

Division Street Corridor

The presence of undeveloped parcels zoned for office and high-density residential uses suggests a need for rezoning and/or parcel consolidation.

- Office uses should be planned comprehensively with other uses on Division St.
- Emergency access concerns should be addressed by reconfiguring complexes to keep trash receptacles and vehicles out of the alley, and otherwise improving the function of this corridor.
- New medium density residential uses may be more successful here than large single family homes.

New Street Segments

New street segments would improve circulation.

- These segments would provide more direct east-west paths in the northern part of the neighborhood.
- These connections are planned as part of the new tract.
- A connection to J-15 should be provided for homes built in this area.

School and Surroundings

Joshua Elementary School is an important focal point for the neighborhood. Enhancements to surrounding streets would improve safety and image with new sidewalks, traffic calming, and landscaping. A joint use agreement should be sought so that school fields are available for neighborhood residents to use.

- A bus turnout may be needed to improve circulation around the school (drawing is conceptual only).
- If this parcel is not used for residential infill, a community-serving use would be appropriate at Kirkland Ave and J-8. A Neighborhood Impact Center could be located nearby.



Mixed Use Center

A community-serving center with retail and office uses could become a focal point for neighborhood residents and people working in nearby business areas. This center should include outdoor gathering spaces and a non-retail anchor such as a library branch or fitness club. New residential uses to the east should be designed so that they are integrated into the center.

Shopping Center

Rehabilitation of the shopping center at Ave J and Division would aim for better utilization of the parcels and provide safe access for customers and deliveries. Sensitivity to surrounding residential uses would need to be considered.

Glenraven Road

Vehicle access from Ave J to Glenraven Rd could be closed to reduce through traffic and reduce conflicts with traffic for the retail center. Streetscape improvements to Glenraven would transform it into a pedestrian-oriented boulevard that serves as a community space. Where appropriate, improvements would include sidewalks, medians, a mini roundabout, and landscaping. Storm drains should also be installed.

Arterials

Streetscape improvements to arterials may include new medians and landscape treatments.

Ave J Frontage

Reconfiguring the frontage along Ave J to create a uniform lane width could provide room for a future bicycle lane and a continuous sidewalk.

5th St Road Diet

A road diet on 5th Street would allow the expansion of landscaping and space for pedestrians and bicycles, with one lane for cars provided in each direction. A mini roundabout at J-4 would enhance access into the neighborhood.



