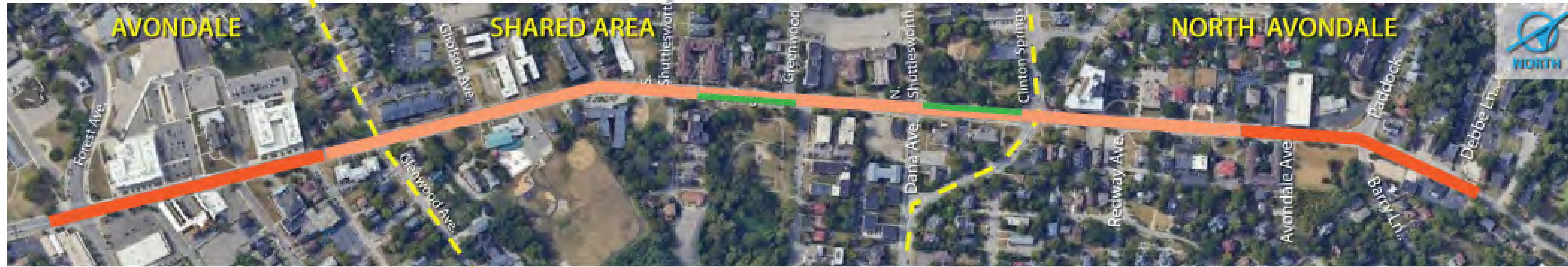


Reading Rd. Streetscaping & Speed Limits

SLOW ZONE (20 mph)

NEIGHBORHOOD ZONE (25 mph)

SLOW ZONE (20 mph)



FULL FAMILY

More intense, business zone

- Post-top streetlights (close spacing)
- Streetlight banners
- Curbed planters
- Street trees (occasional)
- Zebra striped crosswalks
- Intersection pavement art
- Themed street architecture (bike racks, trash / recycling corrals, benches, bus/BRT shelters, and signage)

STANDARD

Neighborhood Thoroughfare

- Post-top streetlights (far spacing)
- Curbed bioswale planters with low vegetation west side
- Curbed bioswale planters with street trees east side
- Strategically placed street architecture (bike racks trash / recycling, benches / bus stops)

PARK

One side Standard, One Side Special

- Post-top streetlights (strategic spacing)
- Curbed bioswale planters with low vegetation west side
- Special paver / landscape design and ornamental trees at MLK Park and Seasongood Park
- Strategically placed street architecture (bike racks trash / recycling, benches / bus stops)
- BRT stop at Dana

