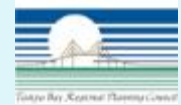


WESTSHORE BUSINESS DISTRICT

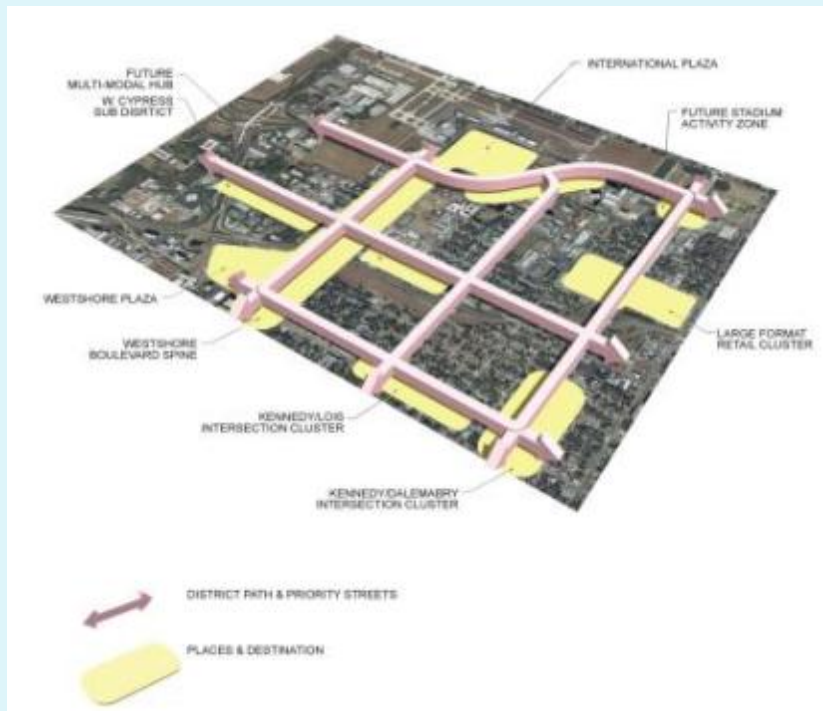
PUBLIC REALM MASTER PLAN

MASTER PLAN COMMITTEE MEETING

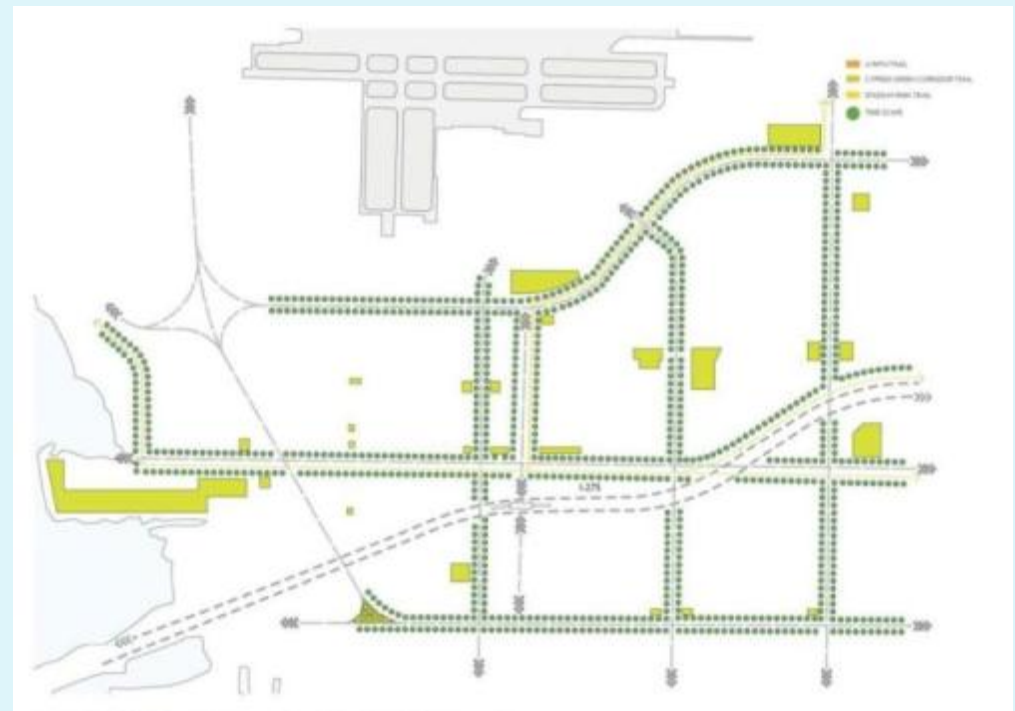
MARCH 20, 2013



WESTSHORE BUSINESS DISTRICT PUBLIC REALM MASTER PLAN
MACRO-SCALE CONCEPT: A PUBLIC REALM FRAMEWORK DEFINED BY A CONNECTED SYSTEM OF PATHS AND PLACES

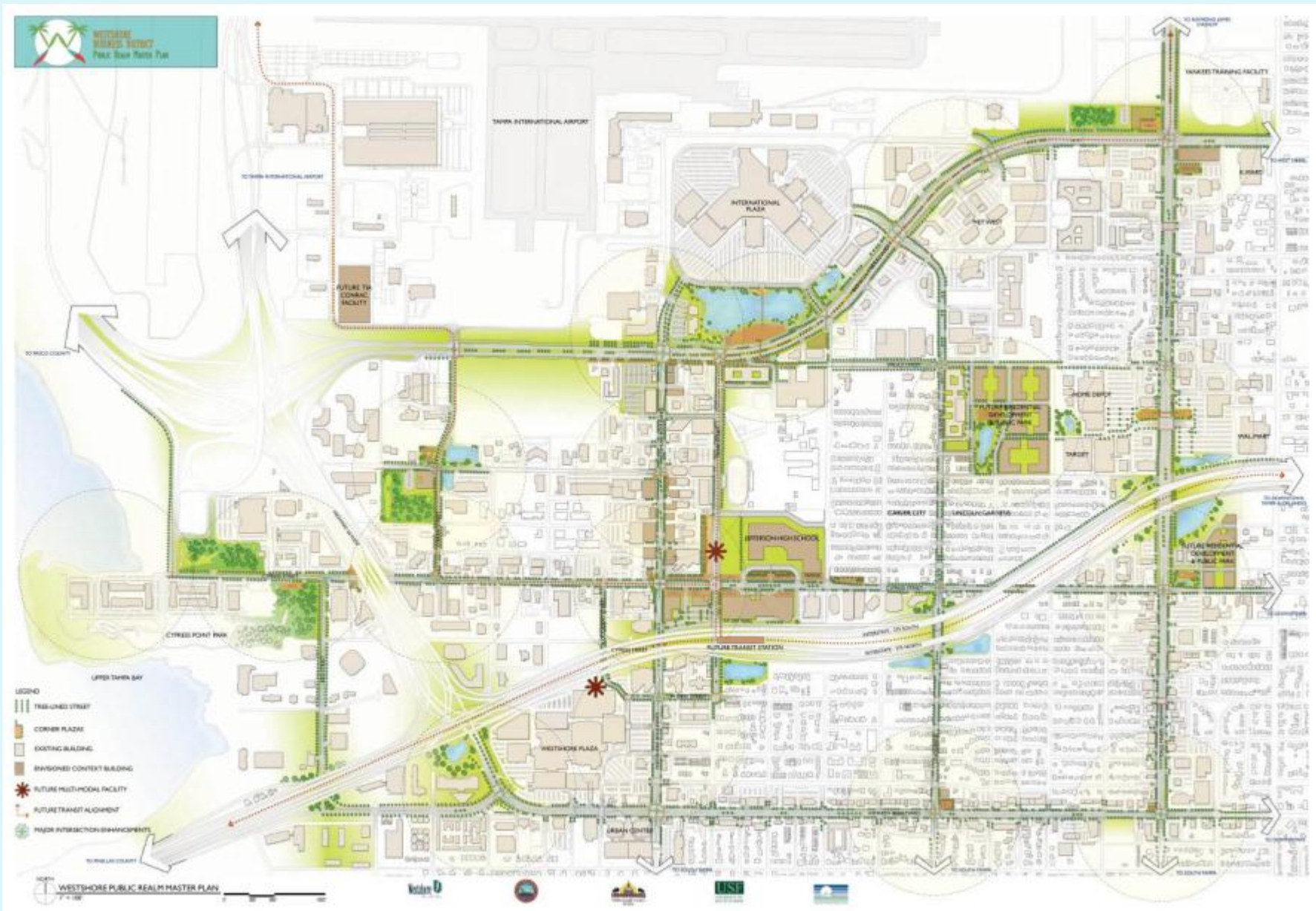


“THE WESTSHORE LOOP” CONNECTIVITY FRAMEWORK



FRAMEWORK DEFINITION REINFORCED THROUGH THOROUGHFARE STREETSCAPE ENHANCEMENTS AND STRATEGIC PLACEMENT OF NEW PUBLIC SPACES

