

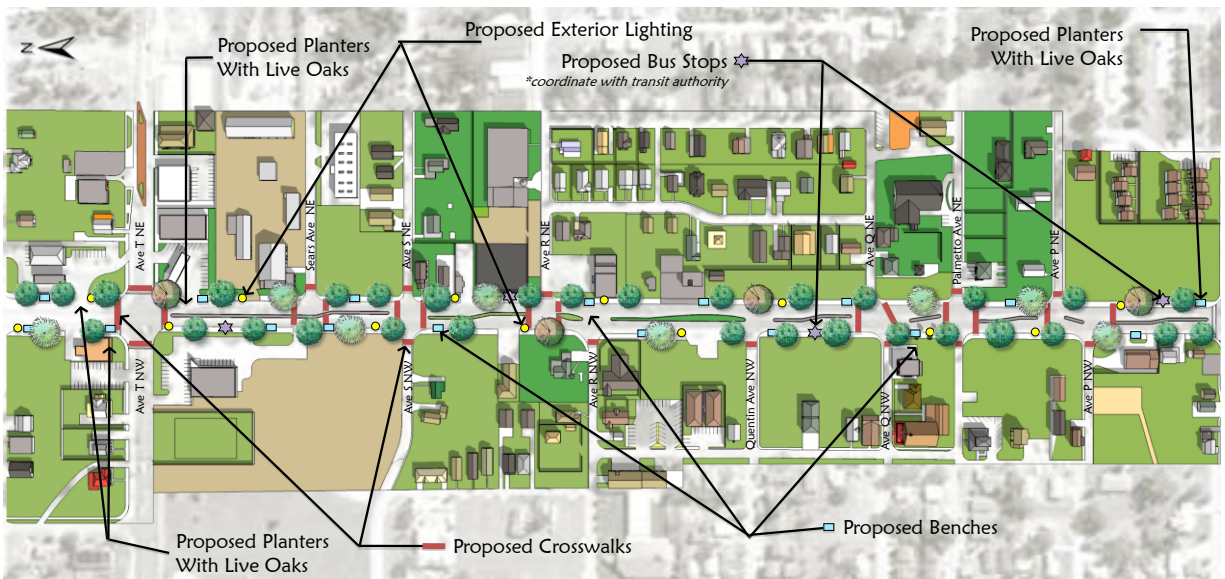
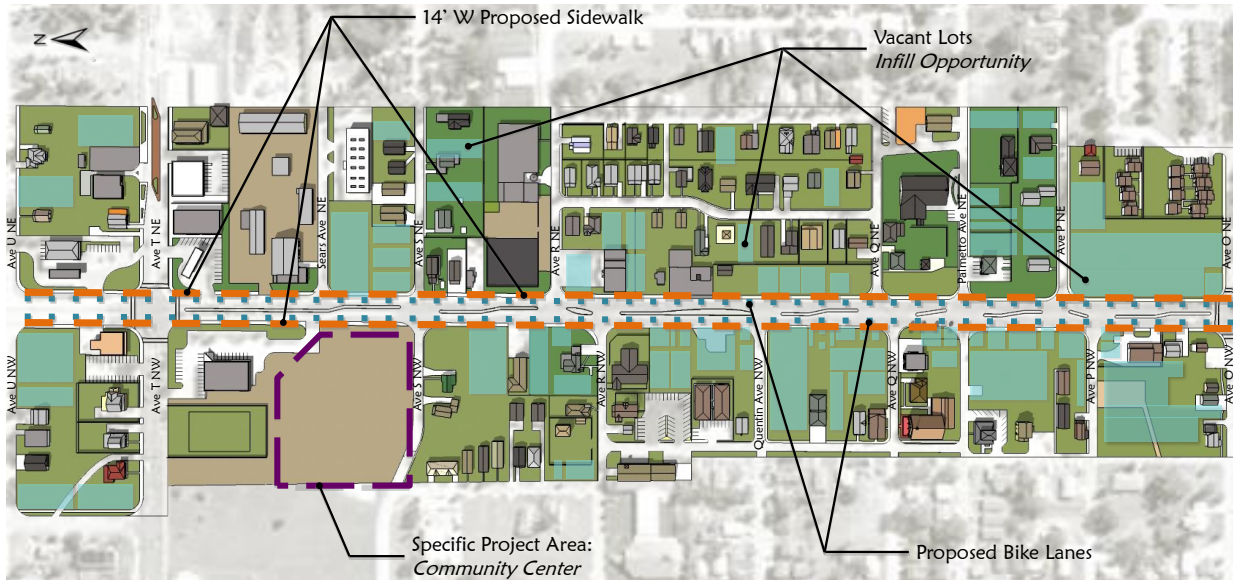
# Exhibit "B"