PARK STANDARD

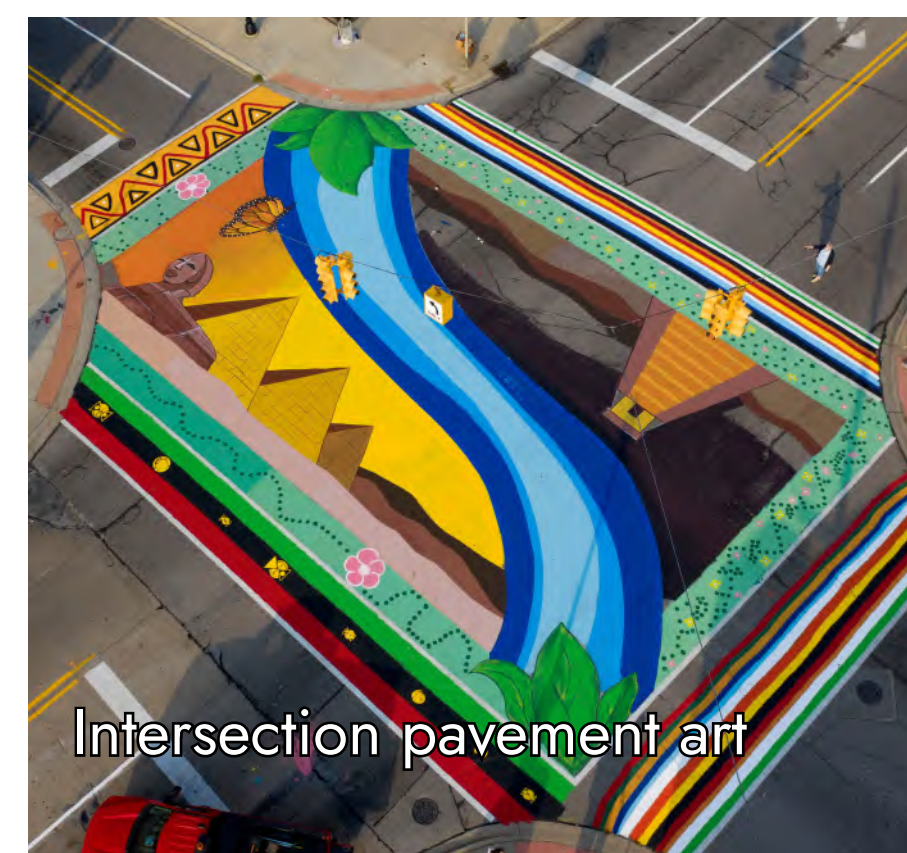
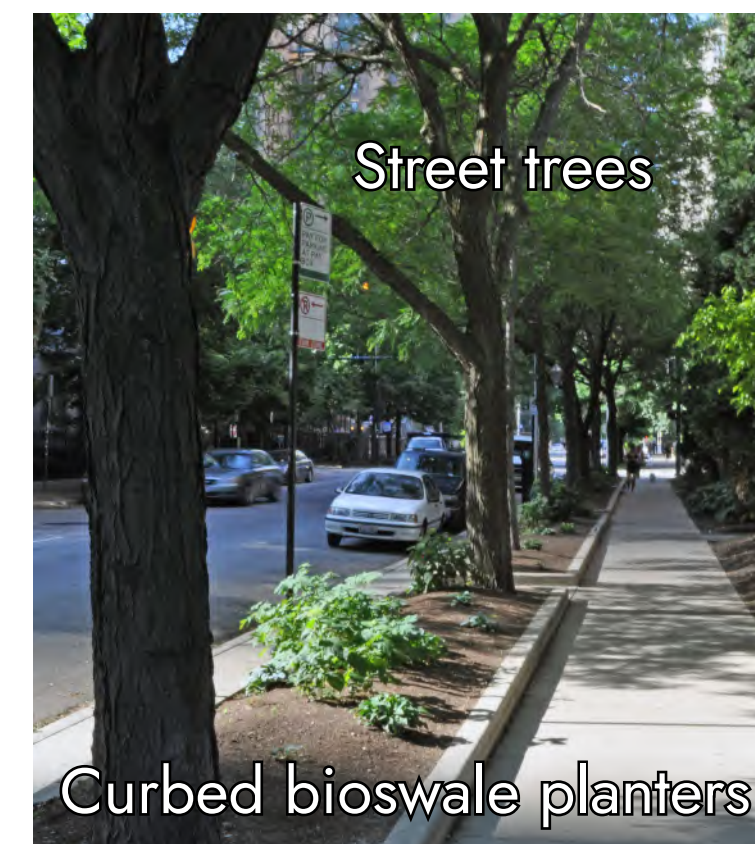
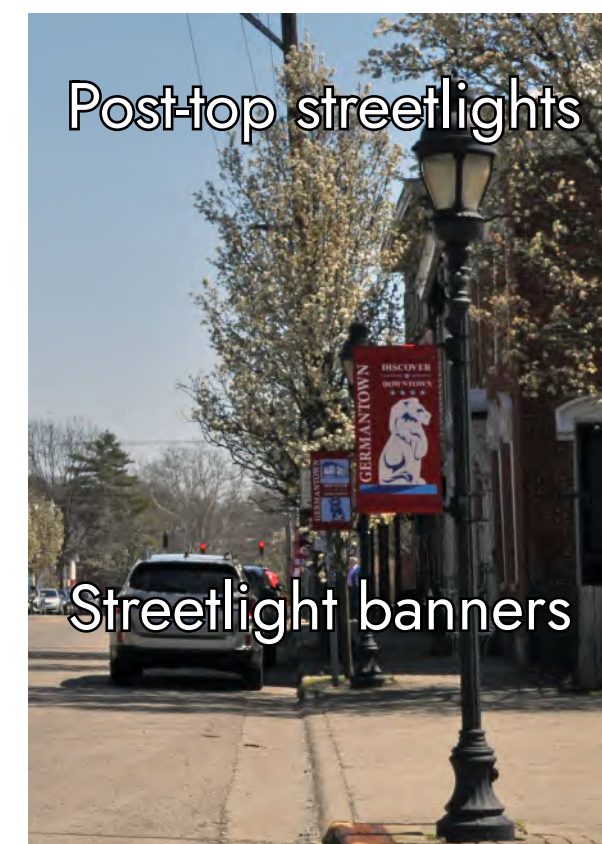
Neighborhood Thoroughfare