WESTSHORE BUSINESS DISTRICT PUBLIC REALM MASTER PLAN



WESTSHORE BOULEVARD: EXISTING CONTEXTUAL CONDITIONS

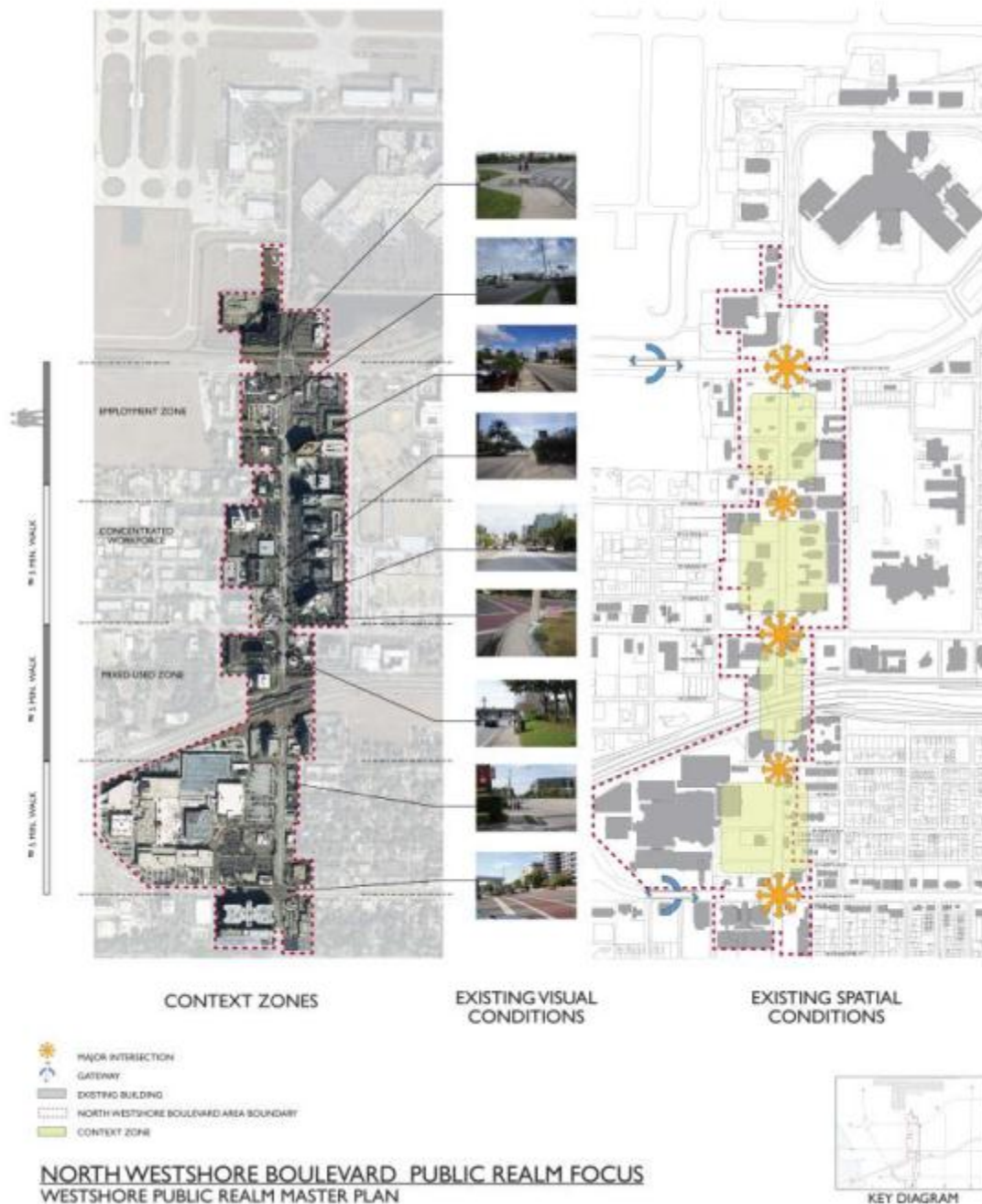
- **THOROUGHFARE LENGTH IN FOCUS AREA: 1.1 mi.**

NORTH OF INTERSTATE-275

- **FOUR VEHICULAR LANES**
- **45 mph SPEED LIMIT**
- **ASYMMETRICAL STREET CONDITIONS**
- **NO PUBLIC SPACE OR PEDESTRIAN AMENITIES**
- **5' SIDEWALKS (WITH OCCASIONAL INFRASTRUCTURE OBSTRUCTIONS)**
- **CONTIGUOUS FRONTAGE PARKING ON BOTH SIDES OF THE STREET**
- **NO INTERACTION BETWEEN BUILDINGS AND SIDEWALKS**
- **LACK OF PUBLIC SPACE AND PEDESTRIAN AMENITIES**

SOUTH OF INTERSTATE-275

- **SIX VEHICULAR LANES**
- **45 mph SPEED LIMIT**
- **ASYMMETRICAL STREET CONDITIONS**
- **NO PUBLIC SPACE OR PEDESTRIAN AMENITIES**
- **5' SIDEWALKS (WITH OCCASIONAL INFRASTRUCTURE OBSTRUCTIONS)**
- **LACK OF PUBLIC SPACE AND PEDESTRIAN AMENITIES**



WESTSHORE BOULEVARD: PROPOSED PUBLIC REALM ENHANCEMENTS



ENVISIONED ACTIVITIES AND PUBLIC REALM CONDITIONS



INSPIRATION FOR WALKABLE STREET

ENVISIONED PUBLIC REALM ENHANCEMENTS AT WESTSHORE BOULEVARD

PROPOSED RIGHT OF WAY MODIFICATIONS AND STREETScape CONDITIONS:

NORTH OF INTERSTATE-275

- Vehicular lane narrowing (10' – 6")
- Lowered speed limit (35 MPH)
- Widened sidewalks (10'-0" min.)
- Shared bus and bicycle lanes
- Landscaped medians
- Sidewalk enhancements: street trees, paver brick accents, concrete patterning & bio-swailes (where possible)
- Intersection enhancements and pavement markings
- Street furnishings and pedestrian amenities
- New open space features
- Parking lot screening (4' x 10' temporary living wall panels)

SOUTH OF INTERSTATE-275

- All of the above
- "FLEX Lanes" - outside vehicular lanes (convertible for bus, bicycle and evening/weekend on-street parking)



