites.

LAND COSTS AND AVAILABLE SITES

Many municipalities advertise available sites within their downtown to help facilitate redevelopment. By listing the information available on the public tax roll, the City can help provide information for potential developers looking to invest in Downtown Eustis.

STRUCTURED PARKING

Many cities also participate in attracting redevelopment by offering to partially pay for structured parking. As a quid pro quo, the City can reserve a certain amount of spaces for public use, while providing the developer with the needed spaces for higher density projects.

CATALYST SITES

CATALYST SITE I - FOUNDATION SITE

The Lake Eustis Community Foundation owns three blocks in the Downtown Core that are primed for redevelopment. One block faces the Core retail streets -- Magnolia Ave. and Eustis St. -- and the other blocks face Bay St. and Grove St., both of which are critical corridors in the redevelopment of Downtown. The design team considered options for redevelopment potential, including: what is currently allowed by the City of Eustis' Code; a market reality-based scheme; and a high-end scheme showing a maximum development potential.



EXISTING SITE CONDITIONS

- 6.3 Acres
- 1,800 Linear Feet "A" Street Frontage
- General Notes: Current Undeveloped



PROTOTYPICAL BUILDING EXAMPLES



EXISTING REDEVELOPMENT OPTION

- Residential: 72 Dwelling Units
- Retail/Office/Com: 21,450 sqft
- Parking: 194 spaces
- Height: 1-2 stories
- 25% Open Space Requirement



MARKET-BASED REDEVELOPMENT

- Residential: 93 Dwelling Units
- Retail/Office/Com: 50,200 sqft
- Parking: 310 spaces (Structured Parking)
- Height: 3-4 stories

HIGH-END REDEVELOPMENT

- Residential: 104 Dwelling Units
- Retail/Office/Com: 83,100 sqft
- Parking: 642 spaces (Structured Pkg)
- Height: 4-5 stories



CATALYST SITE II - SHOPPING CENTER

On the north side of the Downtown Core, along Grove Street, an underdeveloped strip commercial shopping center represents one of the larger redevelopment opportunities in the Downtown. Due to the large amount of surface parking available, this site also offers the opportunity for a mix of uses, including residential and office space. To capitalize on the redevelopment potential of this area, the bounding streets can be turned into "A" streets by extending Bates Avenue from Grove Street to Center Street, as described in Phase One, and eventually to Prescott Street. In both the market-based scenario and the high-end scenario, a large footprint structure could be attractive to larger-format commercial or educational entities, such as an urban grocery store or a satellite campus of Lake-Sumter Community College.



PROTOTYPICAL BUILDING EXAMPLES

EXISTING SITE CONDITIONS

- 7.2 Acres
- 1,140 Linear Feet "A" Street Frontage
- General Notes: Multiple Ownerships



EXISTING REDEVELOPMENT OPTION

- Residential: 21 Dwelling Units
- Retail/Office/Com: 35,600 sqft
- Parking: 175 spaces
- Height: 1-2 stories
- 25% Open Space Requirement



MARKET-BASED REDEVELOPMENT

- Residential: 30 Dwelling Units
- Retail/Office/Com: 35,600 sqft
- Parking: 188 spaces
- Height: 2-3 stories



HIGH-END REDEVELOPMENT

- Residential: 57 Dwelling Units
- Retail/Office/Com: 111,900 sqft
- Parking: 660 spaces (Structured Parking)
- Height: 3-4 stories



CATALYST SITE III - SHARP'S PARK

On the south side of the Downtown Core is the Sharp's Park Mobile Home Community. This use is not consistent with the community vision of Downtown and offers a prime opportunity for redevelopment. The site is under one ownership and spans across Lakeshore Drive (CR 452). As identified in Phase One, Lakeshore Drive is proposed to connect to Orange Avenue, which would offer two unique opportunities. First, the land between Lakeshore Drive and Lake Eustis could be utilized as an extension of Ferran Park. This would provide an uninterrupted public lake frontage for approximately 3,600 feet. Secondly, the redevelopment could be a higher density residential, mixed-use product. This redevelopment could be taller and denser because it does not disrupt view corridors and can easily transition to the neighborhoods to the south.



