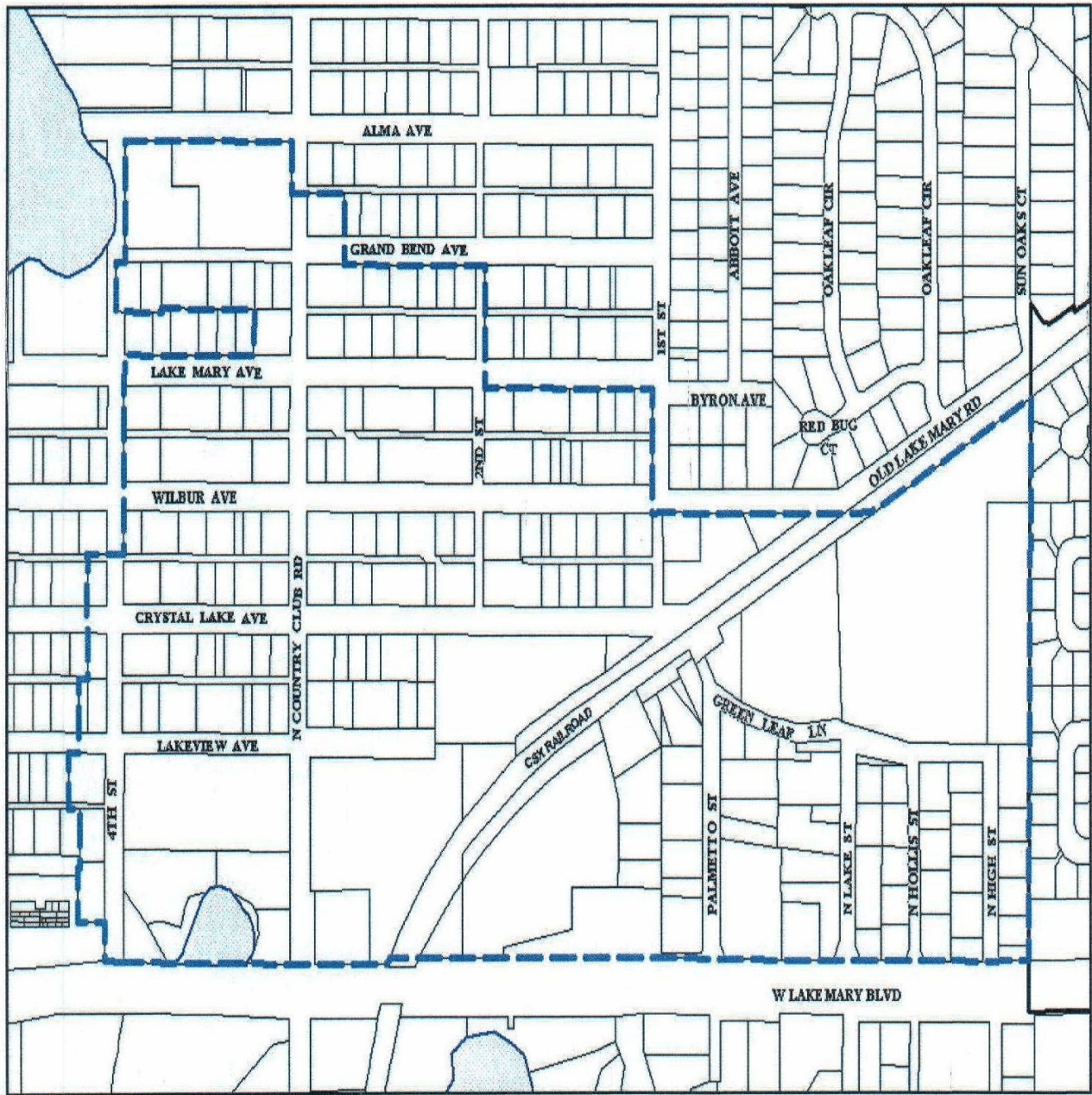
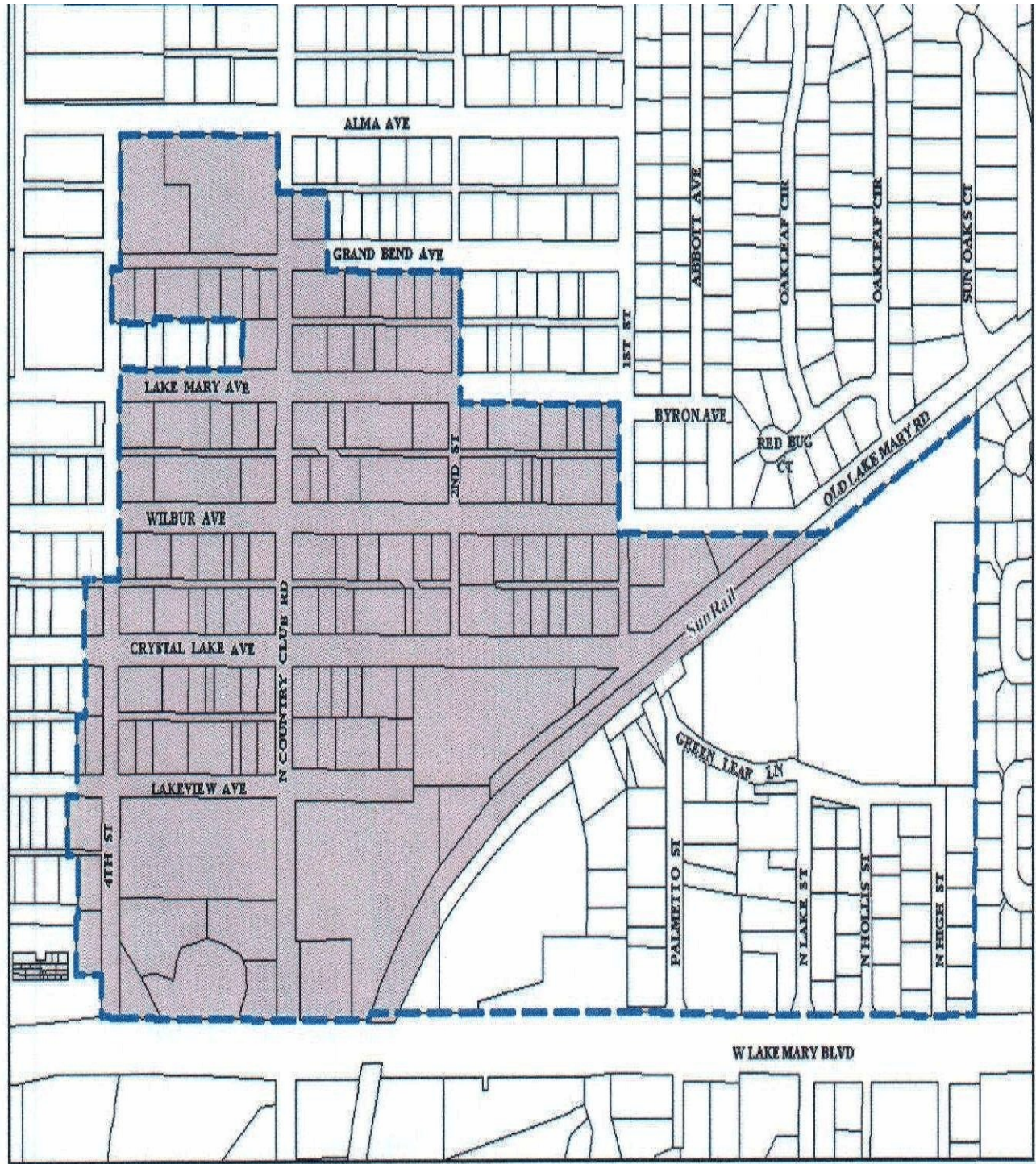