EXISTING CONDITION ON WESTSHORE BOULEVARD



PROPOSED CONDITION ON WESTSHORE BOULEVARD



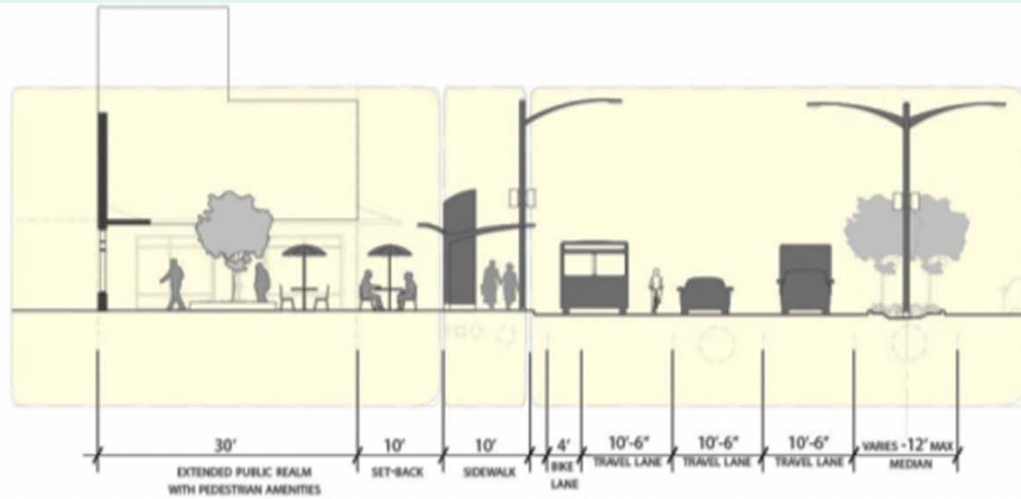
PROPOSED CONDITIONS WESTSHORE BOULEVARD INTERSECTION



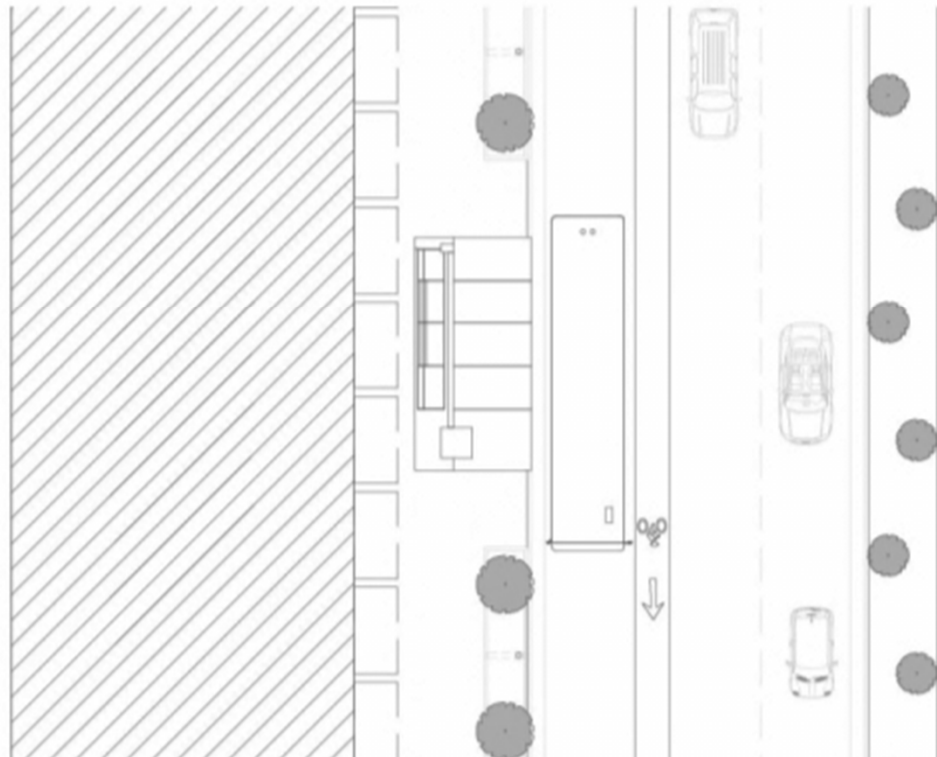
PROPOSED TYPICAL CONDITIONS WESTSHORE BOULEVARD INTERSECTION

ENVISIONED PUBLIC REALM CONDITIONS AT I-275/WESTSHORE BOULEVARD BRIDGE UNDERPASS



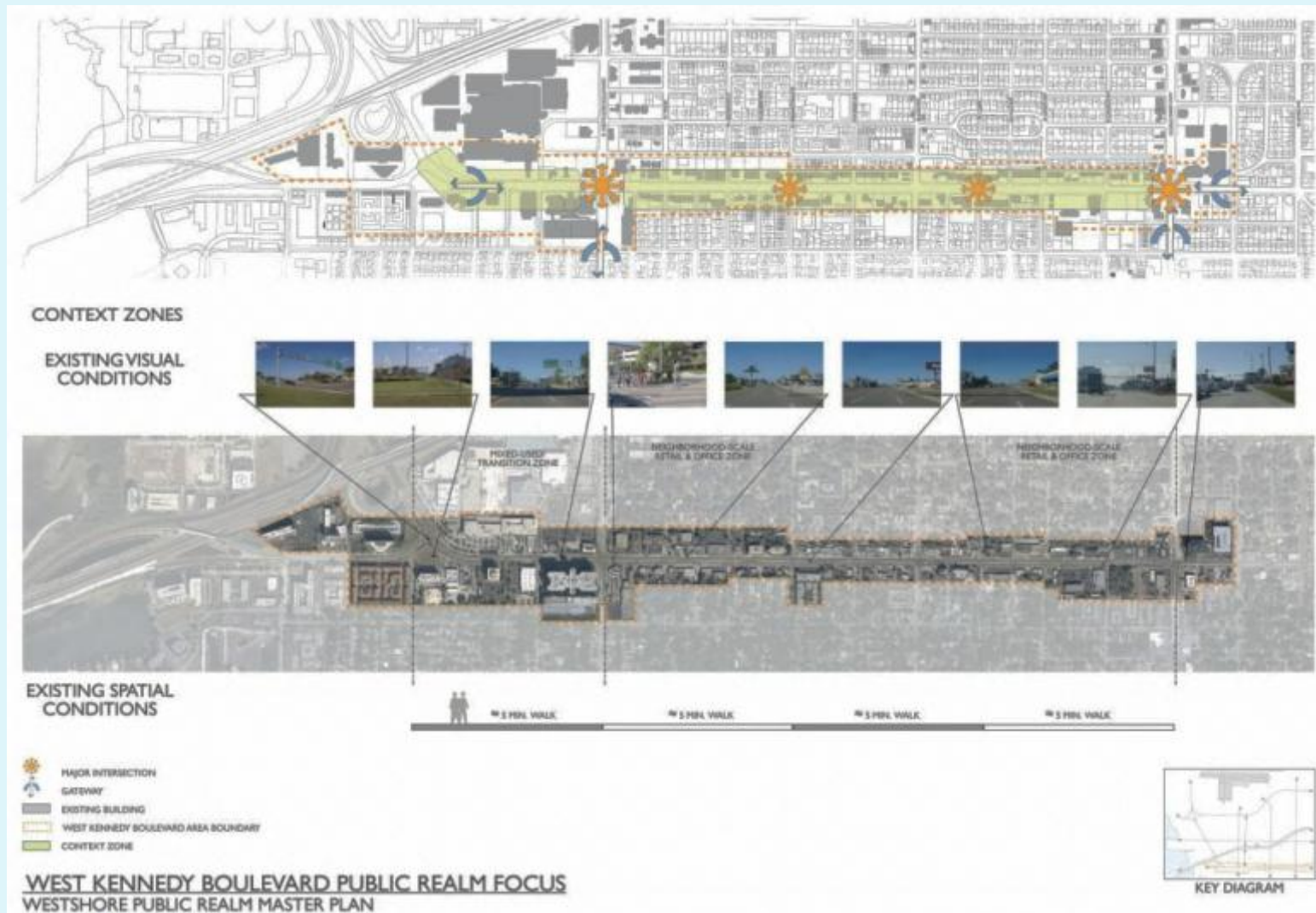


PROPOSED CONDITIONS @ STREET CROSS SECTION



KENNEDY BOULEVARD: EXISTING CONTEXTUAL CONDITIONS

- THOROUGHFARE LENGTH IN FOCUS AREA: 1.5 mi.
- SIX VEHICULAR LANES
- 45 mph SPEED LIMIT
- NO INTERACTION BETWEEN BUILDINGS AND SIDEWALKS
- PARTIAL CONTIGUOUS FRONTAGE PARKING
- LACK OF PUBLIC SPACE AND PEDESTRIAN AMENITIES
- 5' SIDEWALKS



KENNEDY BOULEVARD: PROPOSED PUBLIC REALM ENHANCEMENTS



ENVISIONED ACTIVITIES AND PUBLIC REALM CONDITIONS



INSPIRATION FOR WALKABLE STREET



ENVISIONED PUBLIC REALM CONDITIONS AT KENNEDY BOULEVARD



EXISTING CONDITION ON KENNEDY BOULEVARD



PROPOSED CONDITION ON KENNEDY BOULEVARD

PROPOSED RIGHT OF WAY MODIFICATIONS AND STREETScape CONDITIONS:

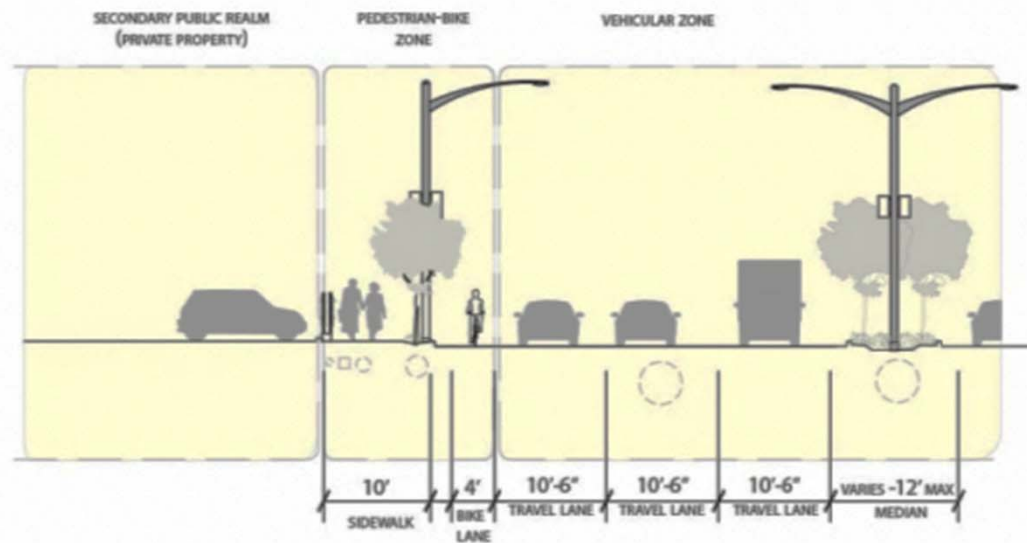
- Vehicular lane narrowing (10' – 6")
- Lowered speed limit (35 MPH)
- Widened sidewalks (10'-0" min.)
- Bicycle lanes
- Landscaped medians
- Sidewalk enhancements: street trees, paver brick accents & concrete patterning
- Intersection enhancements and pavement markings
- Street furnishings and pedestrian amenities
- New open space features
- Parking lot screening (48" x 10' temporary living wall panels)