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FULL FAMILY

More intense, business zone

- Post-top streetlights (close spacing)
- Streetlight banners
- Curbed planters
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Streetscapes:

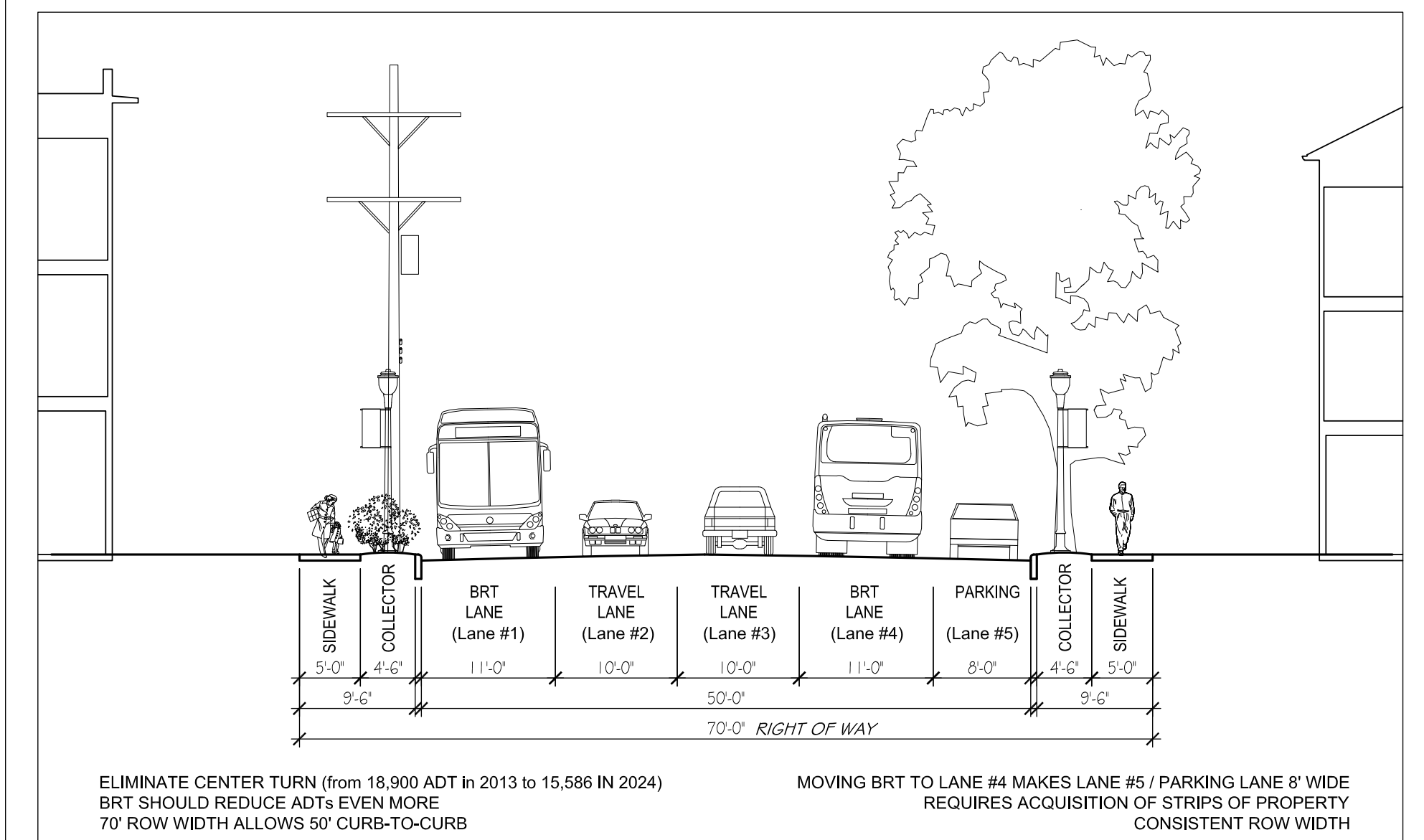