## First Street, North Overlay Zoning District Illustrated Design Guidelines

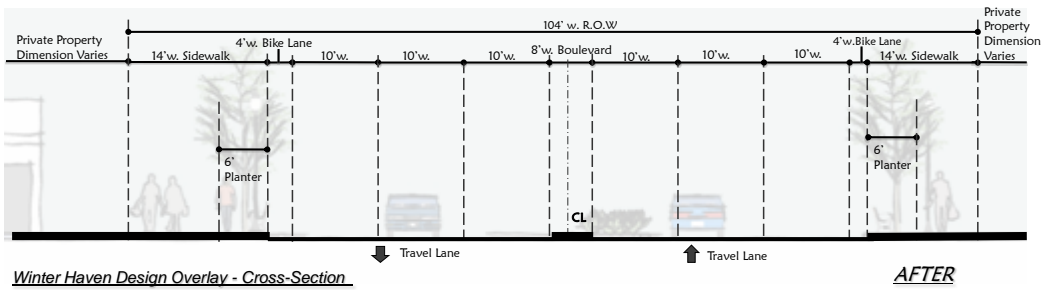
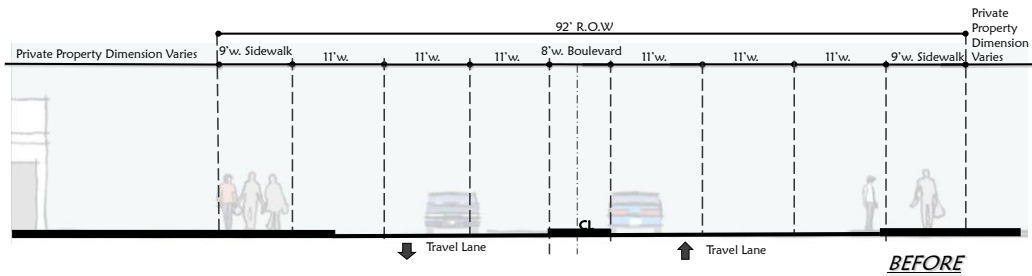
### A. Intent and Purpose.

These guidelines were prepared to assist those interested in developing or redeveloping properties within the First Street, North Overlay Zoning District. The text of the Winter Haven Code of Ordinances supersedes these guidelines.

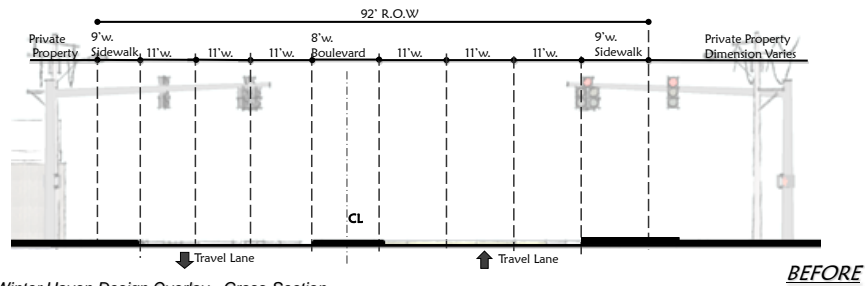
The following public improvements are recommended as a long-term investment plan, as appropriate and as funding opportunities become available:



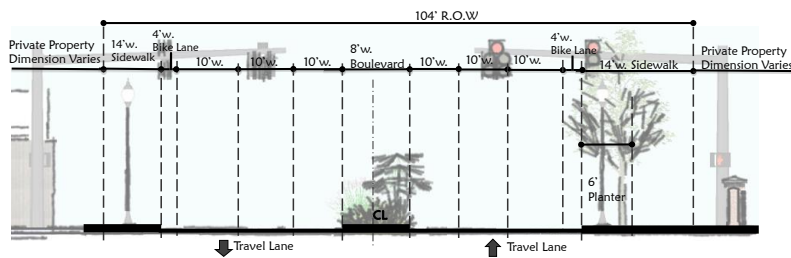
The following represents possible changes in the right-of-way. Right-of-way has not been surveyed to determine the extent that this solution is feasible in the First Street, North Corridor. Coordination with the Florida Department of Transportation is continuing.



Winter Haven Design Overlay - Cross-Section  
Not to scale



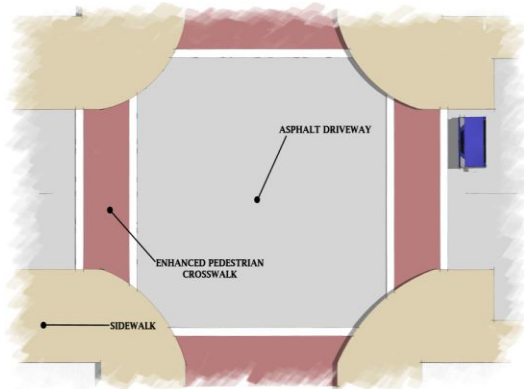
Winter Haven Design Overlay - Cross-Section  
Not to scale



Winter Haven Design Overlay - Cross-Section  
Not to scale

The following represents a visual representation of the possible changes that the overlay district regulations can make in terms of long-term development and redevelopment.