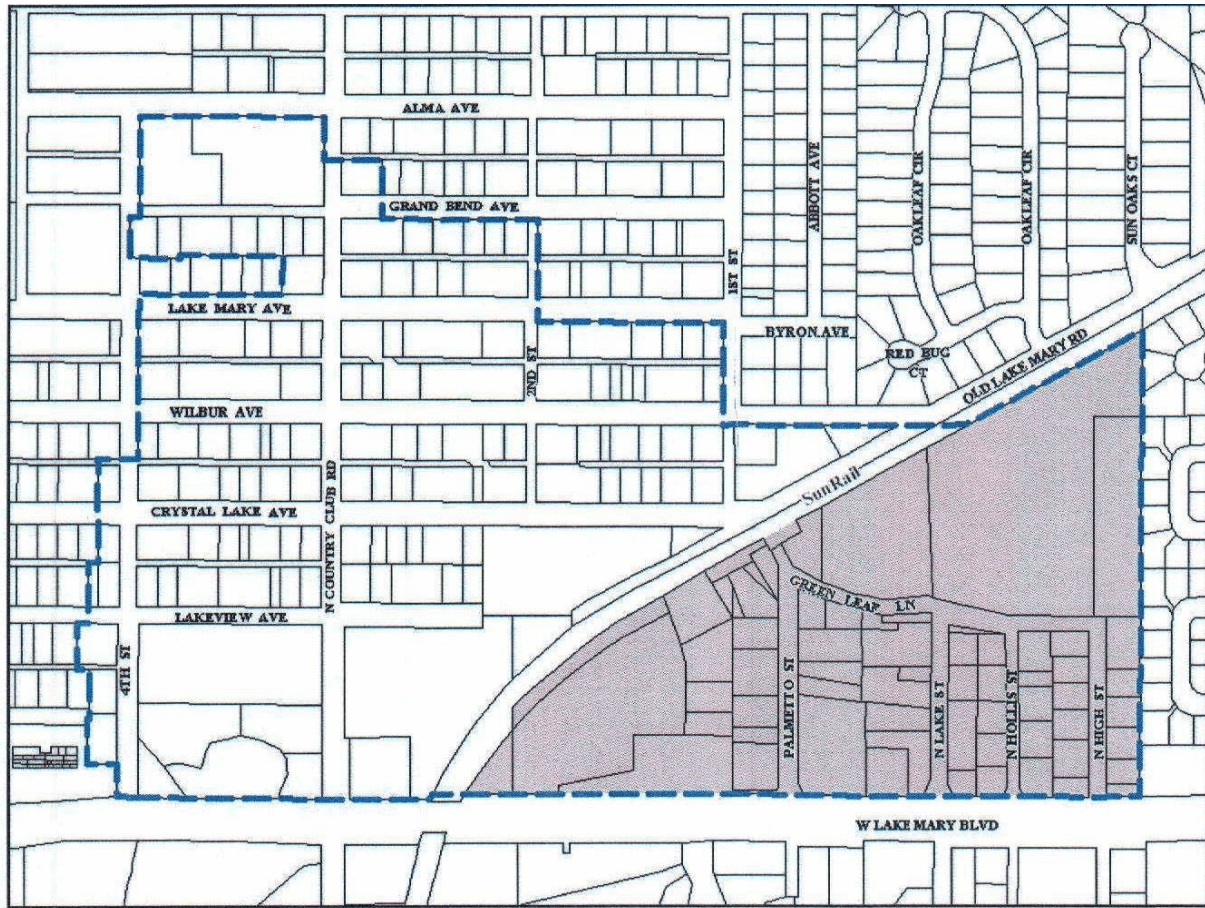
MAP #1 - DOWNTOWN CENTRE ZONING DISTRICT