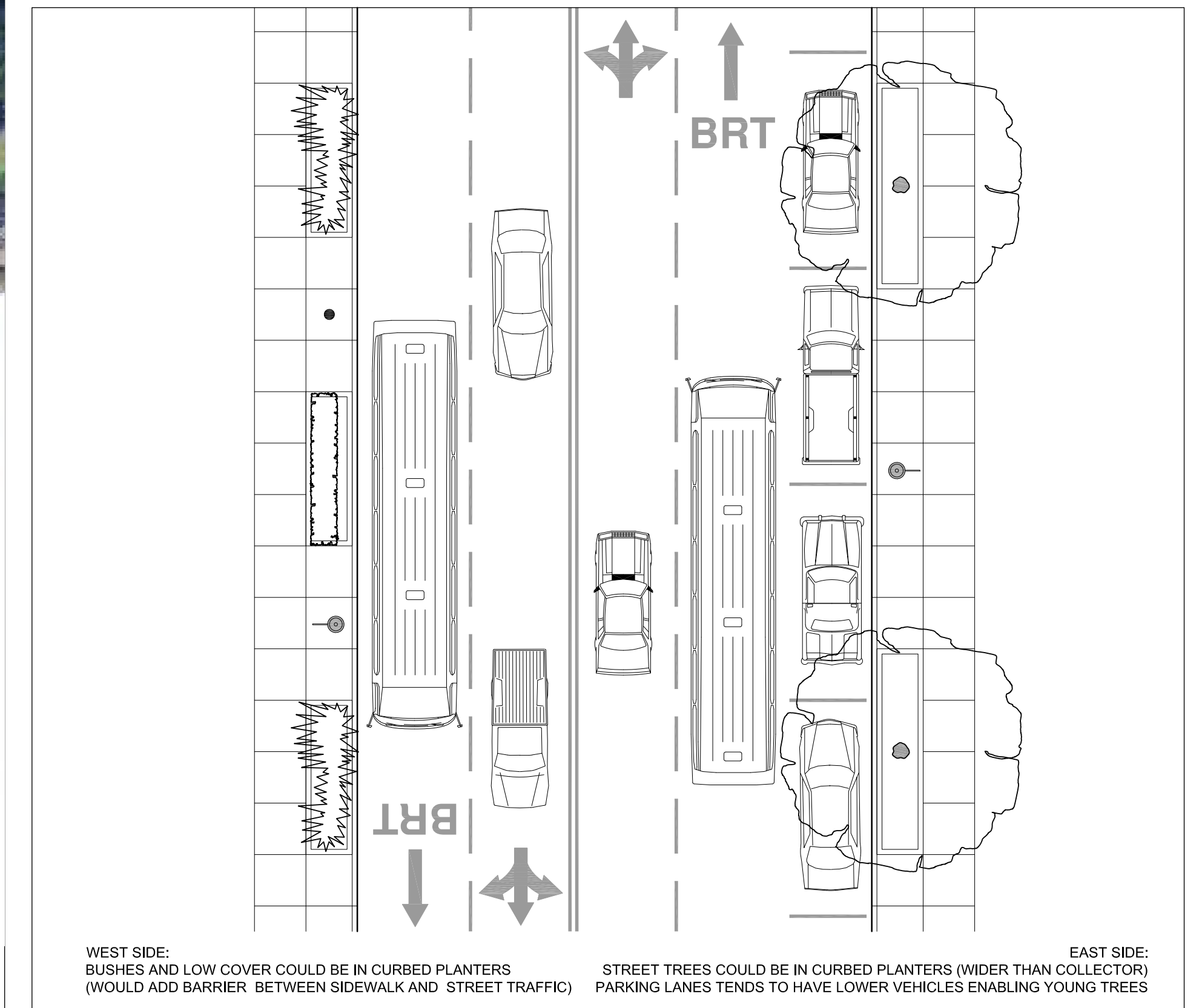
A Welcoming Space for the Community

Streetscapes can build community pride and entice investment. The proposed ideas can help visually unify Avondale and North Avondale, while still recognizing the unique characteristics of the neighborhoods.