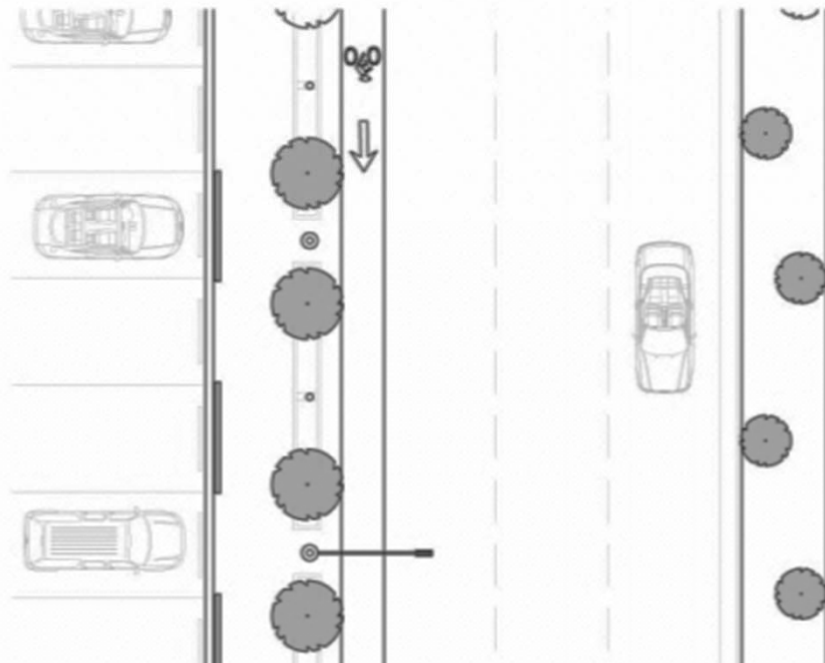
PROPOSED CONDITIONS KENNEDY BOULEVARD INTERSECTION PLAZA



PROPOSED CONDITIONS KENNEDY BOULEVARD INTERSECTION PLAZA

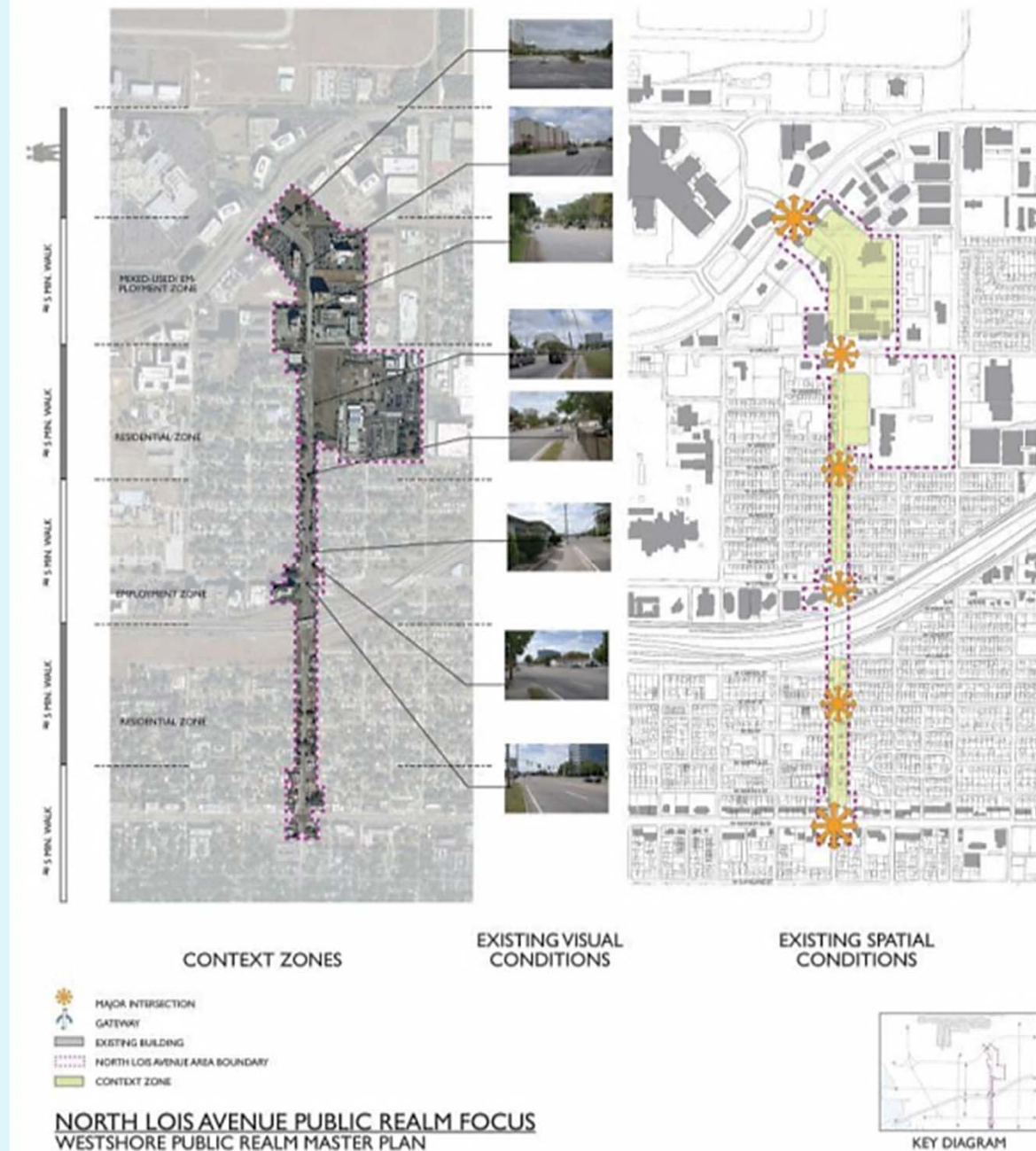


PROPOSED CONDITIONS @ STREET CROSS SECTION

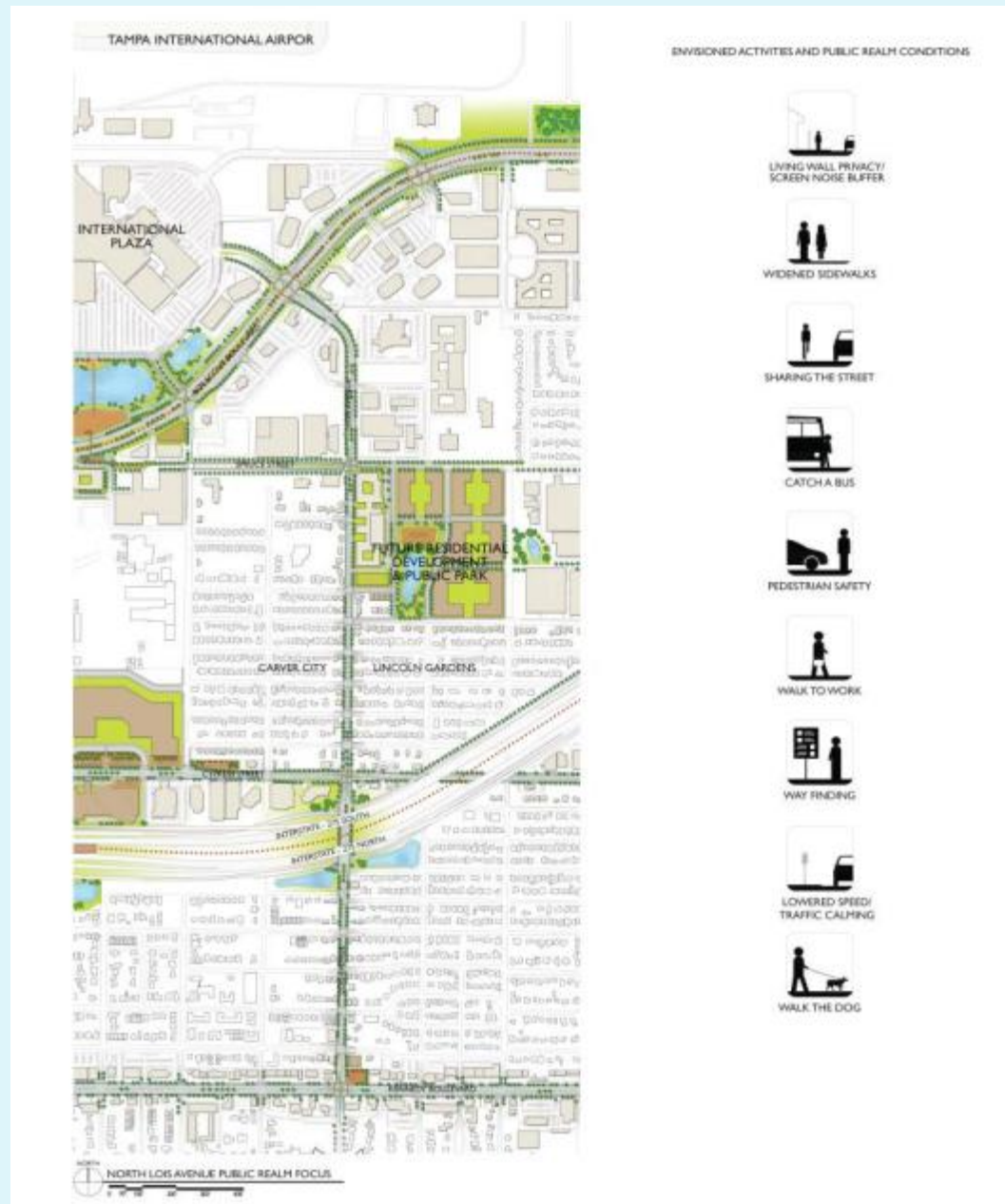


LOIS AVENUE: EXISTING CONTEXTUAL CONDITIONS

- THOROUGHFARE LENGTH IN FOCUS AREA: 1.5 mi.
- SIX VEHICULAR LANES
- 45 mph SPEED LIMIT
- NEIGHBORHOOD STREET CONDITIONS
- NO PUBLIC SPACE OR PEDESTRIAN AMENITIES
- 5' SIDEWALKS (WITH OCCASIONAL INFRASTRUCTURE OBSTRUCTIONS)