MAP #2 - WEST VILLAGE



MAP #3 - EAST VILLAGE



MAP #4 - DOWNTOWN MASTER PLAN

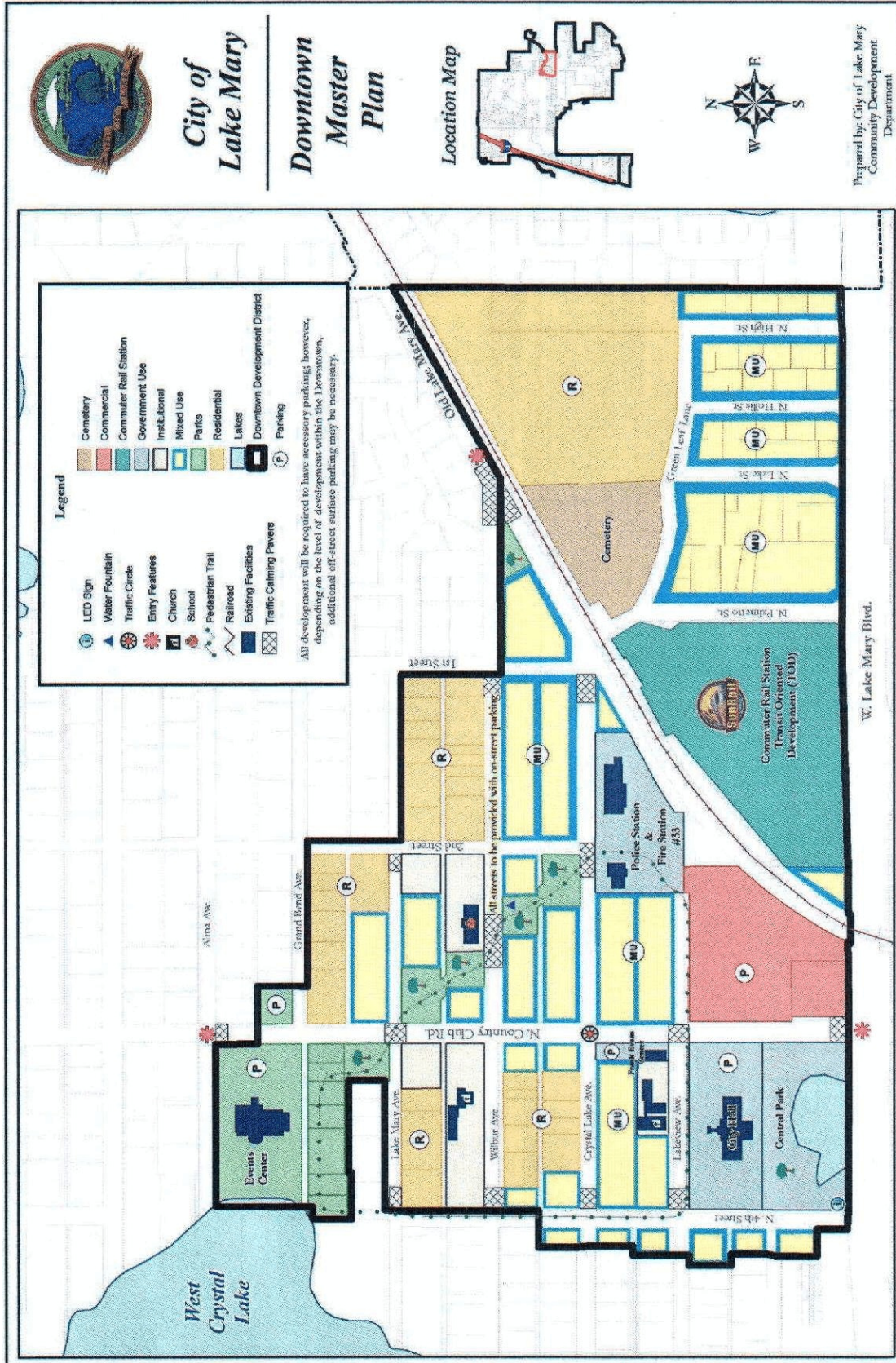
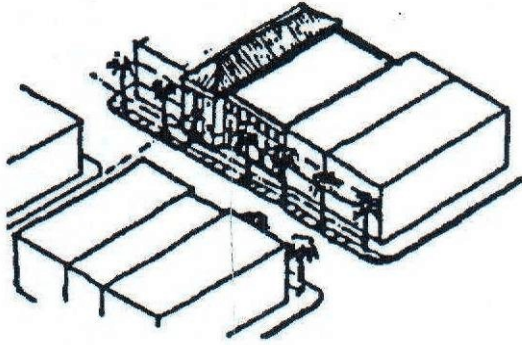
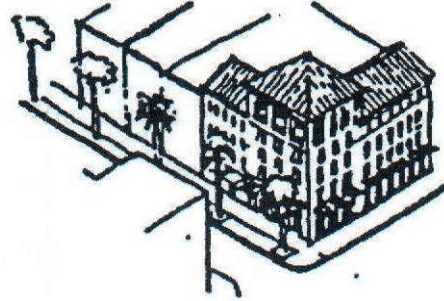