Reading Rd. ROW Strategies:

Driving the Bus on Street Design

Reading Road has been designed to move traffic through the neighborhood. The below rendering intentionally slows traffic and encourages them to drive to the neighborhood. Dedicated parking provides a place to park, and buffers people using the sidewalks from automobile traffic.



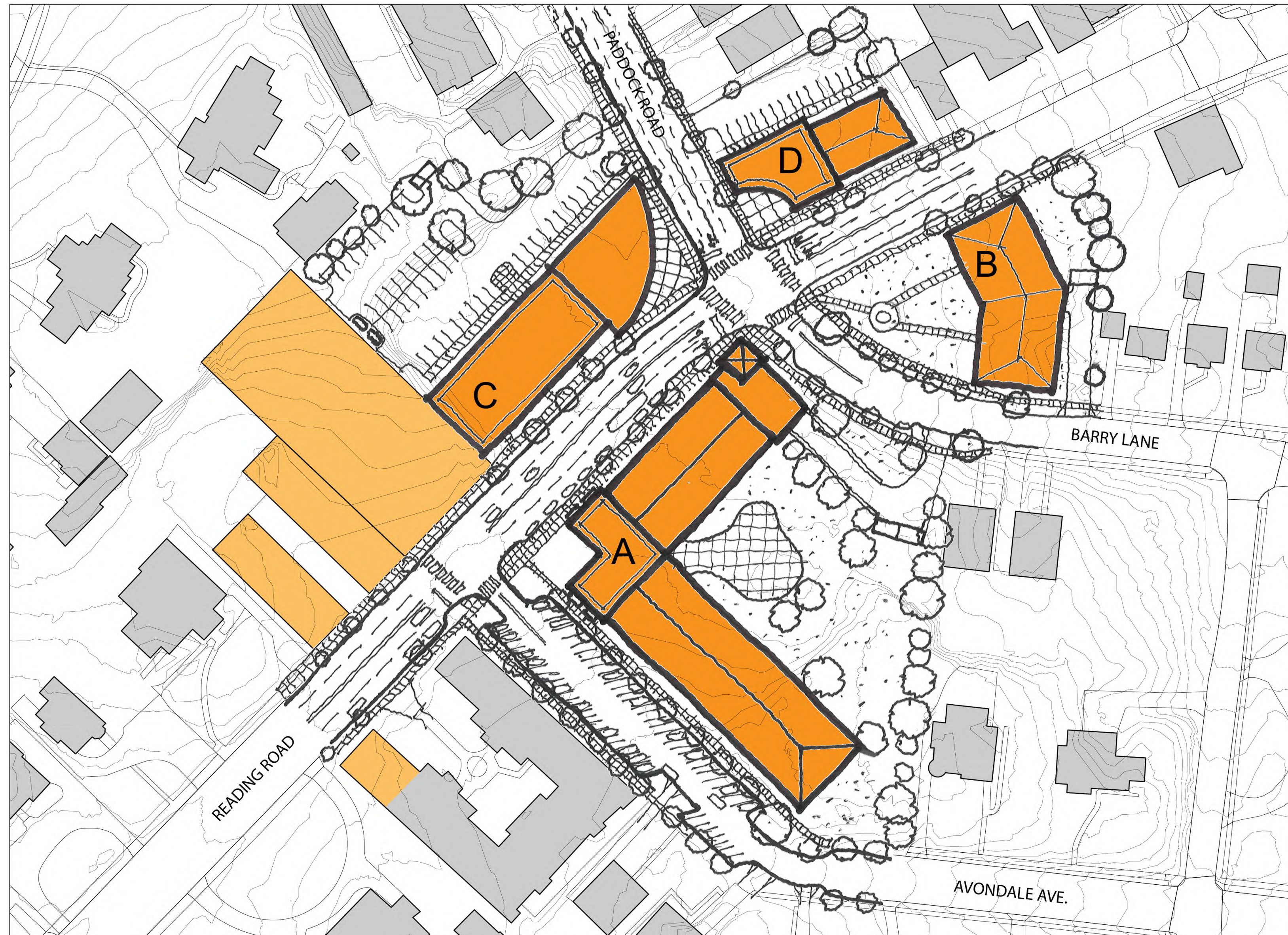
05 - 70' ROW - MOVE BRTLANE, ADD PARKING