LOIS AVENUE: PROPOSED PUBLIC REALM ENHANCEMENTS



ENVISIONED PUBLIC REALM CONDITIONS AT LOIS AVENUE



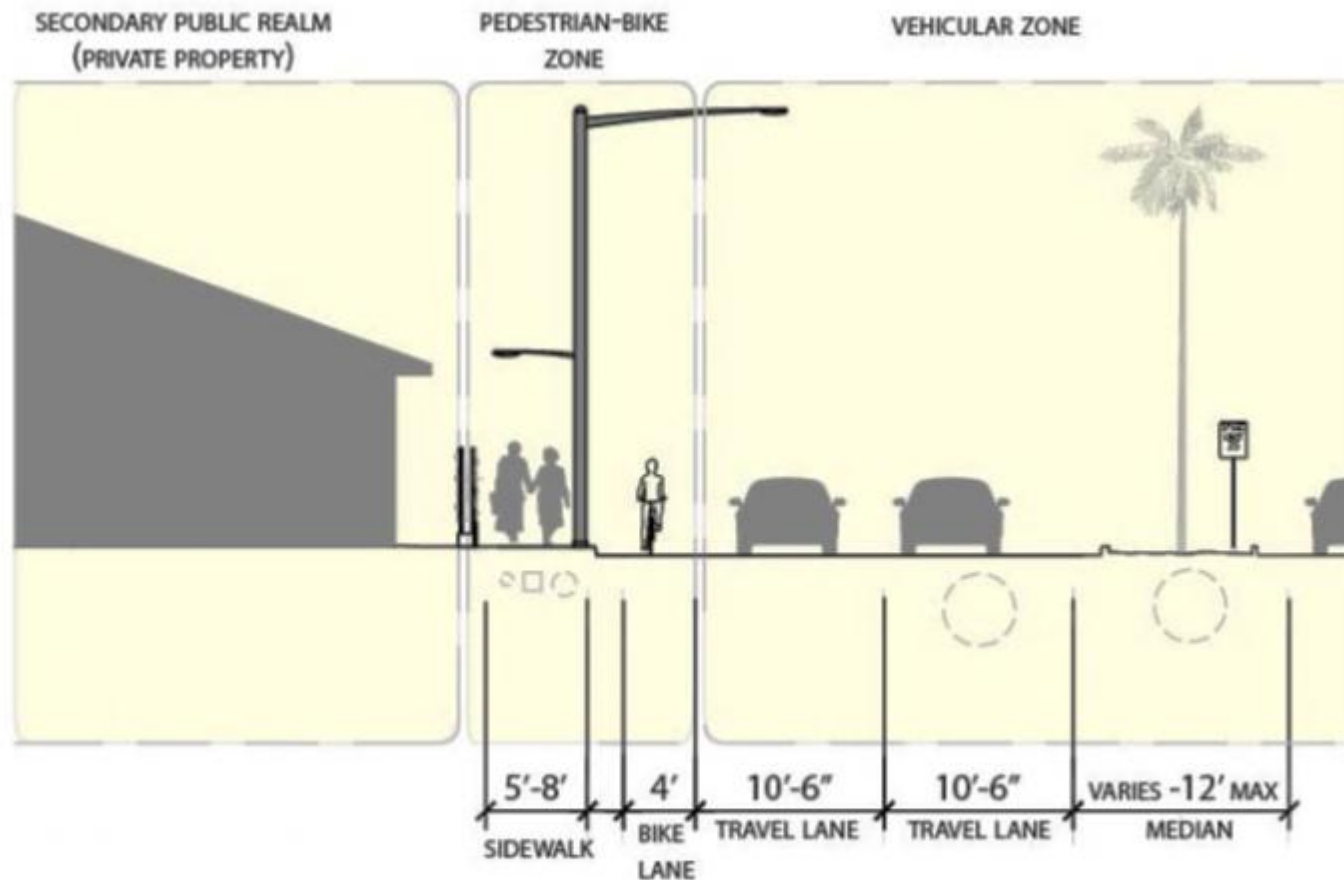
EXISTING CONDITION ON LOIS AVENUE



PROPOSED CONDITIONS ON LOIS AVENUE



PROPOSED TYPICAL NEIGHBORHOOD STREET INTERSECTION



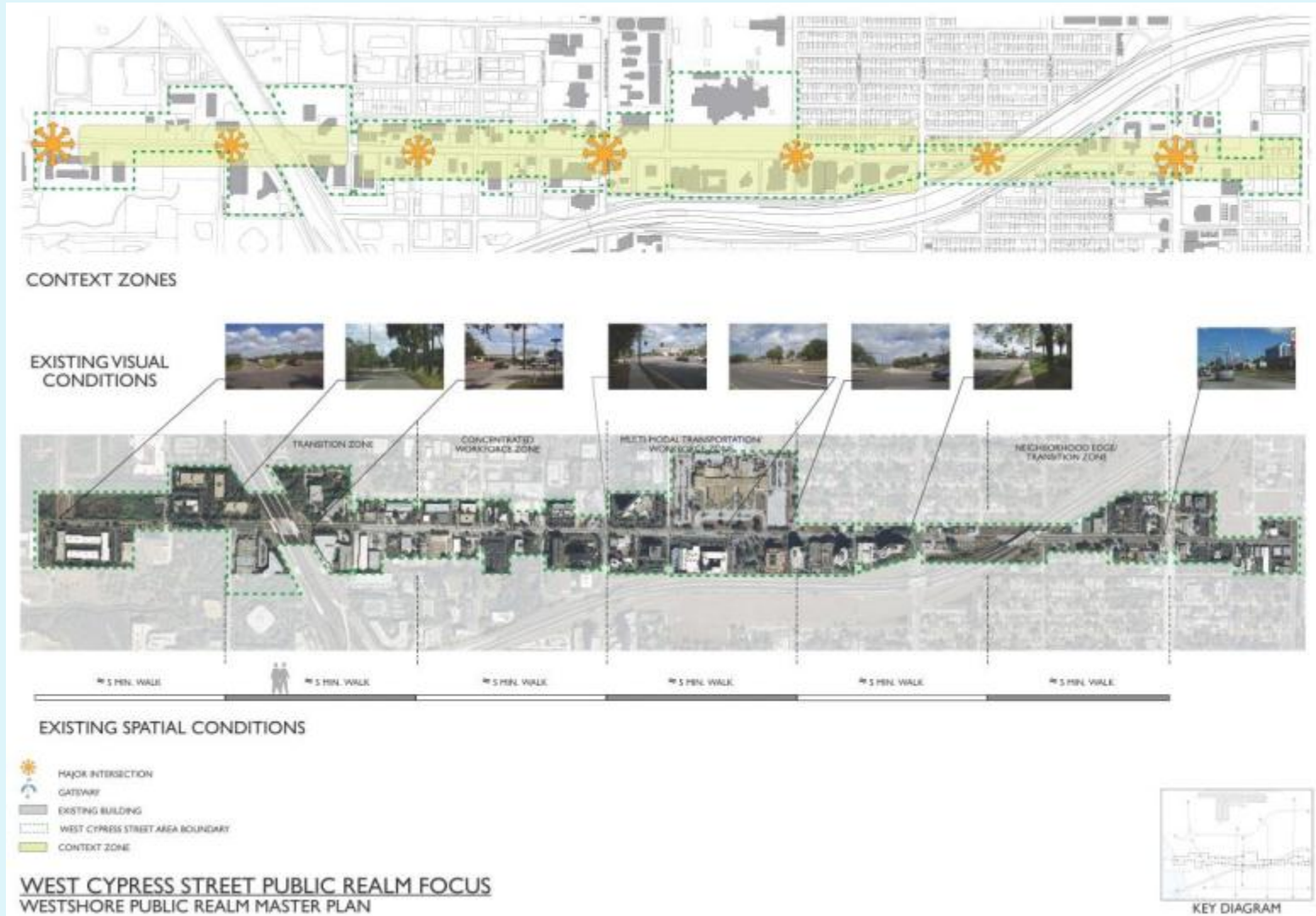
PROPOSED CONDITIONS @ STREET CROSS SECTION

ENVISIONED PUBLIC REALM CONDITIONS AT I-275/LOIS AVENUE BRIDGE UNDERPASS



CYPRESS STREET: EXISTING CONTEXTUAL CONDITIONS

- THOROUGHFARE LENGTH IN FOCUS AREA: 2.3 mi.
- FOUR VEHICULAR LANES
- 45 mph SPEED LIMIT
- NO INTERACTION BETWEEN BUILDINGS AND SIDEWALKS
- VARIED BUILDING FRONTAGE CONDITIONS
- VARIED SIDEWALK WIDTHS



CYPRESS STREET: PROPOSED PUBLIC REALM ENHANCEMENTS



ENVISIONED ACTIVITIES AND PUBLIC REALM CONDITIONS



INSPIRATION FOR WALKABLE STREET



INSPIRATION FOR WALKABLE STREET



INSPIRATION FOR WALKABLE STREET



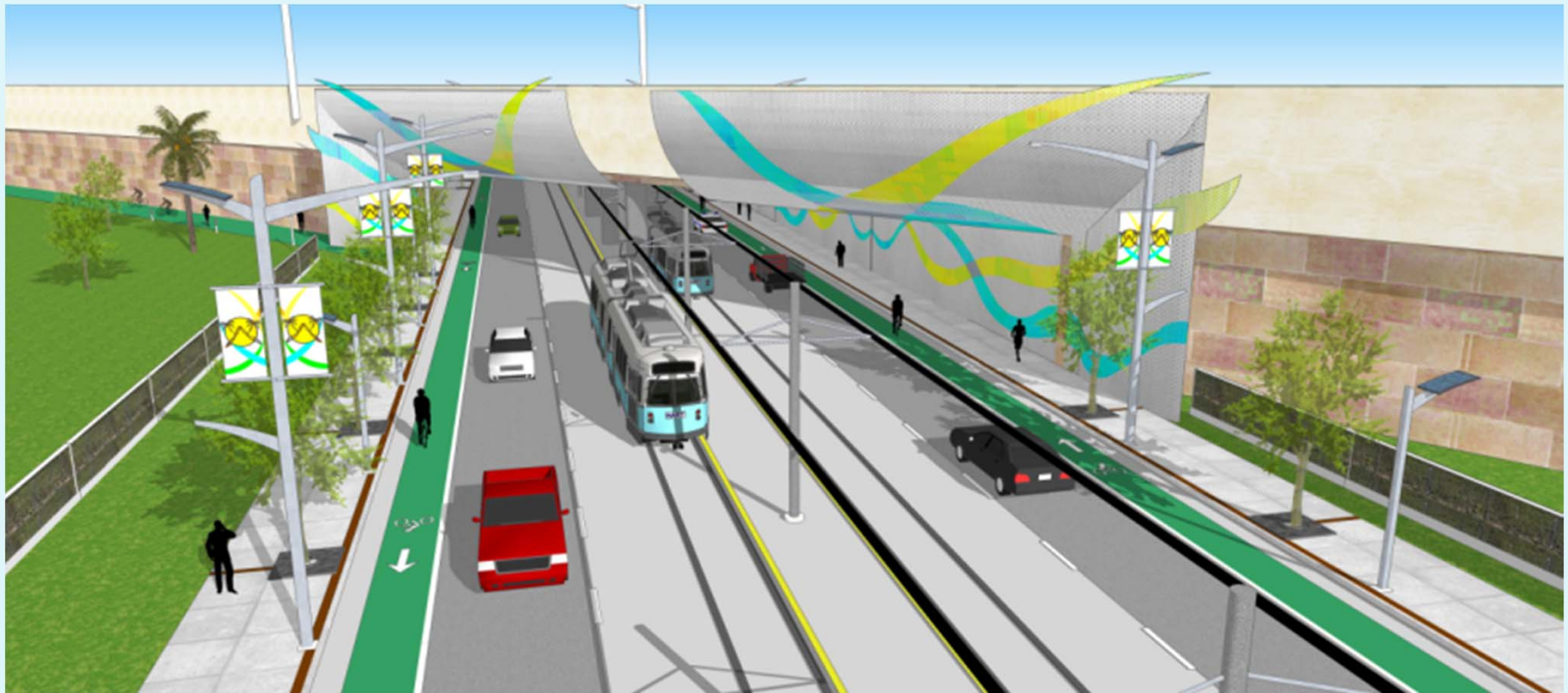
**ENVISIONED PUBLIC REALM CONDITIONS AT CYPRESS STREET/WESTSHORE BOULEVARD
INTERSECTION**