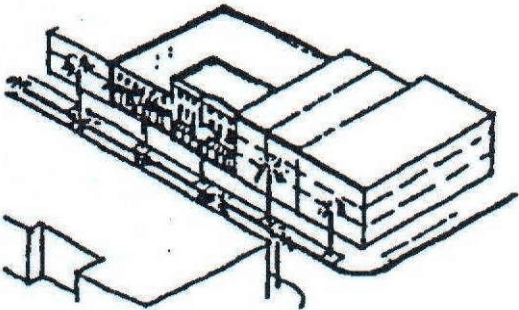
FIGURE #1, BUILDING ARTICULATION



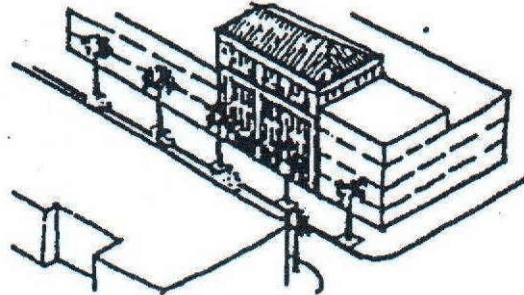
Articulation responding to an axis



Articulation marking a corner

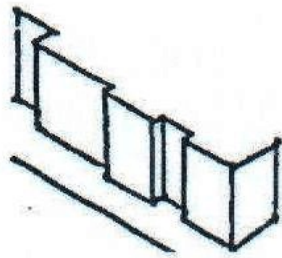


Articulation in section adjusting to block face

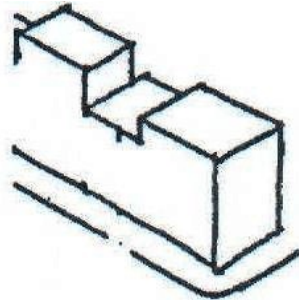


Transition line adjusting to block face

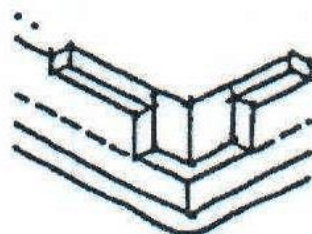
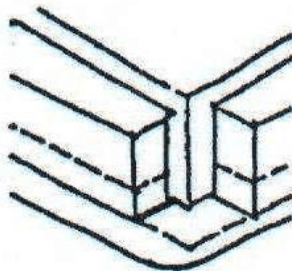
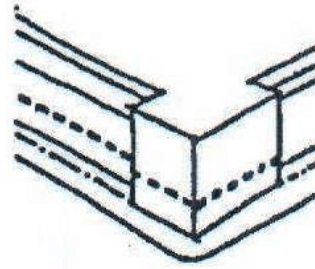
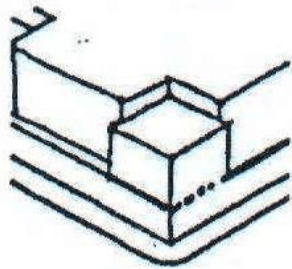
FIGURE #1, BUILDING ARTICULATION (CONT.)



Articulation in plan



Articulation in elevation



Articulation in both plan & elevation

FIGURE #2, BUILDING FRONTAGE

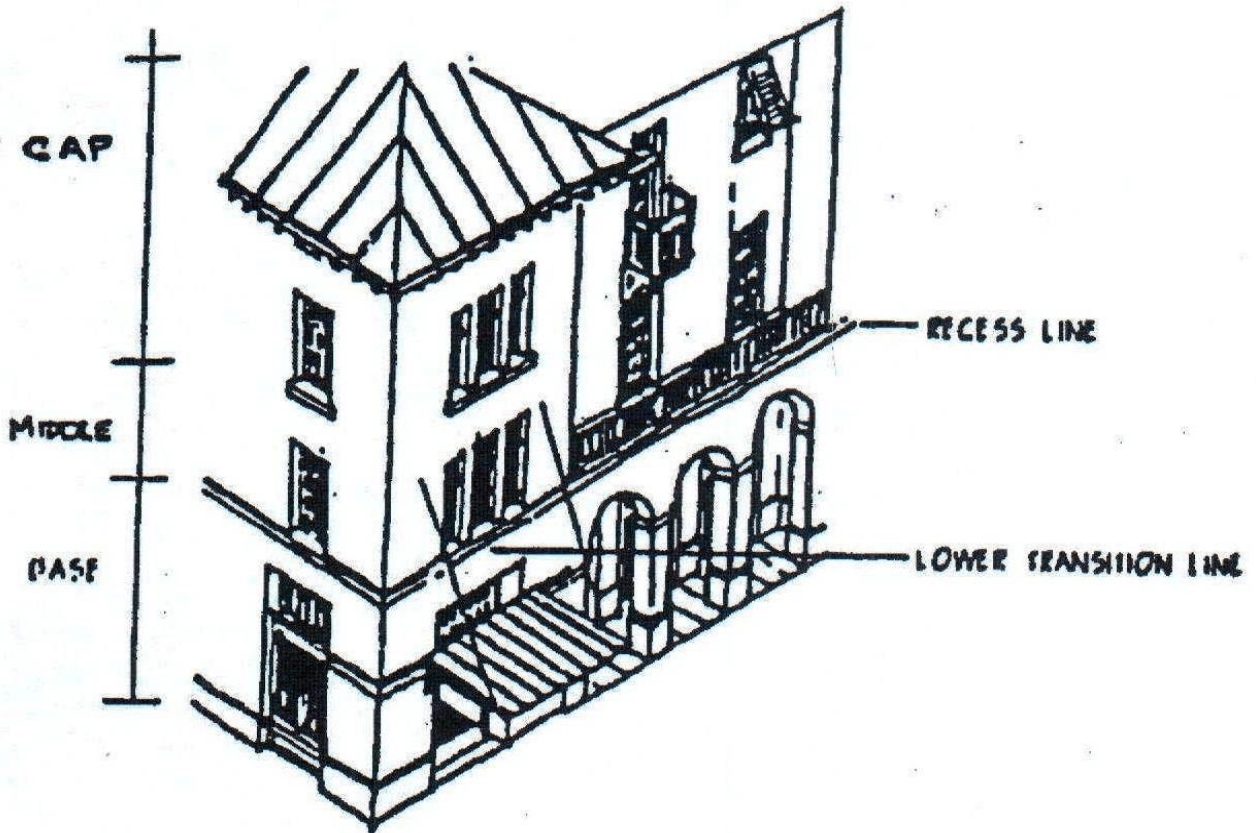


FIGURE #3, MINIMUM ROADWAY DESIGN STANDARDS - 50' WIDE ROW

Two 12' wide travel lanes
 8' x 22' parallel parking spaces
 5' wide landscape buffer
 6' wide sidewalk
 6' wide sidewalk
 Every 99', landscape breaks shall be constructed between on-street parking spaces
 Handicapped parking space design standards per Figure 8.