Scale: 3/32" = 1'-0"

CUA Studio

AVONDALE COMMUNITY PLAN
Reading Road Street Shaping

Reading & Paddock Development Concept



READING ROAD APPROACH FROM NORTH WITH BUILDING "C" OUTLINED



READING ROAD APPROACH FROM NORTH - VIEW SHED

PROJECT CONCEPT

Project Data below is presented as a guide for future development. Final project data will be determined after market analysis by developer.

Phase 1:

Building A (3 stories assumed):
 Dwelling Units: 60
 Garage Parking: 72

Building B (3 stories assumed):
 Dwelling Units: 21
 Garage Parking: 21

Phase 2:

Building C (3 stories assumed):
 Dwelling Units: 20
 1st Flr. Commercial: 10,000 sf
 Surface Parking: 50

Building D (1 story assumed):
 1st Flr. Commercial: 6,500 sf
 Surface Parking: 14

On Street Parking:

At Rose Hill Condos: 24
 All Others Shown: 50

LEGEND

Existing Commercial Space:

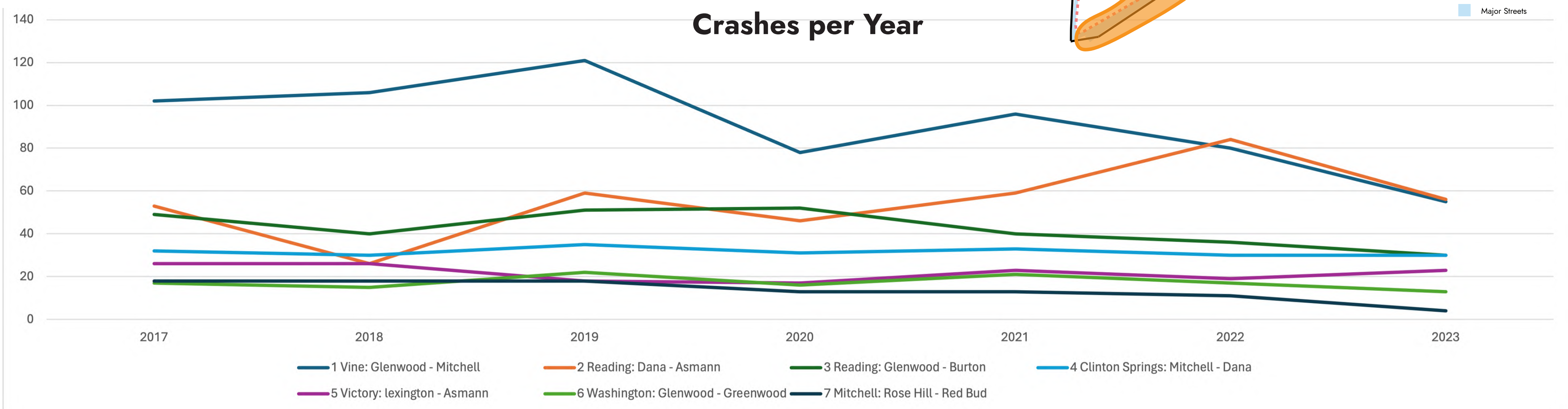
Proposed Buildings:

What are you and the community willing to do to bring development to this intersection?

North Avondale Street Safety



Crashes per Year



Strategy Recommendations

Raised sections of roadway that cause drivers to reduce speeds.

Speed humps are implemented on neighborhood streets whilst speed cushions can be implemented on main roads.

Cushions are placed in the center of a lane and have gaps in between them.

Gaps allow for emergency vehicles to traverse speed cushions quicker than speed humps.

Speed Bumps & Cushions

Raised crosswalks are sections of roadway raised to curb height and feature a flat top.

Increase pedestrian visibility and reduce speeds of vehicles driving over the crosswalk. According to the Federal Highway Administration, *raised crosswalk reduce pedestrian crashes by 45%*

Usually are implemented at intersections or mid-block crossings

Raised Crosswalks

Curb extensions can reduce crossing distances.