**ENVISIONED PUBLIC REALM CONDITIONS AT CYPRESS STREET/WESTSHORE BOULEVARD
INTERSECTION**



ENVISIONED PUBLIC REALM CONDITIONS AT I-275/CYPRESS STREET BRIDGE UNDERPASS



DALE MABRY HIGHWAY: EXISTING CONTEXTUAL CONDITIONS



- **THOROUGHFARE LENGTH IN FOCUS AREA: 1.5 mi.**
- **SIX VEHICULAR LANES; 120' – 188' R.O.W.**
- **40-45 mph SPEED LIMIT**
- **VARIED STREET CONDITONS**
- **NO PUBLIC SPACE OR PEDESTRIAN AMENITIES**
- **5' SIDEWALKS NO INTERACTION BETWEEN BUILDINGS AND SIDEWALKS**



ENVISIONED ACTIVITIES AND PUBLIC REALM CONDITIONS



INSPIRATION FOR WALKABLE STREET



INSPIRATION FOR WALKABLE STREET

DALE MABRY HIGHWAY: PROPOSED PUBLIC REALM ENHANCEMENTS

ENVISIONED PUBLIC REALM CONDITIONS AT I-275/DALE MABRY HIGHWAY



ENVISIONED PUBLIC REALM CONDITIONS AT DALE MABRY HIGHWAY COMMERCIAL CENTER



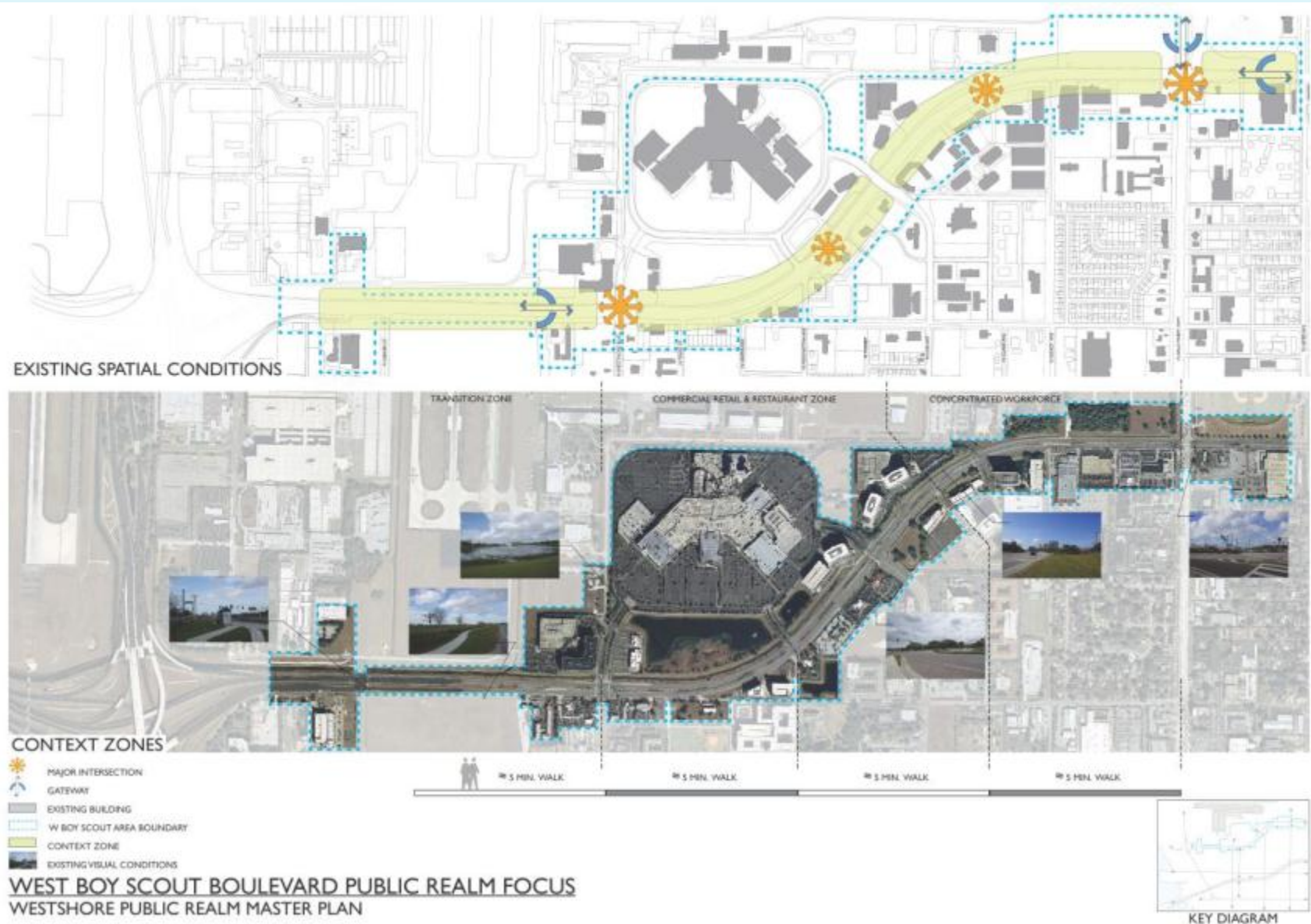
- COMMERCIAL CENTER PUBLIC SPACES
- PEDESTRIAN BRIDGE
- PEDESTRIAN AMENITIES

ENVISIONED PUBLIC REALM CONDITIONS AT DALE MABRY HIGHWAY COMMERCIAL CENTER

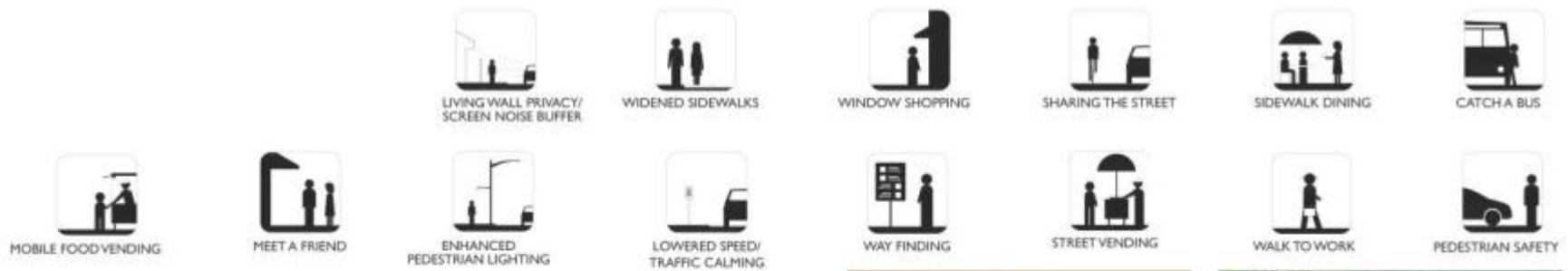


BOYSCOUT BOULEVARD: EXISTING CONTEXTUAL CONDITIONS

- THOROUGHFARE LENGTH IN FOCUS AREA: 1.3 mi.
- SIX VEHICULAR LANES; VARIED R.O.W. WIDTH
- 45-55 mph SPEED LIMIT
- VARIED STREET CONDITIONS
- NO PUBLIC SPACE OR PEDESTRIAN AMENITIES