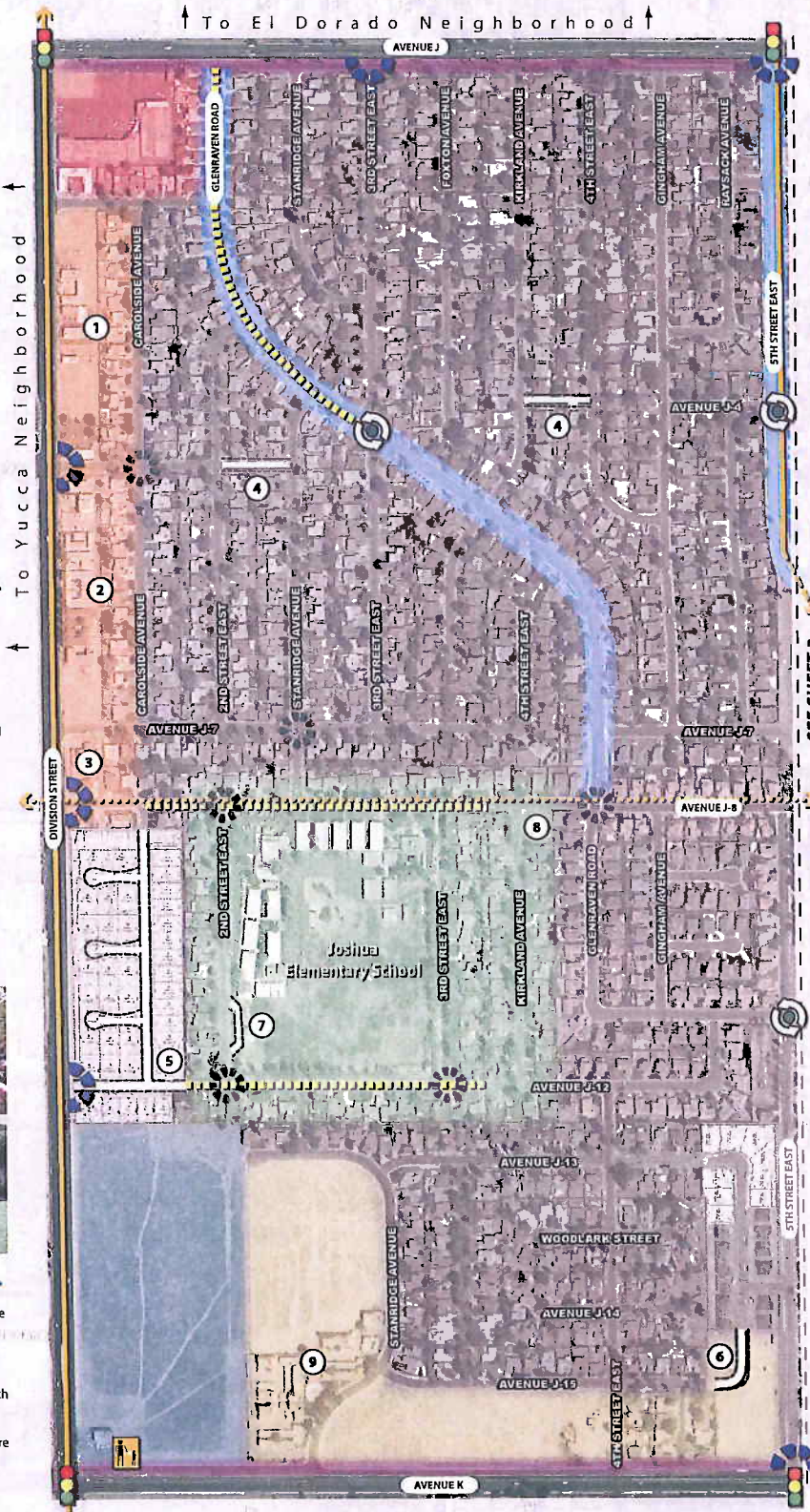
Residential Infill and Redevelopment

Coordinated development and redevelopment of properties between 2nd St and 5th St could create new residences that provide appealing housing options for people who work nearby. This housing should be designed to maximize curb appeal from Ave K and create connections between the housing and the new mixed use center.

- This condo complex may be retained.

Ave K Frontage

Development of parcels along Ave K should create a uniform right-of-way width that provides room for a future bicycle lane and a consistent lane width for cars.



Legend

New Sidewalk	Traffic Calming	Existing Class II Bike Lane	Signalized Intersection
Neighborhood Gateway	New Mini Roundabout	Proposed Class III Bike Route	New Transit Stop

Older Residences

Older residences can be incorporated into the neighborhood fabric with a new sidewalk along Ave J, street connections to the south and residential infill.

Shopping Center

Consolidation and rezoning of parcels near the corner of Ave J and Challenger will allow coordinated development of an updated commercial center.
 ⑨ Sensitivity to adjacent residential uses will need to be considered.

Arterials

Streetscape improvements to arterials may include new medians and landscape treatments.

5th St Road Diet

A road diet on 5th Street would allow the expansion of landscaping and space for pedestrians and bicycles, with one lane for cars provided in each direction. A mini roundabout at J-4 would enhance access into the neighborhood.



Joshua Square

This large square parcel between two secondary arterials is an opportunity to create new recreational space for the neighborhood, possibly in conjunction with the development of new homes facing the open space.

- ① Connecting 5th Street to Ave J-8 through the new park/residential space (drawing is conceptual only) would greatly simplify circulation for cars and bicycles.
- ② The development should include new connections to residential streets that dead-end onto this parcel, at least for pedestrians and bicycles.

7th St to 8th St Area

Transitions from high-intensity uses along Challenger Way to single-family homes on the west side of 7th St should be a consideration in planning residential infill for this area, as well as ensuring convenient access to the shopping center.

Ave J Frontage

Redevelopment of parcels along Ave J should create a uniform lane width that provides additional safety for bicycles.

Undeveloped Parcels

Cohesive development of large undeveloped areas in the neighborhood is achievable despite fragmented ownership. Residential developments should be planned in accordance with a master plan of streets for the area, and the City may use Residential Planned Developments to achieve design that enhances the neighborhood. Park space could be created as part of the new development.

New Street Segments

When streets are planned for the undeveloped residential parcels, these key connections should be included:

- ④ Avenue J-8 to 7th Street
- ⑤ Avenue J-11 to 5th Street
- ⑥ Avenue J-10 to 7th Street
- ⑦ Avenue J-12 to 7th Street

Ave J-8 Improvements

The streetscape treatment for 5th Street should be continued along Ave J-8.