Shortens the time pedestrians are exposed to oncoming traffic.

Islands can be placed in medians can create a pedestrian refuge at longer crossings.

Crossing Width Treatments

Hardened centerlines reduce chances for high-speed turning movements.

Drivers are forced to slow down to make a turn.

Reduces risk for conflicts with pedestrians.

Should be implemented in areas where pedestrians crossing are prevalent, and vehicles cross the yellow lines frequently.

Hardened Centerlines

Extra signs and markings can be used to help alert drivers of various conditions that may take place along a corridor.

Pedestrian / bicycle / school crossing signs are very common additions.

Stop signs are options to change intersection control.

Pavement markings can help enforce the speed limit, or designate a shared use lane between bikes and vehicular traffic.

Signage & Markings

Alternate intersection design to reduce vehicle speeds and crash risks.

Forces all drivers to slow down to navigate the island in the middle of the intersection.

Crossing distances are usually shorter at circular intersections

Circular Intersections

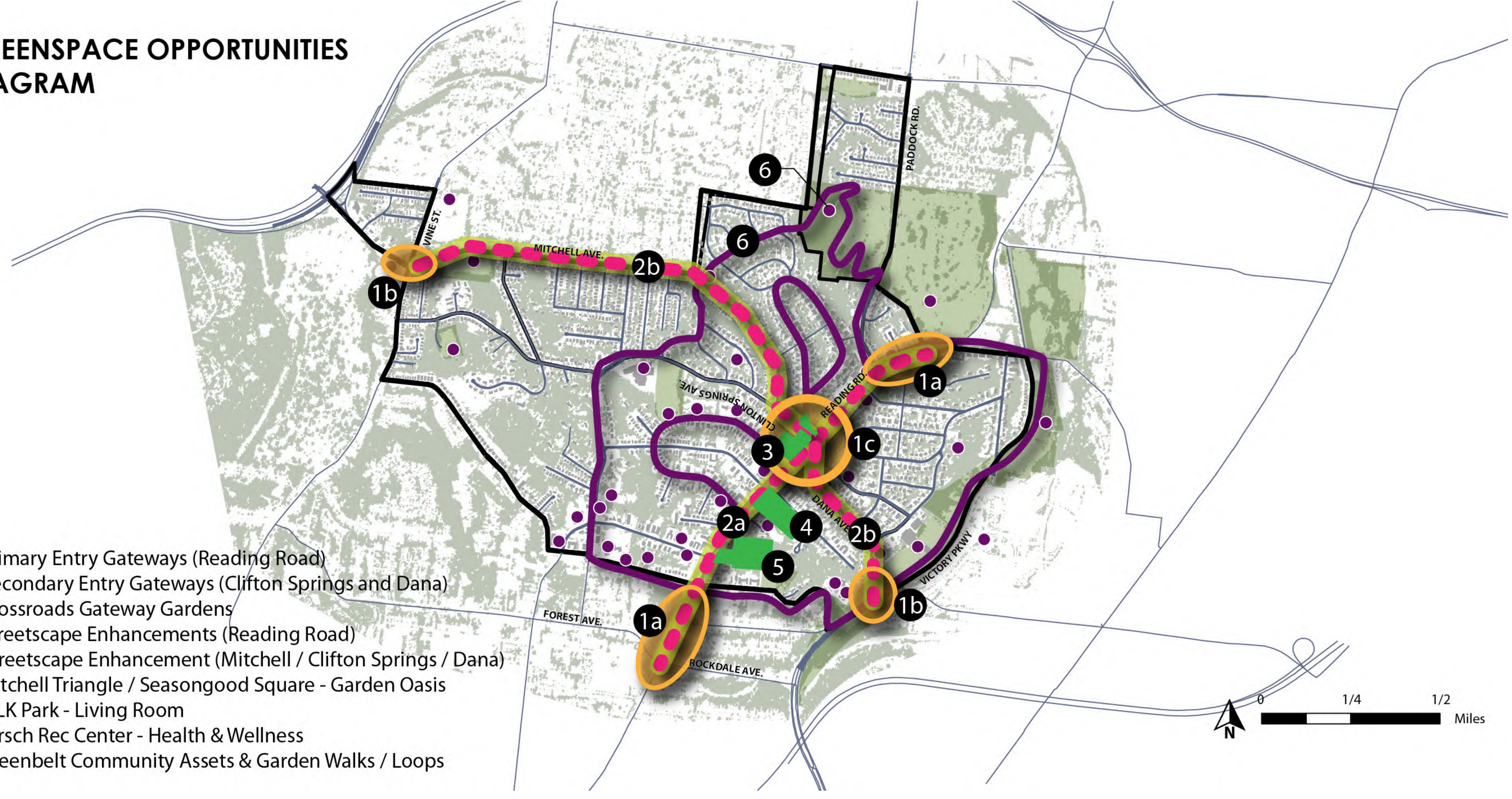
Improve Recreation and Greenspace

There are several established parks and recreation areas located along or just off the central spine (Reading Road corridor)- Mitchell Triangle, Seasongood Square, MLK Jr. Park, and Hirsch Rec Center and North Avondale Rec. Center. These spaces provide a greenspace oasis and opportunities for varying levels of community engagement/gathering and recreation along the busy corridor. Additional enhancements could be made to further enable these spaces to welcome and support all residents (see focus area concepts below).

There are many community assets throughout North Avondale that make the community unique and special. Assets range from parks/recreation to places of worship, schools, community support services (funeral home, nursing home, childcare), and community gardens. A variety of walking loops at varying distances are proposed to connect these assets to the central spine (Reading Road) of the community.

Pictured at right is a concept of walking trails that link these neighborhood assets together. Cohesive gateway enhancements from Vine Street and Victory Parkway all the way to Reading Road would showcase the community's brand. The streetscape would incorporate historical monuments, and public art to celebrate and deepen the sense of place while reat-providing a comfortable, and safe experience for pedestrians and cyclists taking part in the neighborhood.