BOY SCOUT BOULEVARD: PROPOSED PUBLIC REALM ENHANCEMENTS



ENVISIONED ACTIVITIES AND PUBLIC REALM CONDITIONS



INSPIRATION FOR WALKABLE STREET



INSPIRATION FOR WALKABLE STREET



ENVISIONED PUBLIC REALM CONDITIONS AT BOY SCOUT BOULEVARD: OPEN SPACE DAILY ACTIVITIES



- PEDESTRIAN BRIDGE OVER BOY SCOUT
- PUBLIC PLAZA/EVENT SPACE
- PEDESTRIAN BRIDGE TO INTERNATIONAL PLAZA

**ENVISIONED PUBLIC REALM CONDITIONS AT BOY SCOUT BOULEVARD:
OPEN SPACE SPECIAL EVENT**



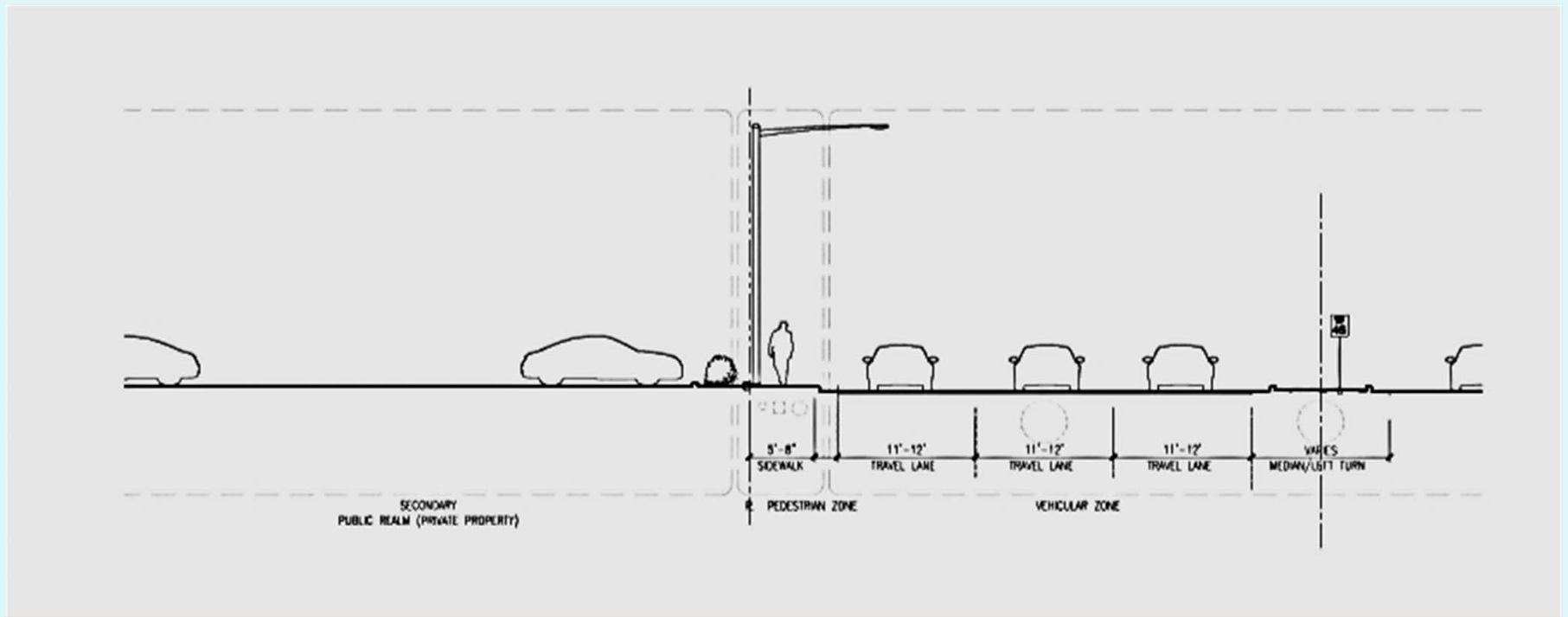
ENVISIONED PUBLIC REALM CONDITIONS AT BOY SCOUT BOULEVARD



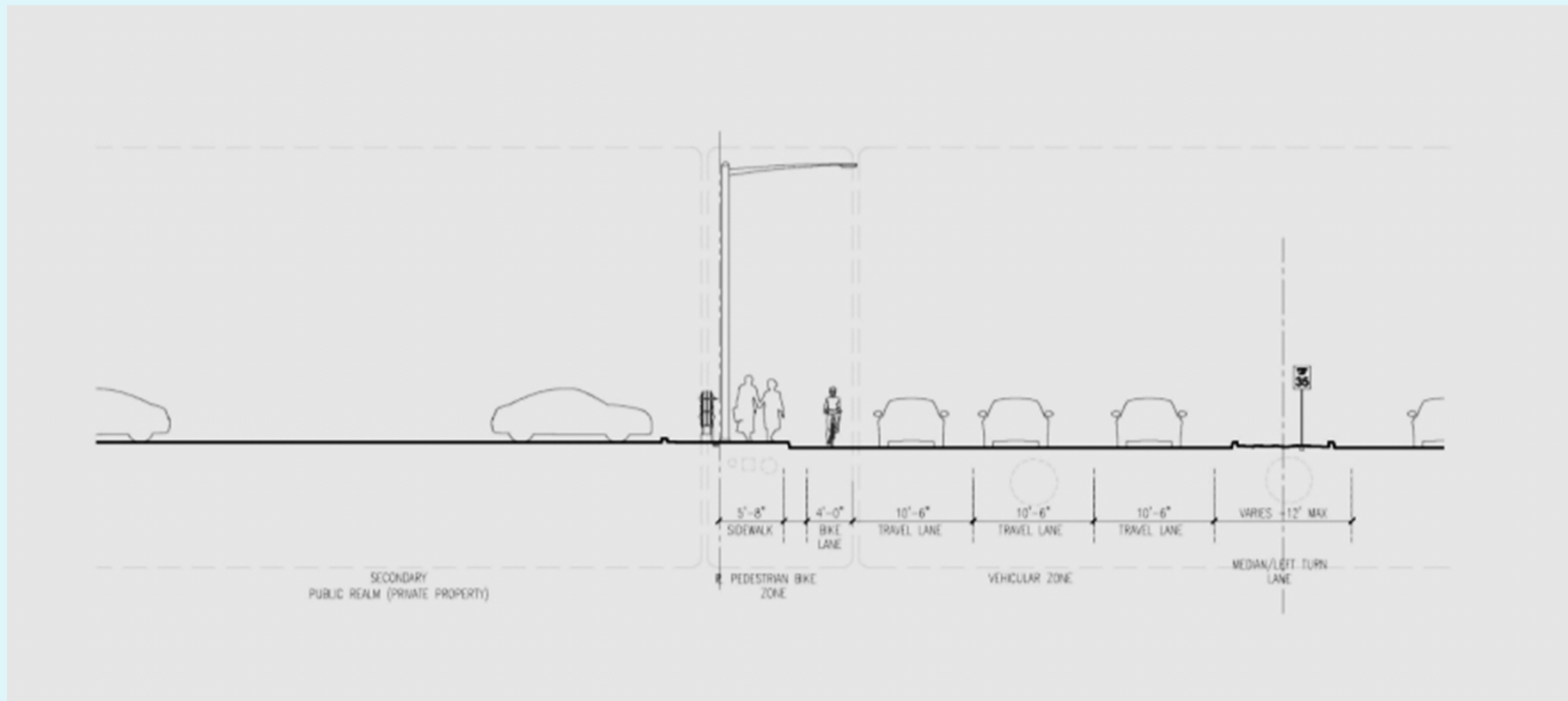
ENVISIONED PUBLIC REALM CONDITIONS AT BOY SCOUT BOULEVARD



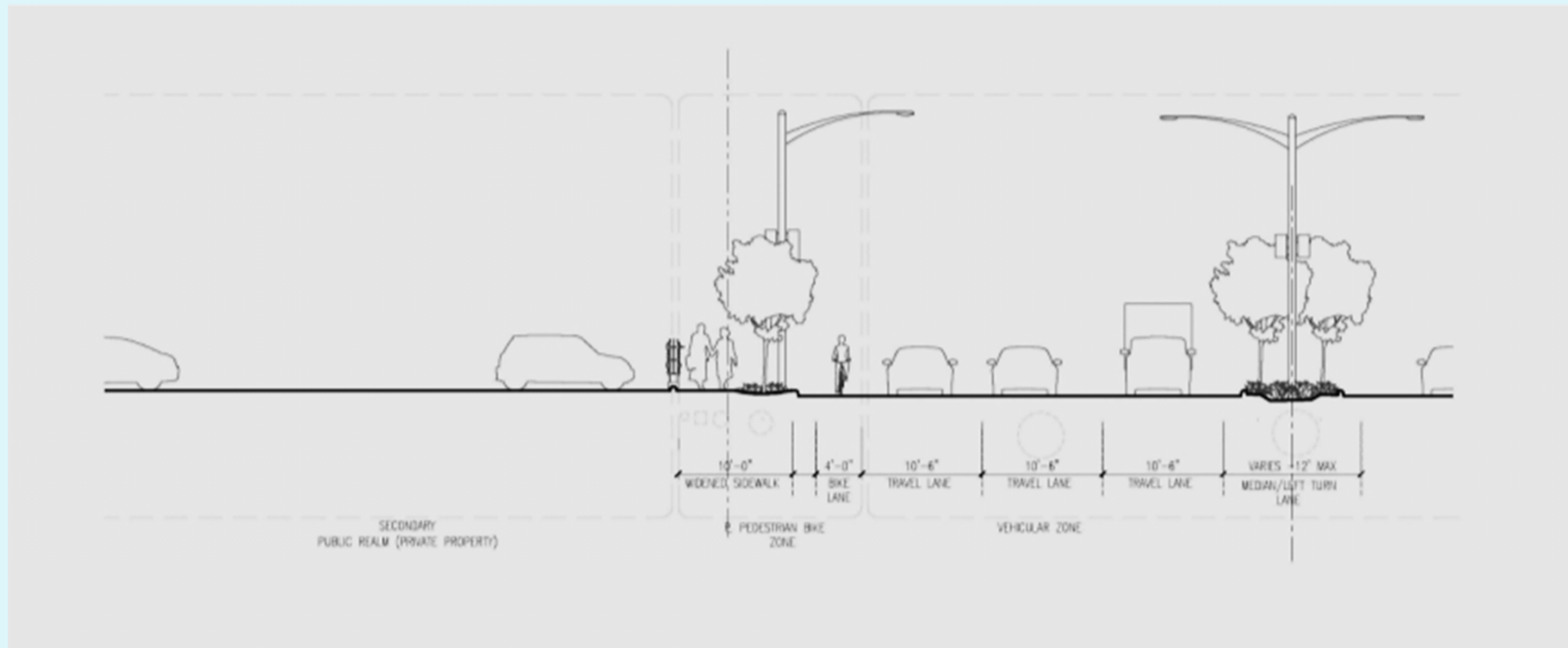
EXPANDING THE PUBLIC REALM: INCREMENTAL ROADWAY MODIFICATIONS (TYPICAL CONDITIONS ON A 100 FT. + R.O.W.)