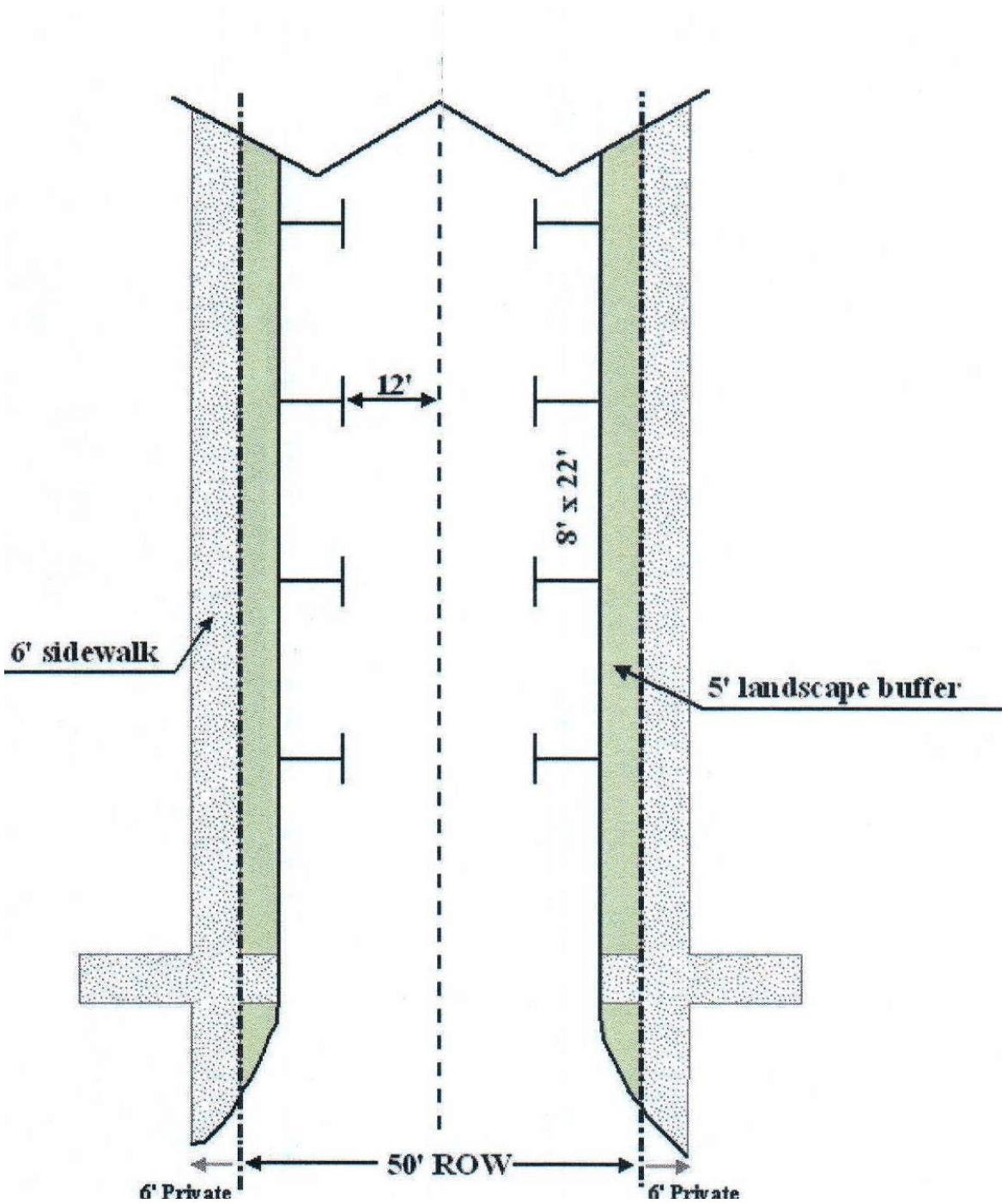


FIGURE #4, MINIMUM ROADWAY DESIGN STANDARDS - 50' WIDE ROW

Two 12' wide travel lanes
8' x 22' parallel parking spaces (One side of street only)
5' wide landscape buffer (One side of street only)
6' wide sidewalk (One side of street only)
Every 99', landscape breaks shall be constructed between on-street parking spaces
Handicapped parking space design standards per Figure 8.

