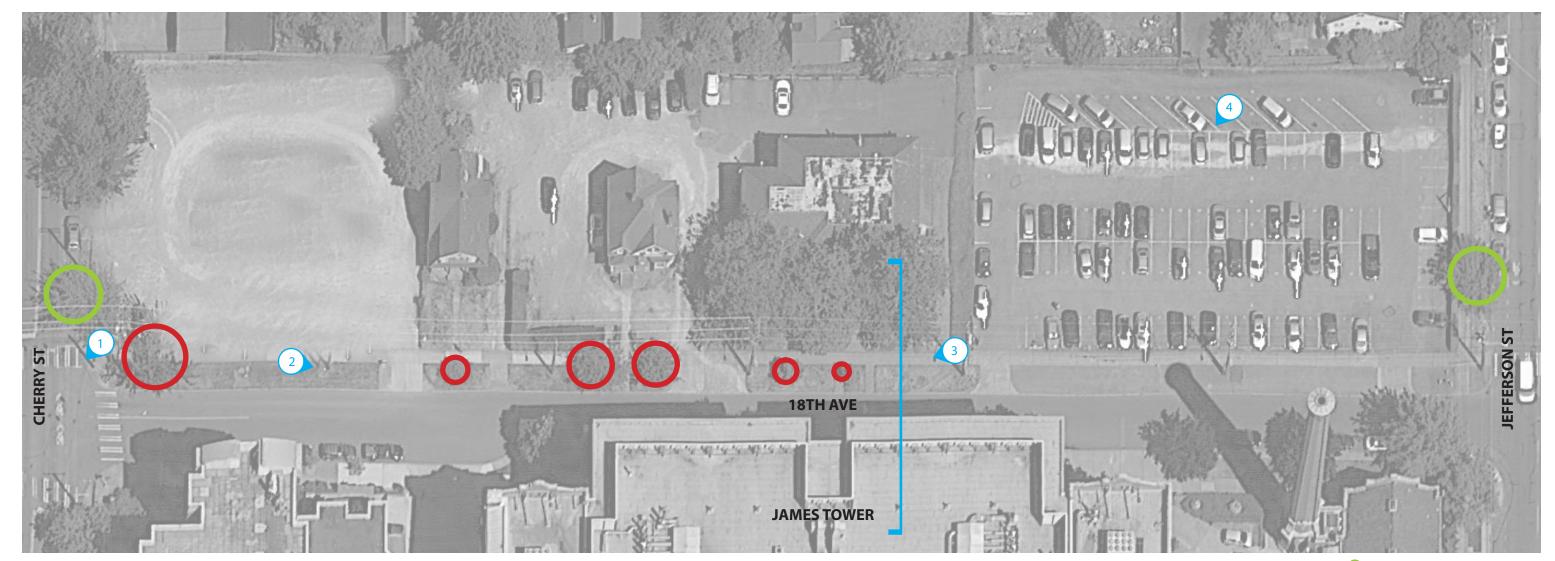
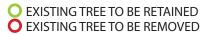
18TH AVE STREETSCAPE - EXISTING