GREENSPACE OPPORTUNITIES DIAGRAM



- 1a. Primary Entry Gateways (Reading Road)
- 1b. Secondary Entry Gateways (Clifton Springs and Dana)
- 1c. Crossroads Gateway Gardens
- 2a. Streetscape Enhancements (Reading Road)
- 2b. Streetscape Enhancement (Mitchell / Clifton Springs / Dana)
- 3. Mitchell Triangle / Seasongood Square - Garden Oasis
- 4. MLK Park - Living Room
- 5. Hirsch Rec Center - Health & Wellness
- 6. Greenbelt Community Assets & Garden Walks / Loops

DR. MARTIN LUTHER KING JR PARK "THE NEIGHBORHOOD LIVING ROOM"



SEASONGOOD SQUARE "THE NEIGHBORHOOD DISCOVERY GARDENS"



MLK Jr. Park: Concept Narrative

At approximately 5.8 acres, Dr. Martin Luther King Jr. (MLK Jr.) Park has the potential to become the active living room for the neighborhood. New plaza space, gardens, and a feature honoring Dr. Martin Luther King Jr. would welcome and draw park visitors off Reading Road and into the park. A community event green and multipurpose lawn anchored by a pavilion/stage and surrounded by a walk with shade trees, bench seating and lighting provide a central gathering space for community events.

Spaces for a playground, sprayground, and community gardens offer amenities for users of all ages. The rear half of the site, which is currently under-used, could be enhanced by invasive vegetation clearing and establishing a woodland trail that connects to the adjacent residents and Hirsch Recreation Center.

Seasongood Square: Concept Narrative

Seasongood Square is located at the crossroads of Reading Road and Clinton Springs/Dana Ave. and currently serves as a garden oasis along the busy corridor. Proposed improvements to this site could further enhance its role in the community as a place for rest, engagement, and discovery. The proposed crossroads intersection enhancements (pedestrian crosswalks, corner gardens with site walls, signage, and seasonal planters or sculptures) welcome visitors into the park.

The existing pathways, enhanced with bench seating and lighting, meander through a variety of discovery / sensory gardens and living rooms that provide smaller spaces for individuals to enjoy alone or for neighbors to meet for coffee, picnics, playdates, and conversation. The existing structure could be renovated into a family-friendly restroom that relates to the nearby playground and sprayground that is surrounded by seat walls and inspires imaginative play for younger children. Evergreen planting and a fence along the park perimeter would buffer the park from adjacent residences.