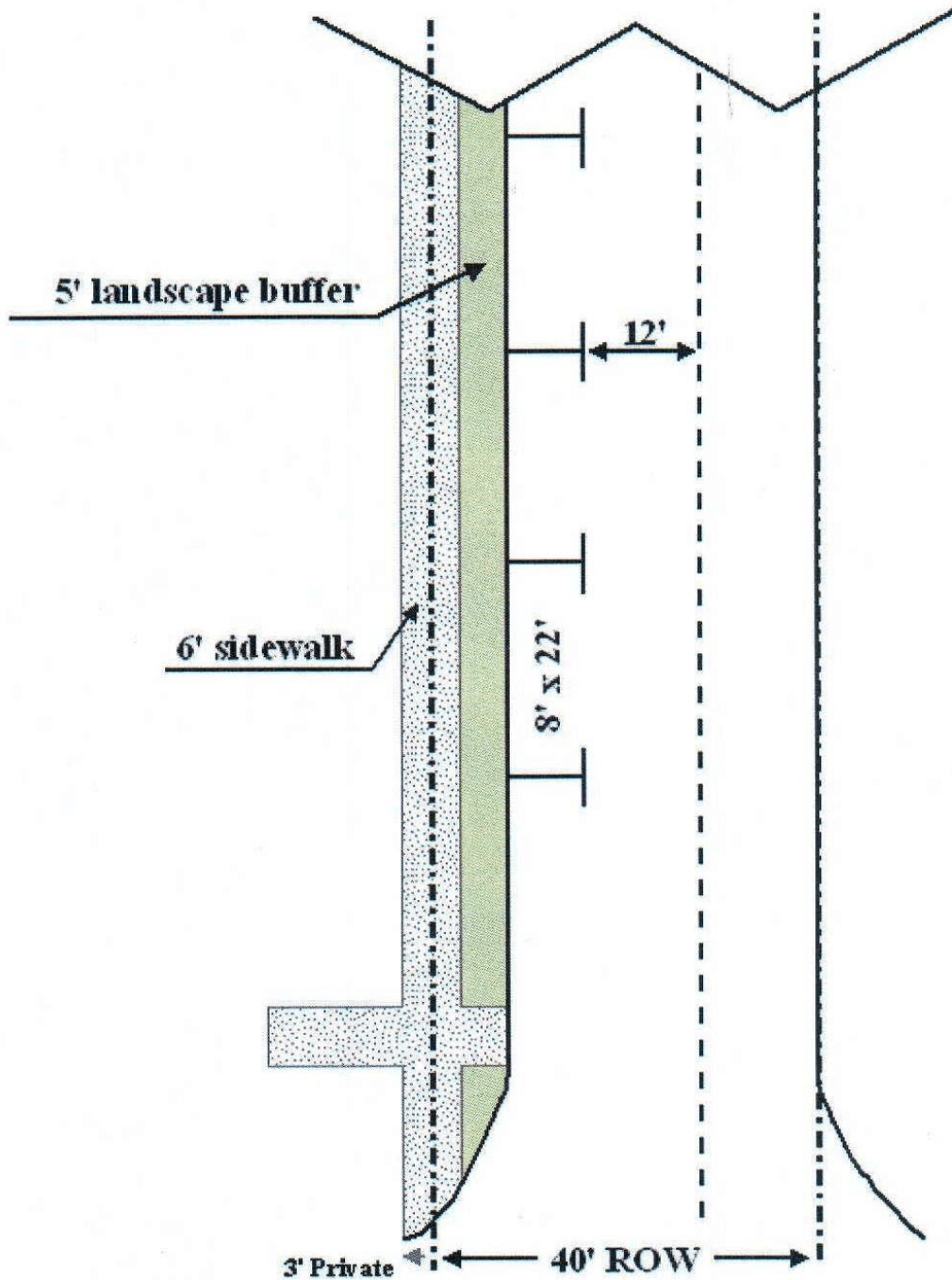


FIGURE #5, MINIMUM ROADWAY DESIGN STANDARDS EAST VILLAGE - 60' WIDE ROW

Two 12' wide travel lanes with 45 degree angled on-street parking with option for four 12' wide travel lanes without on-street parking
5' wide landscape buffer (east side only)
6' wide sidewalk
Every 99', landscape breaks shall be constructed between on-street parking spaces
Handicapped parking space design standards per Figure 8.

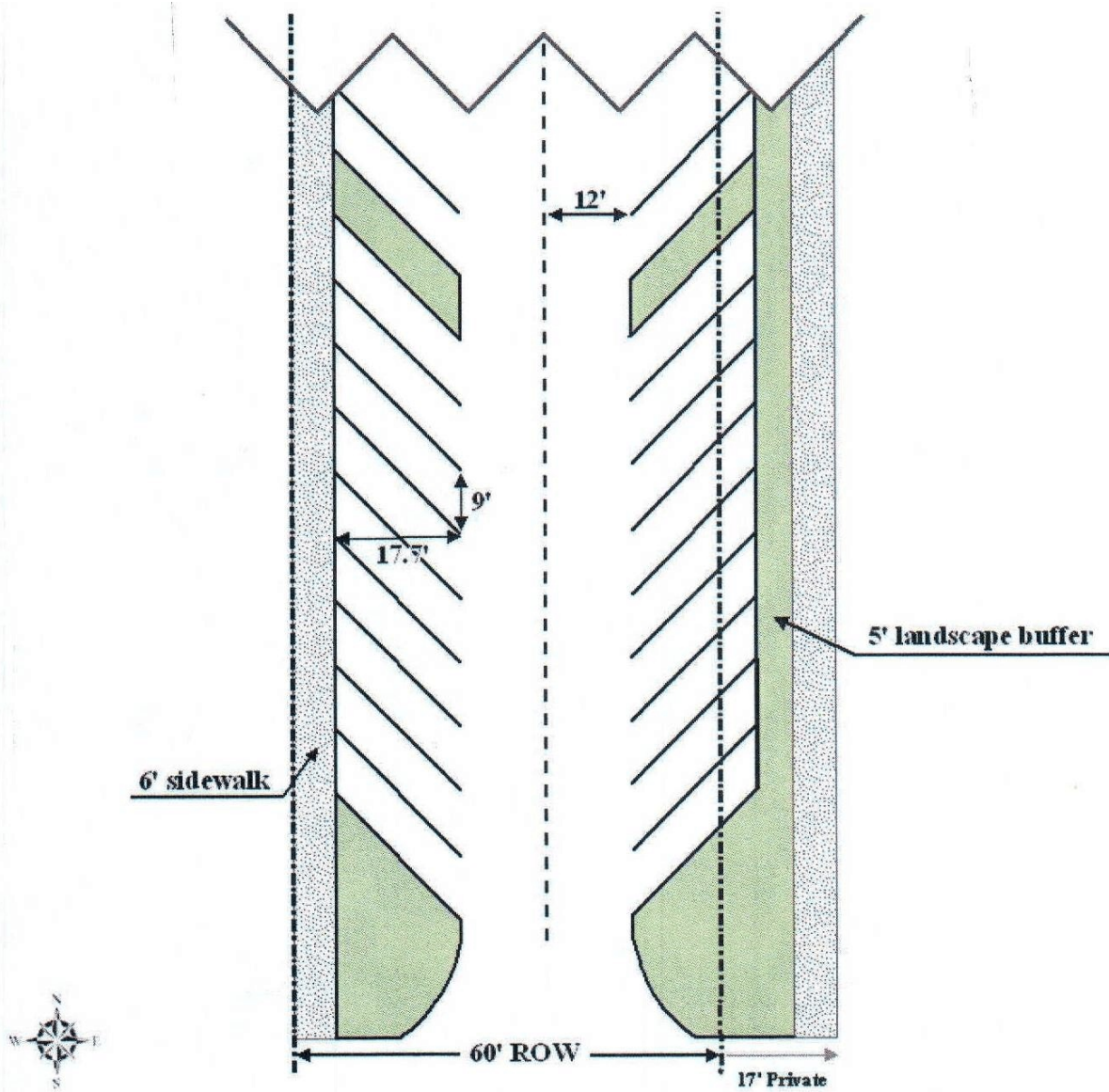


FIGURE #6, MINIMUM ROADWAY DESIGN STANDARDS WEST VILLAGE - 66' WIDE ROW

Two 12' wide travel lanes
45 degree angled 9' x 18' parking spaces
5' wide landscape buffer
6' wide sidewalk
Every 99', landscape breaks shall be constructed between on-street parking spaces
Handicapped parking space design standards per Figure 8.