EXISTING SITE CONDITIONS

- 10.9 Acres
- 1,200 Linear Feet "A" Street Frontage
- General Notes: Current Undeveloped



EXISTING REDEVELOPMENT OPTION

- Residential: 51 Dwelling Units
- Retail/Office/Com: 29,400 sqft
- Parking: 220 spaces
- Height: 1-2 stories
- 25% Open Space Requirement



MARKET-BASED REDEVELOPMENT

- Residential: 132 Dwelling Units
- Hotel: 54 Rooms
- Parking: 320 spaces
- Height: 3-4 stories



PROTOTYPICAL BUILDING EXAMPLES

HIGH-END REDEVELOPMENT

- Residential: 295 Dwelling Units
- Retail/Office/Com: 36,000 sqft
- Hotel: 60 Rooms
- Hotel Conference Space: 11,400 sqft
- Parking: 840 spaces (Structured Pkg)
- Height: 4-8 stories



EUSTIS MARINA CONCEPT



AERIAL PERSPECTIVE SHOWING NEW MARINA, DOWNTOWN REDEVELOPMENT, AND AN ENHANCED WATERFRONT

At the north end of the Downtown Core, a two-phase marina is proposed. In the first phase, the City would take advantage of the 20 to 25 slips already permitted by Army Corps of Engineers and build a modern marina that would capture Eustis' portion of the growing wet boat slips for the Lake County Region.

Eustis Marina

- 1st Phase -- 24 slips
 - Boat Ramp
 - Concessions, Clubhouse
 - 24 Car/Trailer Parking Spaces
- 2nd Phase -- 24 Slips
 - Dry Stack Storage -- 45 Boats
 - Possible Restaurant
 - Additional Parking

The northern portion of the Downtown Core is a good location for the marina due to its deeper water and the adjacent City-owned properties. The first phase would include 24 wet slips, a new boat ramp, a clubhouse with restrooms and a concessions building (for bait and tackle, as well as some food and other sundries), and 24 car or trailer parking spaces.

The second phase would include an additional 24 wet slips, dry stack storage for 45 boats, and the possibility for an expanded site that could include a restaurant and additional parking.

INFILL RESIDENTIAL

As the residential market begins to balance out, infill residential will be an important focus for the Downtown Core. Bringing more residential into the Downtown is imperative for a healthy retail market and the fastest way the City can generate a larger residential population in the core. This residential can take the form of: attached condominiums, live/work units, artist-in-residence lofts, two-to-three story townhomes, multi-level apartments, and small-scale, mixed-use residential. These kinds of denser residential can be built on smaller lots or combined lots. The Community Redevelopment Agency (CRA) can play an important role in helping to accumulate and assemble these properties while advertising the redevelopment potential.

In addition to focusing on infill housing, the City can incentivize residential to make it affordable. There are many different methods for encouraging affordability including the items listed in the adjacent table.



MIXED-USE RESIDENTIAL



LIVE/WORK HOUSING



2-3 STORY CONDOMINIUMS

AFFORDABLE HOUSING

LOW-INCOME HOUSING TAX CREDIT (LIHTC)
LIHTC, a federal program administered by the Florida Housing Finance Corporation, provides a developer with tax credits in exchange for the developer keeping a certain percentage of rental units affordable to specified income brackets.

DOWN-PAYMENT ASSISTANCE

The City of Eustis could establish a down-payment assistance program for low- or moderate-income homebuyers. Often, the grant is repaid when the grantee sells the home, so the funds can re-circulate and help another family.

OTHER FEDERAL AND STATE PROGRAMS

Numerous state and federal programs provide financing for affordable housing, including the federal HOME program and the state SHIP dollars.

INCLUSIONARY ZONING

The City could amend the Land Development Code to require that private developers incorporate a certain percentage of affordable units into their projects. While Inclusionary Zoning programs have a number of benefits, they can be difficult to implement in places without a strong real estate market.

LINKAGE FEES

Linkage fees can be assessed on commercial development, typically on a square foot basis, that can be used for affordable housing programs. Linkage fees work like impact fees: the City would have to prove a "rational nexus" between the fee and the need for affordable housing that is created by commercial development.

REVISIONS TO BUILDING CODES

Many building codes contain outdated or unnecessary requirements that add to the cost of new or rehabilitated housing. New materials and construction techniques are often safer and cheaper, but might not be permitted under existing codes.

COMMUNITY LAND TRUSTS

A relatively new idea in affordable housing, community land trusts (CLTs) are an efficient method of keeping for-sale housing affordable over a very long period of time. In a CLT, the land is owned by a non-profit organization or government entity. A homebuyer then purchases a home on that land, and signs a long-term, renewable lease for the land. The terms of the lease agreement restrict future sales prices, keeping the unit affordable in perpetuity. Although the resident does not own the land, they still have access to all the benefits of homeownership, including tax deductions.