*Avenue O LOOKING NORTH- BEFORE*



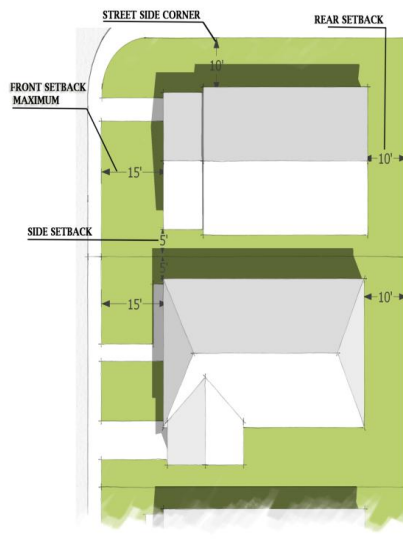
*Avenue O LOOKING NORTH- INFILL VIEW*



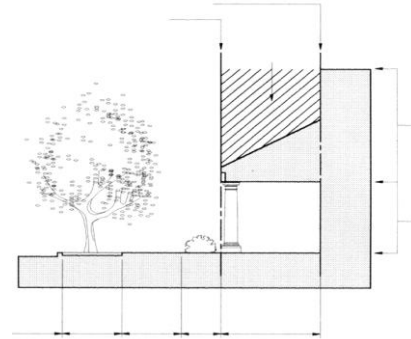
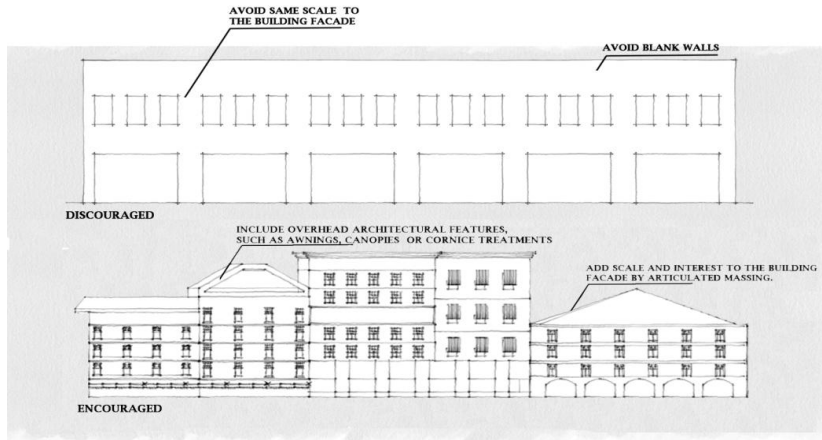
Example of an enhanced crosswalk on First Street, North

### E. b. Building Setbacks.

Example of building setbacks.



### E. c. Building Design.

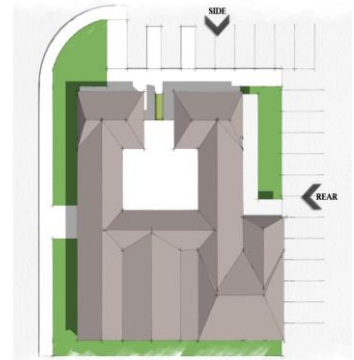


The picture below represents the preferred architectural treatments. Colonnades and awnings are encouraged.

### E. d. Vehicular Parking.

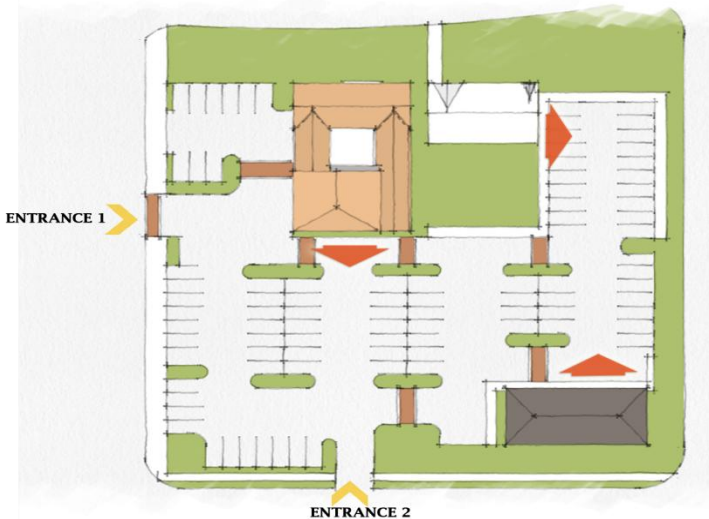
Examples of locations and design consideration for off-street parking facilities.

i. *Location.* Parking shall be placed on the sides and rear of buildings, in order to shield and minimize the massive appearance of the entire parking area, and in some instances, separate the parking required for mixed use projects.



The following is an example of shared parking, connections, cross access, and continuous drive aisle.

iii. *Shared Parking.* Shared parking is highly encouraged.



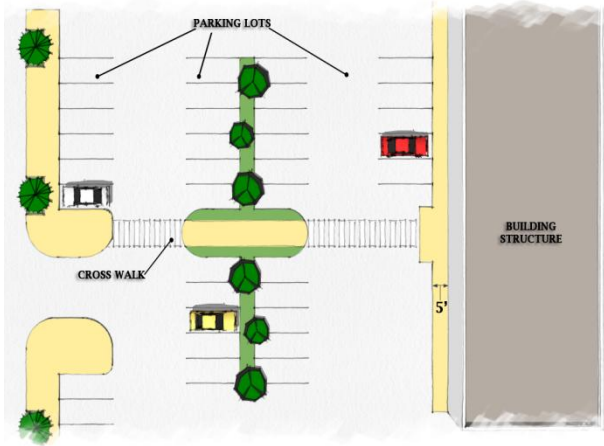
vi. *Connections.* Developments shall provide driveway improvements and driveway “stub-outs” to property lines to facilitate existing and future interconnection of parking areas to adjacent sites.