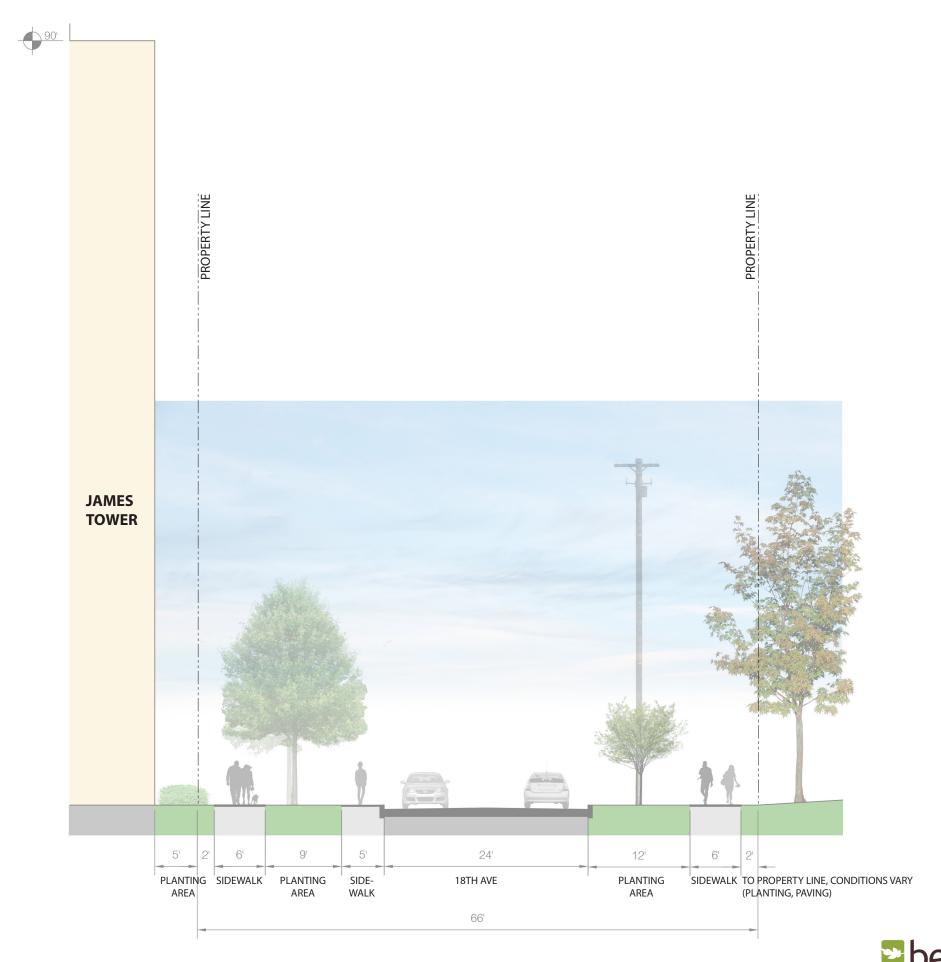








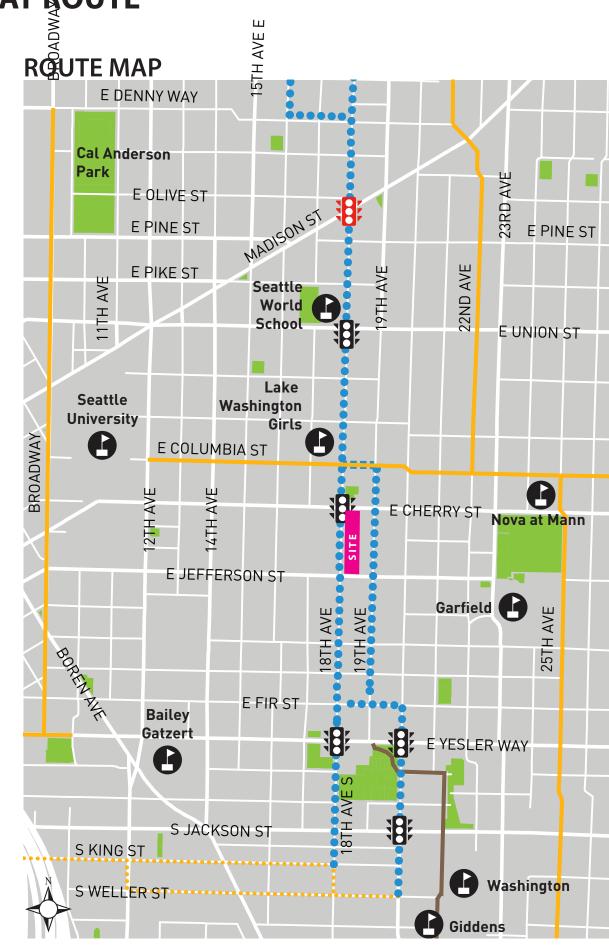
18TH AVE SECTION - EXISTING



CENTRAL RIDGE NEIGHBORHOOD GREENWAY ROUTE

GREENWAYS DESIGN REQUIREMENTS

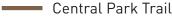
- Change speed limit to 20 MPH
- Add about one speed hump per block
- Add signs & pavement markings to help people find their way
- Add some combination of curb extensions, rapid flashing beacons, crosswalks, medians, or traffic signals at busy intersections
- Add stop signs at streets crossing the Greenway
- Smooth sidewalks & streets and add curb ramps



LEGEND

EXISTING

Family-friendly* route





PROPOSED

- Central Ridge Neighborhood Greenway route options
- Lowell-Meany Neighborhood Greenway route options
- ••••• Other family-friendly* routes