TWO-WAY CONVERSION OF BAY & GROVE

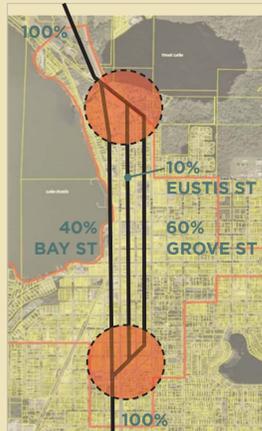
The biggest hindrance to Downtown walkability is the one-way pair of Bay Street and Grove Street (State Road 19). This state road was converted from a two-way street to a one-way street system in the mid-1970's because of peak traffic related to the former Waterman Medical Complex located in the Downtown Core. While the Medical Complex has since moved out of downtown, current traffic projections suggest the one-way pairs are still needed. Unfortunately, this does not consider the utilization of Eustis Street, which is currently underutilized because of the one-way portion through the Downtown Core.

In Phase One, Eustis Street would be opened to two-way traffic and therefore become a viable alternative in dispersing traffic. In converting Bay Street, Eustis Street, and Grove Street to two-way traffic, the design team assumed that Bay Street would see a decrease from 50% dispersion to 40%; Eustis Street would see an increase from 0% to 10%; and Grove Street would see an increase from 50% to 60% dispersion.

Today, travel time through Downtown Eustis takes about 2.4 minutes. With this dispersion assumption and the two-waying of Bay Street and Grove Street, the travel time through Downtown would only increase by one minute to 3.5 minutes. The one minute difference is insignificant when compared to the increases in economic development of the blocks facing Bay and Grove, as well as the overall enhanced connectivity and walkability in the Downtown Core.

Two alternatives were studied related to this dispersal. On the north end, the traffic could be dispersed through a timed signalization that would allow the outside lanes to continue through, while timing the interior lanes to allow traffic to choose between trips on Bay Street or Grove Street.

On the south end, a roundabout is suggested at the intersection of Grove Street, Eustis Street, and Oklawaha Avenue. This would disperse traffic travelling northbound while southbound traffic would continue from Bay Street to SR 19. The projected traffic volumes suggest that travel time on Grove Street in the northbound direction would only increase by thirty seconds by 2025. The City blocks around these dispersal points will be reinvigorated by the two-way streets and provide redevelopment and numerous gateway opportunities for the City.



VEHICULAR DISPERSION



NORTH DISPERSAL INTERSECTION



SOUTH DISPERSAL ROUNDABOUT

ACTION ITEMS

Getting Ready (2008-2012, and beyond)

ENHANCE THE DOWNTOWN ADDRESS

- Lake Eustis Waterfront
- Streetscapes
- Wayfinding and Signage
- Infrastructure Needs / Master Stormwater
- Architectural Design Guidelines

FOCUS ON THE NEIGHBORHOODS

- Street Tree Planting
- Lighting
- Walkability Enhancements
- Retrofit Stormwater Ponds as Parks
- Property Enhancement Grants

ESTABLISH THE PROPERTY FRAMEWORK

- Design Standards
- Expanded Development Opportunities
- Purchasing of Critical Properties
- Assembly of Land

ESTABLISH THE SOCIAL PATTERN - COMING TO DOWNTOWN

- Coordinate Downtown Events
- Expand Downtown Events
- Capitalize on the Assets - Arts & Culture on the Waterfront

MARKET DOWNTOWN TO THE DEVELOPMENT COMMUNITY

- Work with Local Partners - Lake County, Golden Triangle
- Create a Developer's Toolkit
- Be Connected to Things Bigger Than Yourself - Commuter Rail, etc.

DEFEND YOUR POSITION

- Flexible Advocacy of the Vision

Future Development (2010-2020)

NEIGHBORHOOD ACTIVITIES

- Property Reinvestment
- Single Family Homes
- Infill Residential
- Affordable/Attainable Housing

DOWNTOWN ACTIVITIES

- Surface Parked
 - Townhomes (12-24 du/ac)
 - City Homes (24-32 du/ac)
 - Mixed-Use Condo (Flats with Ground Floor Commercial)

Structured Parking

- Mid-Rise Condominiums
 - 4-5 Stories
 - 50-70 du/ac
 - Ground Floor Office/Commercial
 - Potentially 3-4 Developments
- High-Rise Condominiums/Apartments
 - 4-8 Stories
 - 60-70 du/ac
 - Ground Floor Office/Commercial
 - Potentially 1-2 Developments



PROPOSED FERRAN PARK IMPROVEMENTS AND EXPANSION