

Legend									
	Enhancement		Expanded Landscape Corridor		Traffic Calming		New Pedestrian/Recreational Trail		Transit Stop Enhancement
	Redevelopment		Streetscape Enhancement		New Street		Bike Lane (Class I)		Signalized Intersection
	Public Space		Neighborhood Gateway		Bulbout		New Sidewalk		Neighborhood Impact Center
	Transition Area						New Pedestrian or Bike Connection		



A fenced off-leash dog area between the retention basins will encourage use of the new recreational trail.



A productive use should be found for the vacant lot adjacent to this future commercial development. If the development is withdrawn, the two lots should be consolidated.

Neighborhood circulation will be improved with new street segments that improve access to recreation areas and create a better-connected street network.

10th St 'Road Diet'
North of H-8, reducing the width of 10th Street West with a raised median and an expanded parkway will create a better pedestrian environment while still providing four driving lanes to move traffic through the corridor.

15th St 'Road Diet'
15th Street West can better serve pedestrians, bicycles and cars with a road diet that accommodates a new off-road bike trail in a wider landscaped parkway.

Mariposa Elementary School and Park

This unused street stub can be used for public art or active/passive recreational space. The traffic stops at this "intersection" will then be unnecessary.

A pedestrian pass-through to 10th St on Valiant St will provide more direct access to Whit Carter Park for residents in this northern area.

10th St Local Safety
Between H-8 and Ave I, narrowing 10th Street to two drive lanes with two parking lanes will provide traffic calming while still moving traffic. A median and improved parkway and sidewalk conditions will further create a safe neighborhood environment for both pedestrians and residents.

Enhancing gateways will help form a positive neighborhood identity.

The relatively shallow south end could host recreation uses that are not sensitive to flooding, such as a BMX bike course or basketball courts. Access and drainage will need to be considered.

Traffic calming and a consistent sidewalk treatment on H-8 will enhance this important pedestrian corridor.

Desert View Elementary School

Enhancements to key internal streets including Boyden Avenue, 13th Street, and Ave H-8 will create attractive connections between major activity nodes.

A multi-use trail will provide a recreational amenity for Desert View residents and link key recreation areas.

More amenity-rich housing is desired along 10th St, which may be achieved through a combination of lot consolidation, rezoning to a lower density and/or development of amenities such as tot lots, paseos and common areas.



In the long term, a recreation area on Boyden will be a focal point of the neighborhood—a point of identity and pride that provides space for play, exercise and interaction.

An alley improvement program will include new walls or fence repairs, resurfacing, trash enclosures and garages.



Avenue I

Vehicular access points will be reworked on the north side of Avenue I, including a right-in, right-out restriction on Kingtree and alterations to the frontage road west of 13th St. On the south side of Ave I, access driveways should be consolidated. An additional west-bound lane will eliminate parking on the north side. However, street trees and a landscaped median will improve the pedestrian environment.

This prominent corner will serve the neighborhood as a pedestrian-oriented activity node that incorporates commercial, recreational and residential uses.

Access and building types will be addressed to improve the appearance and function of the residential strip on the frontage road. The frontage road produces traffic conflicts, and single-family homes are not appropriate facing Avenue I.

Facade improvements to these downtown-style storefronts will heighten their appeal. In the back, the outdoor dining/leisure space will be enhanced through improvements to parking, trash receptacles and seating areas. The relationship with homes to the north should be considered. Design elements on Kingtree Ave will encourage patrons to walk between these businesses and the center to the east.