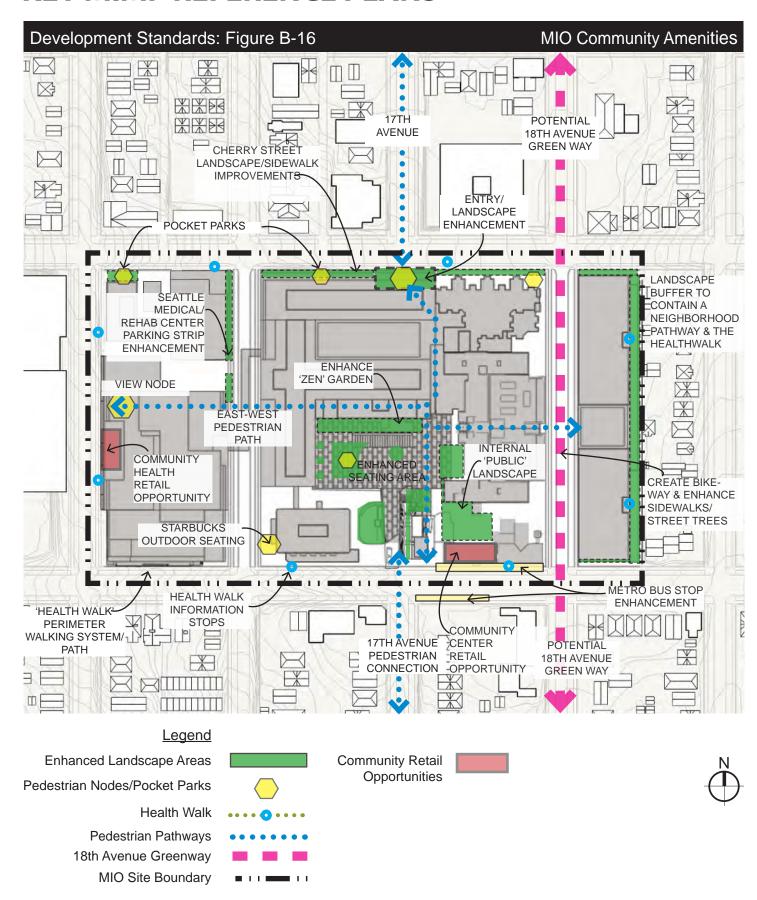






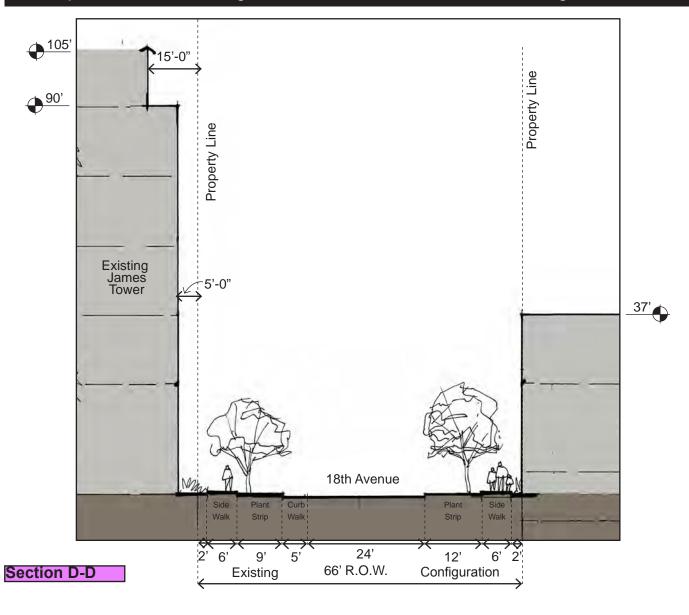


KEY MIMP REFERENCE PLANS



Development Standards: Figure B-5

Building Setback Sections

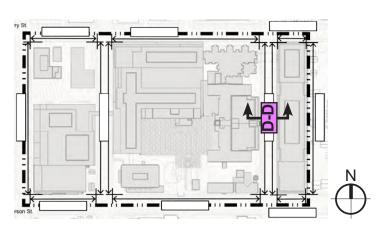


Setback D-D.

The west side of 18th Avenue is an existing 5 feet setback up to 90' high. The mechanical screen is set back 15'-0" up to 105' high. Future development would also meet these setbacks.

The east side of 18th Avenue is a setback 0' from property line up to 37'-0".

Within the existing 18th Avenue street width, bike lanes will share the street with the car lanes. this block is a continuation of the proposed neighborhood greenway north and south of the MIO boundary.