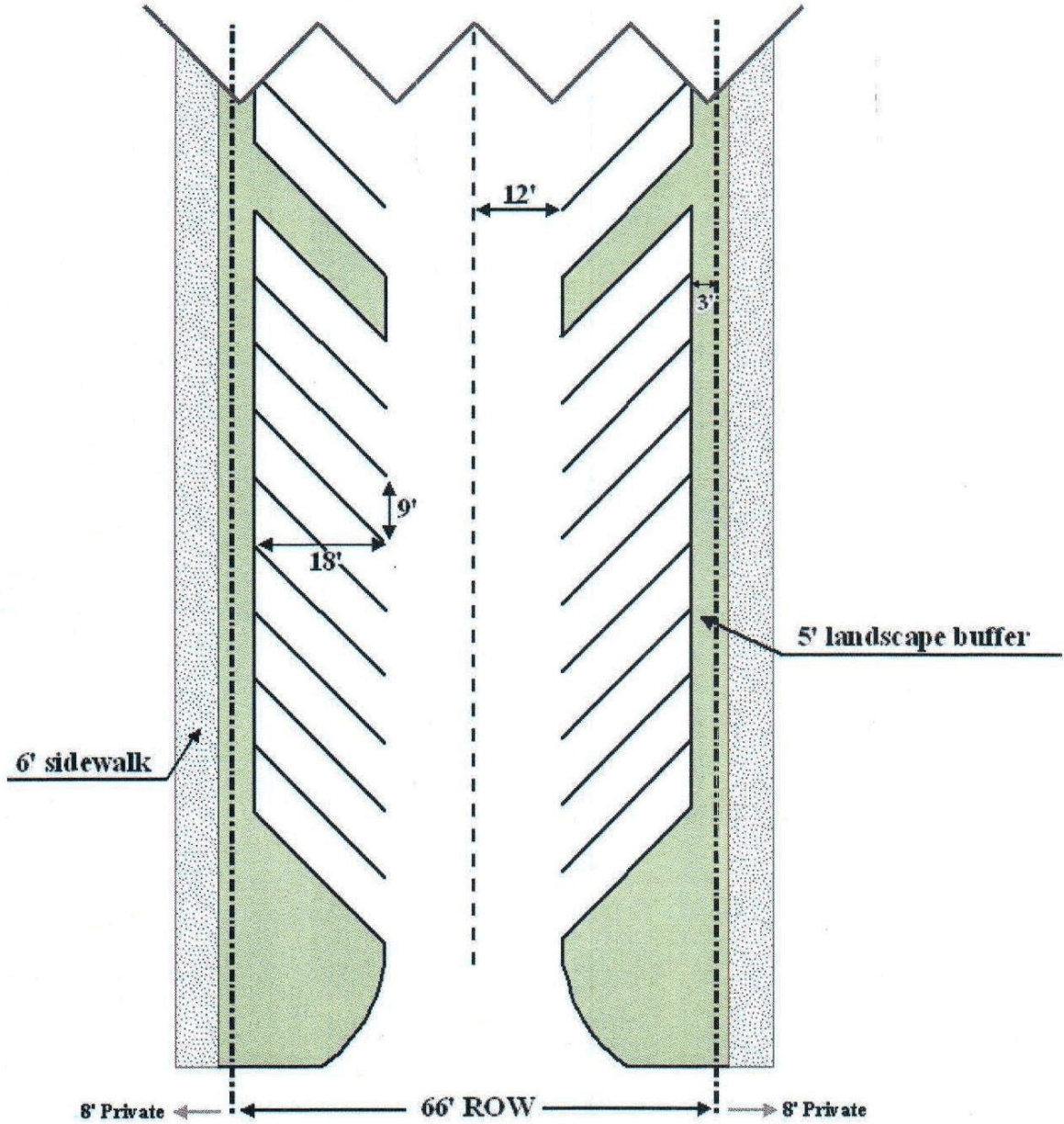


FIGURE #7, MINIMUM ROADWAY DESIGN STANDARDS WEST VILLAGE - 78' WIDE ROW

Two 12' wide travel lanes
 45 degree angled 9' x 18' parking space
 5' wide landscape buffer
 10' wide sidewalk
 Every 99', landscape breaks shall be constructed between on-street parking spaces
 Handicapped parking space design standards per Figure 8.