vii. *Cross Access.* To allow for efficient internal traffic circulation, all parking areas shall be designed to allow cross access between parcels for both vehicles and pedestrians.

viii. *Continuous Drive Aisle.* Cross access drives and parking areas shall be aligned to allow for a continuous drive aisle extending between parcels. The continuous drive aisle shall be a minimum of 24 feet in width.

- i. *Large Lot Segmentation.* Large surface parking lots shall be visually and functionally segmented into several smaller lots through the use of structures and/or landscaping as well as provide pedestrian access through the parking area to the buildings.

The following are examples of large lot segmentation



**E. e. Bicycle Parking.**

An example of a bicycle parking facility in front of a business.



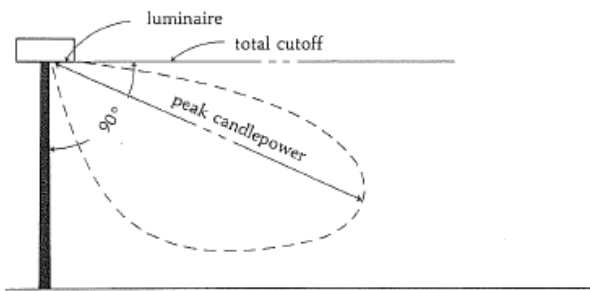
**E. f. Transit.**

The following is an example of a transit shelter. Other amenities include benches, bicycle racks, and trash receptacles. All transit amenities and facilities must be ADA compliant.

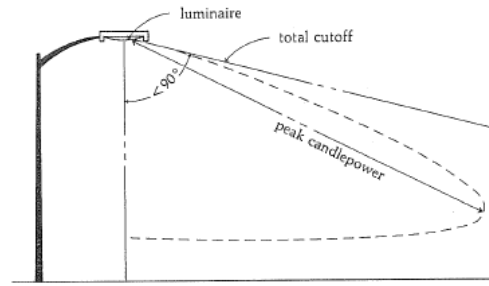


### E. g. Lighting.

The following are examples of acceptable cutoff fixtures.



90 CUTOFF LUMINAIRE

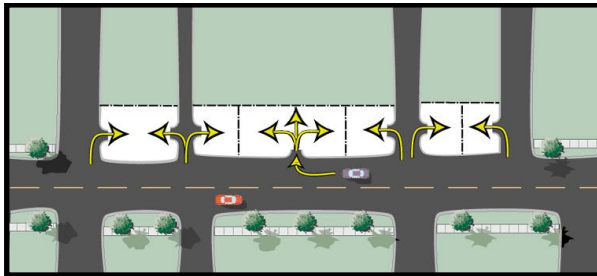


LUMINAIRE WITH LESS THAN 90 CUTOFF

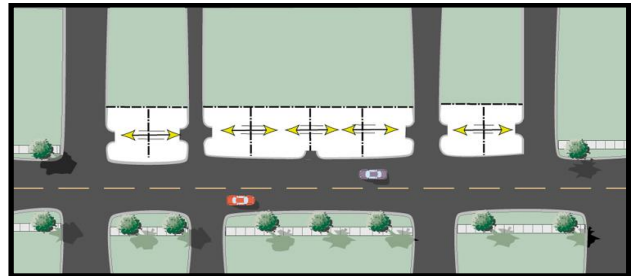
Source: Kendig, Lane, *Performance Zoning*, Planners Press, American Planning Association, Chicago, IL, 1980; pp. 173 and 174

### E. h. Access Management.

Examples of potential access management solutions for developable parcels.



Shared driveways



Cross-access easements