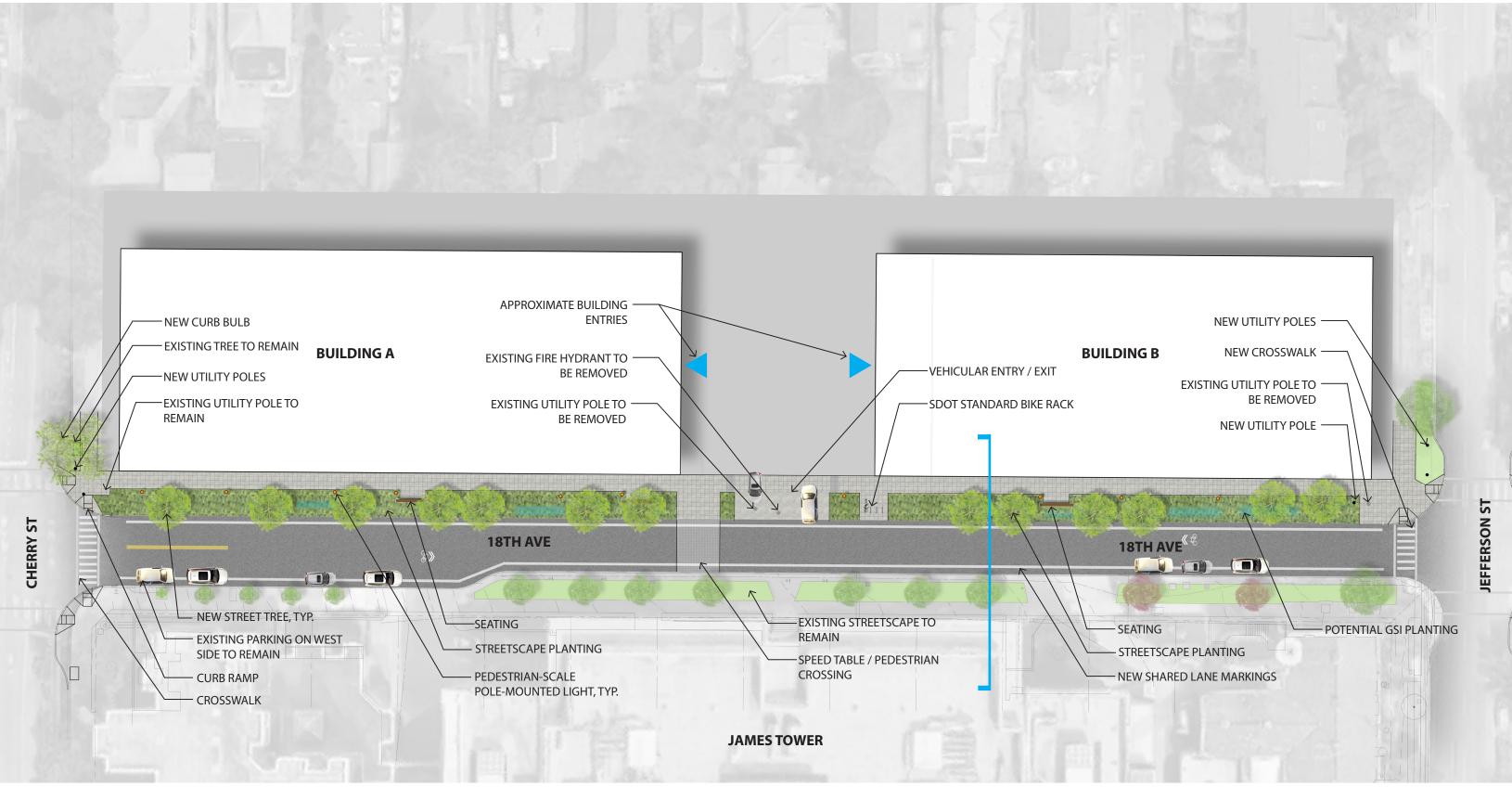


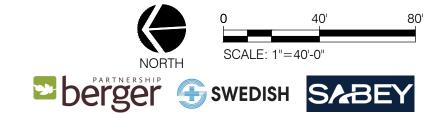




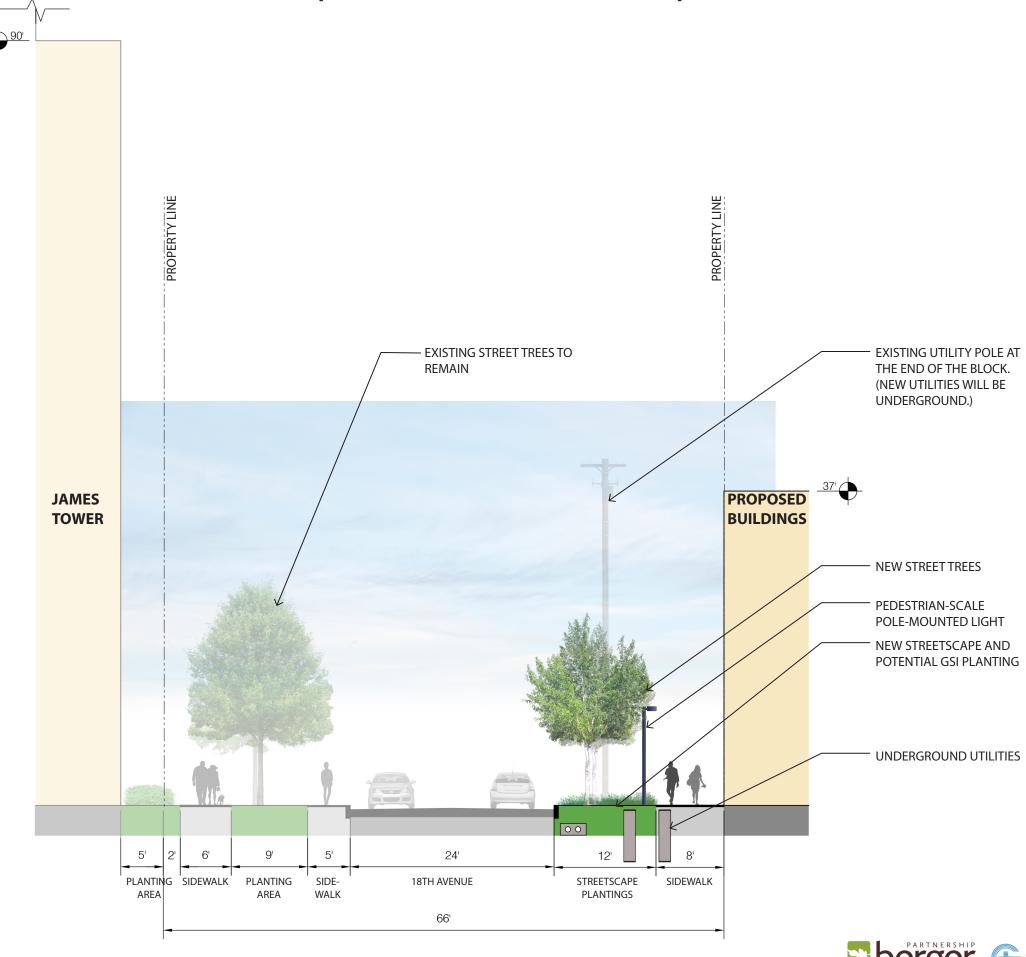


18TH AVE STREETSCAPE - PROPOSED