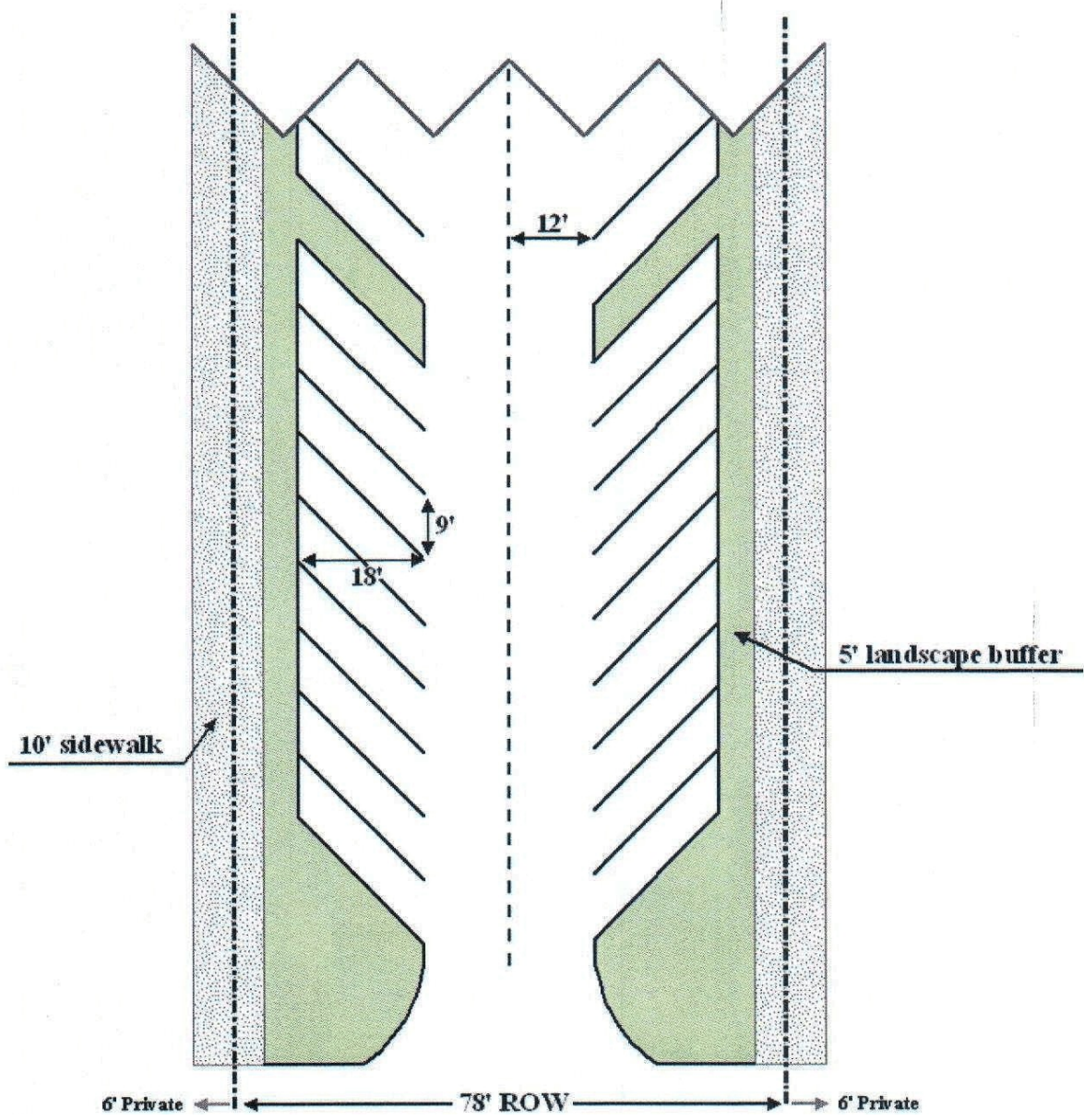
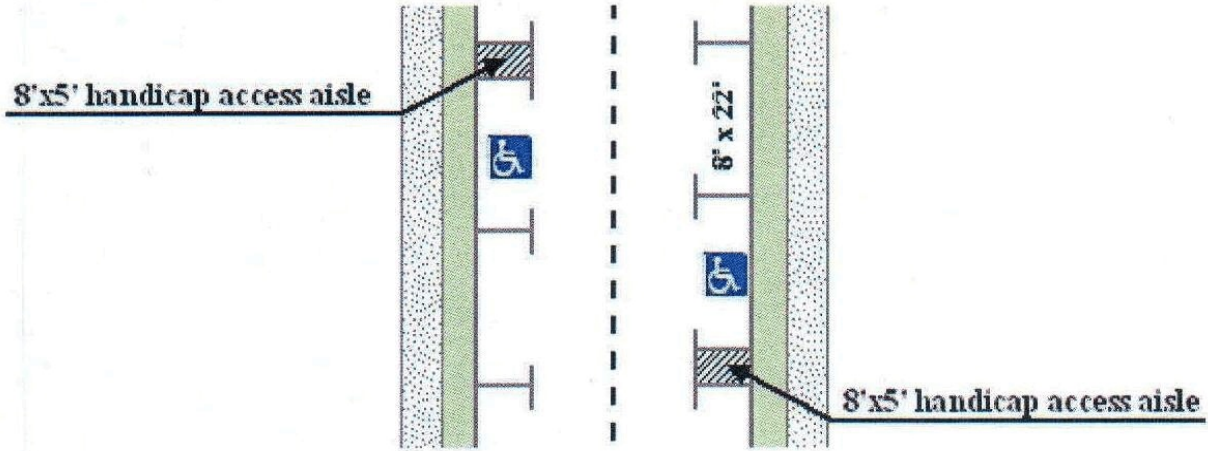


FIGURE #8, HANDICAPPED PARKING DETAIL

Parallel handicapped parking space -
Minimum length = 22'
Minimum width = 8'
Minimum access aisle width = 5'
Handicapped parking spaces shall have 5' wide access aisle at the head or foot of the parking space, which is in addition to the length of the parking spaces.



30 – 90 degree handicapped parking spaces

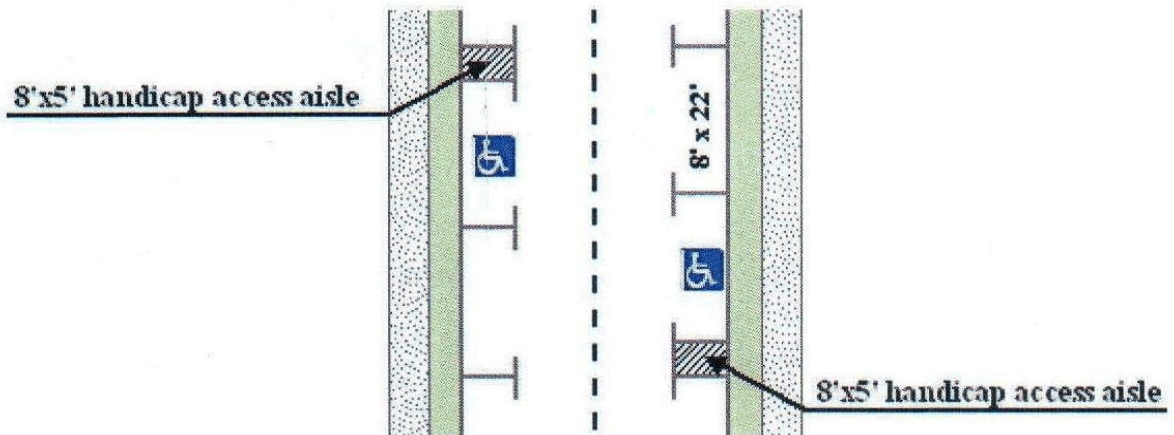


FIGURE #9, PEDESTRIAN CROSSING AND TRAFFIC CALMING DEVICE DESIGN STANDARDS.

The intent of traffic calming devices is twofold. They reduce the speed of vehicles and increase the safety of pedestrians by providing greater visibility and decreasing the street distance they must cross. the most common type of traffic calming devices is the bumpout, which may be located at intersections and/or mid-block. Unless approved by City Commission, all traffic calming devices shall have the following:

- A reduction in the width of the travel land/parking area.
- A surface that contrasts with the surface of the street on either side.
- Landscaping that does not block visibility of driver and/or the pedestrian.

See below for an example of both mid-block and intersection traffic calming devices.