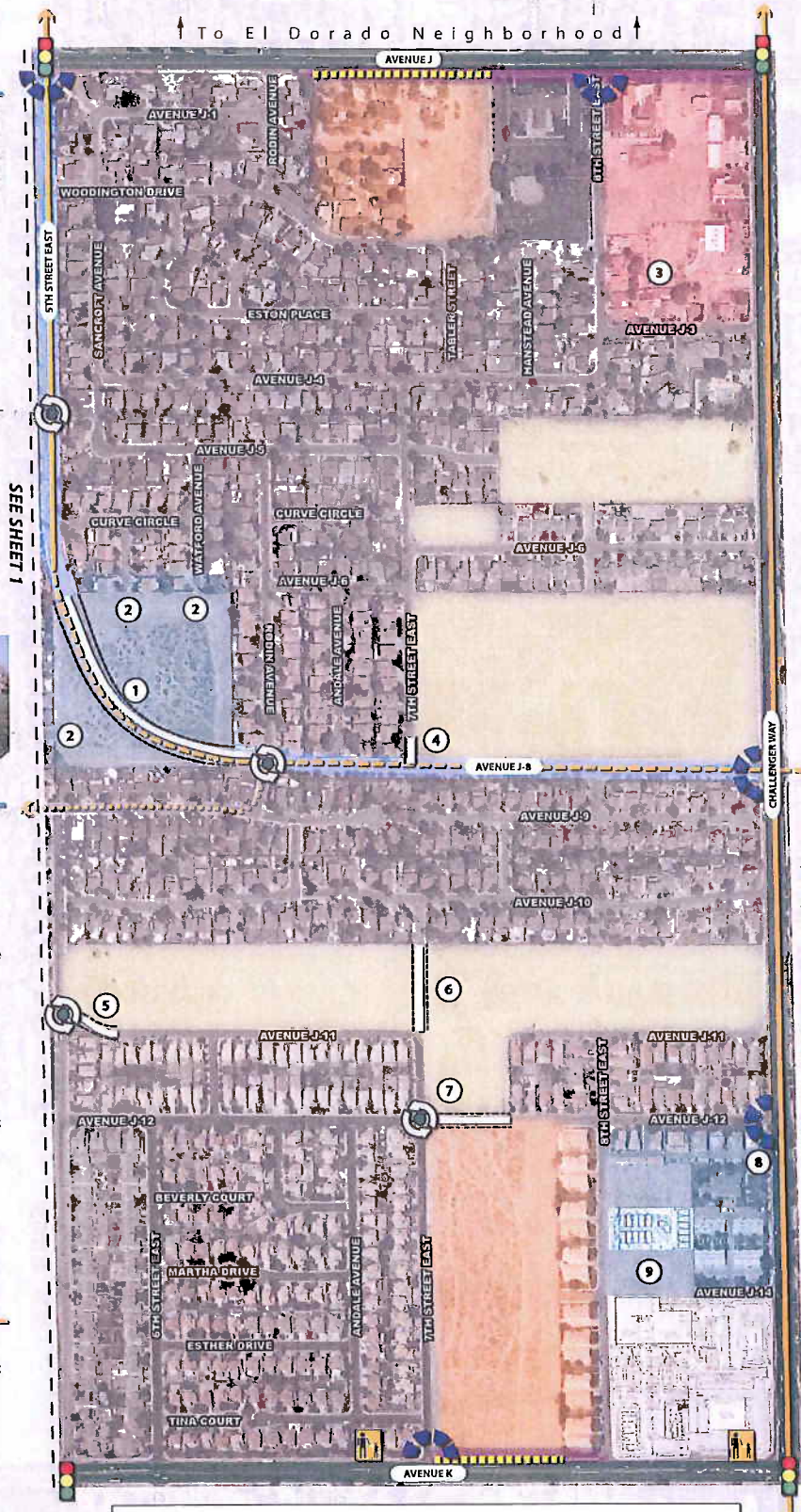
Ave J-12 to Ave J-14 Area

Access should be a consideration between Ave J-12 and the new neighborhood-serving retail center at Challenger and Ave K.

- ⑧ Vehicle access to this alley should be from 8th St only, with landscaping that permits emergency vehicle access from Challenger.
- ⑨ When residential infill is built here, connections to Ave J-14 should be considered for access to the shopping center.

Ave K Frontage

Development of parcels along Ave K should create a uniform right-of-way width that provides room for a future bicycle lane and a consistent lane width for cars.



Legend

Neighborhood Gateway	New Mini Roundabout	Existing Class II Bike Lane	Proposed Class II Bike Lane	Signalized Intersection
New Sidewalk	Proposed Class III Bike Route	Transit Stop Enhancement		