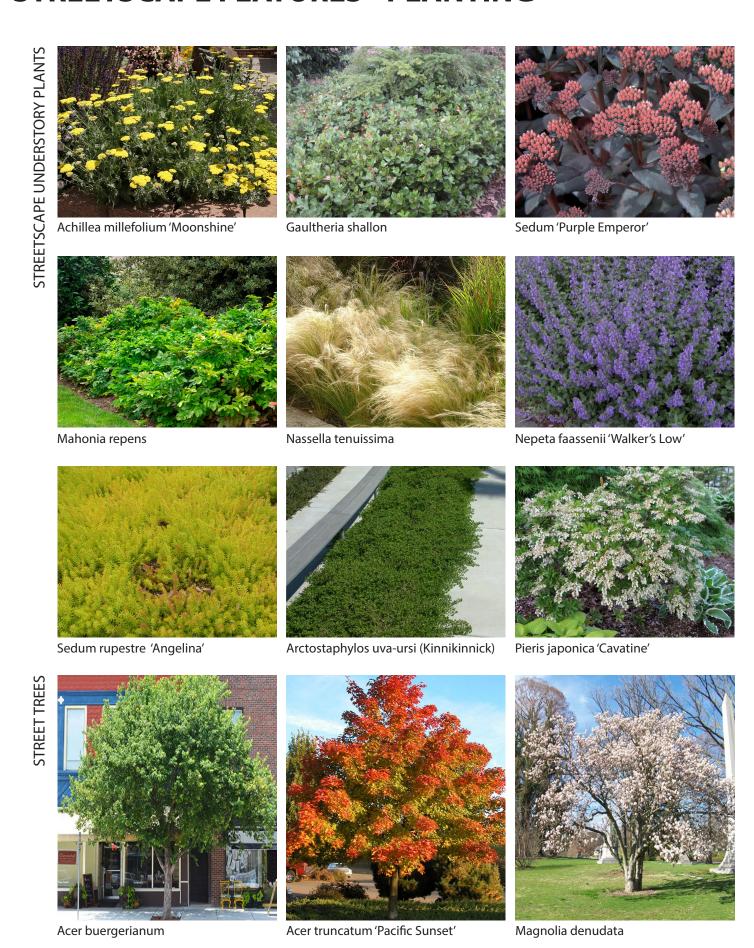


18TH AVE STREETSCAPE - PROPOSED SCHEME (UTILITIES BELOW GRADE)





STREETSCAPE FEATURES - PLANTING











STREETSCAPE FEATURES - MATERIALS & AMENITIES

MIMP RECOMMENDED PEDESTRIAN AMENITIES

- Wayfinding & signage
- Benches
- Lighting, both street and pedestrian
- Short Term Bicycle Parking
- Stormwater Facilities
- Trees





