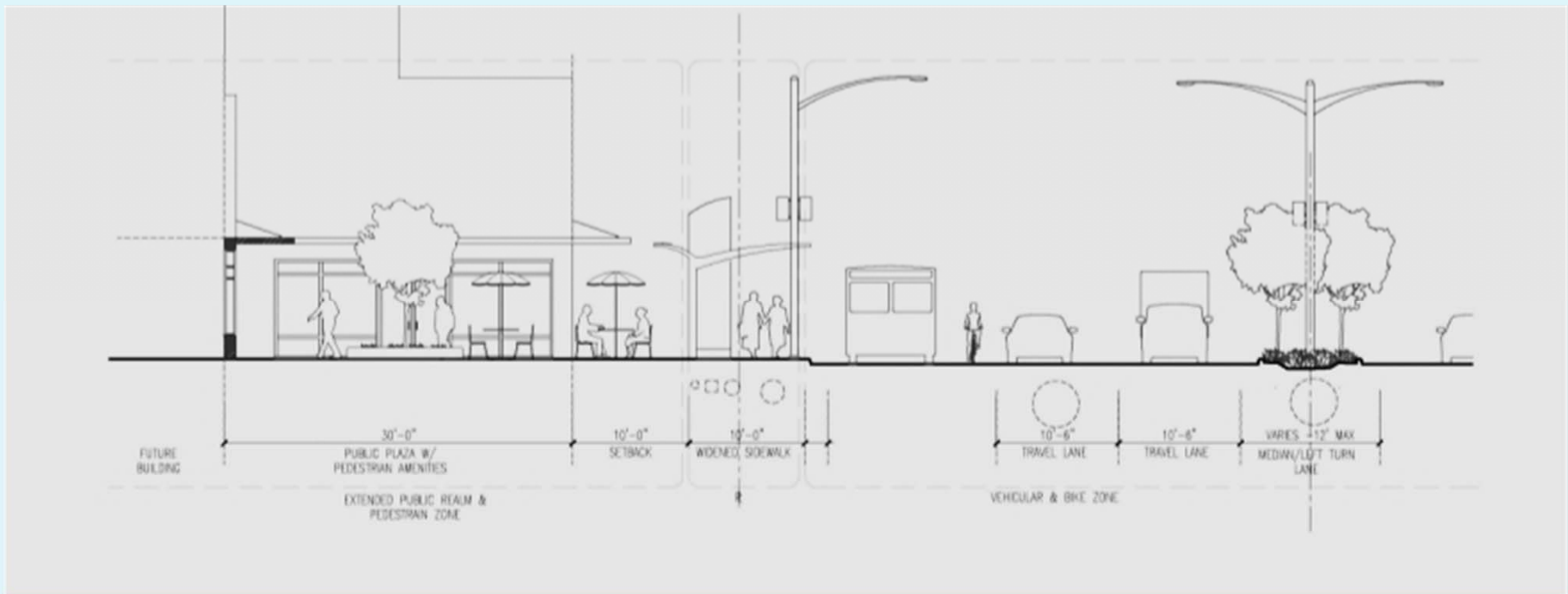
EXISTING CONDITIONS: LIMITED SIDEWALK WIDTHS; UNSAFE PEDESTRIAN CONDITIONS; HIGH SPEED LIMITS; WIDE VEHICLE TRAVEL LANES



PHASE 1 INTERVENTIONS: ROADWAY RE-STRIPING; NEW BIKE LANES; PARKING LOT SCREENING; REDUCED SPEED LIMITS; PEDESTRIAN AMENITIES



PHASE 2 INTERVENTIONS: WIDENED SIDEWALKS; INTRODUCTION OF SIDEWALK PLANTERS (BIO-SWALES) & PLANTED MEDIANS; STREETScape ENHANCEMENTS; NEW SECONDARY INFRASTRUCTURE AND VISUAL ELEMENTS; STREET TREES AND OTHER LANDSCAPE FEATURES



PHASE 3 INTERVENTIONS: INTRODUCTION OF NEW PUBLIC SPACES; NEW SHADE/BUS SHELTER STRUCTURES; PEDESTRIAN AMENITIES; LANDSCAPE FEATURES; PUBLIC ART; COMPLETE STREET CONDITIONS

**PROPOSED AREA-WIDE PEDESTRIAN AMENITIES,
STREETSCAPE FURNISHINGS AND TYPICAL PUBLIC
REALM FEATURES**

WESTSHORE BOULEVARD PEDESTRIAN AMENITIES

Translucent roofing to provide shade in the day time, as well as rain protection. Can be lit in the evening to create dynamic sense of place.

Multiuse interactive kiosk. Would contain touch screen route information. It would also contain public amenities such as: ticket purchase, water refill station, electronics charger, wifi connection, and other consumer related services

Solar panels on roof of shade structure to power LED lighting and interactive kiosk.

Bench seating

Bike Arc storage. Compact way to store bikes in the public realm. Also has opportunity for bike share program.

Installation of bioswale. Bioswale will allow for more filtration of water into the water table before reaching the river



Usage of all street furniture to create a sense of place on corridor. Westshore consists of vibrant colors, LED lighting, interactivity, and progressive forms.

KENNEDY BOULEVARD PEDESTRIAN AMENITIES

Translucent panels to provide shade in the day yet allow for complete vision.

Low hedges for buffering parking lots

Pedestrian walkway is on average 5 feet wide (at current). Right of way allows for another 3-4 feet to be added. All furniture is narrow to allow maximum pedestrian movement.



Street furniture to have cohesive visual elements.

Blade sign to provide way Point instructions and continue vertical emphasis

Bollards installed in front of shade structure to provide lighting and safety.

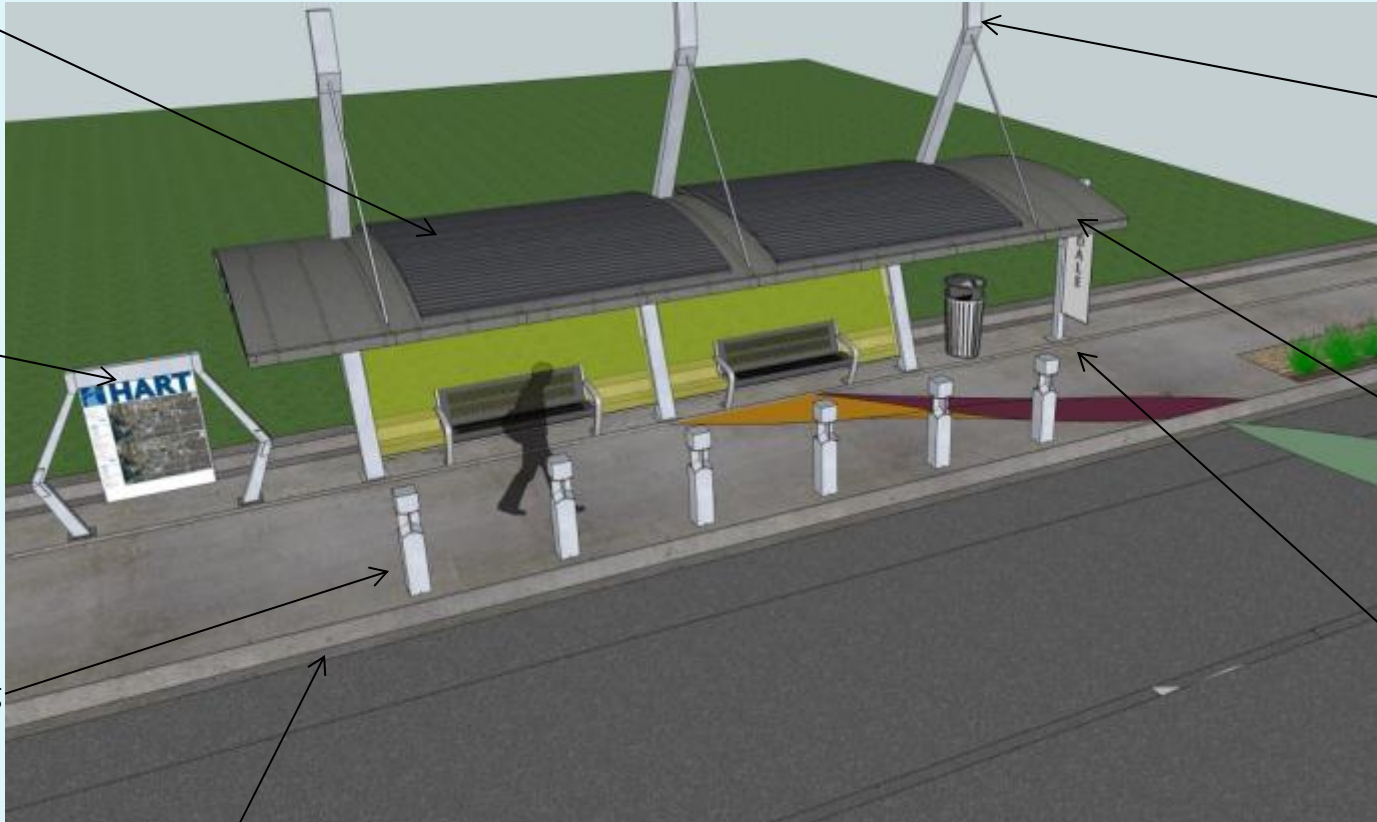
KENNEDY BOULEVARD PEDESTRIAN AMENITIES

Solar panels to power the LED and feed back into power grid when possible

Large signage to create map of points of interest and advertising for both pedestrians and vehicular.

Thick bollards chosen to provide pedestrian lighting at night and sense of strength

Wide and fast paced traffic on street, all elements are made to exude strength and safety on walkways



Branding taken from Ray James Stadium profile. Strong verticals with angled top portions. Contain LED lighting for night place making.

Solid roofing for pedestrian shade device

Blade signage for pedestrian wayfinding

COORDINATED STREET FURNISHINGS:



**LIGHT
BOLLARD, BIKE
RACK, REFUSE
BIN, AND
BENCH**

**SHADE
STRUCTURES
WITH SOLAR
PANELS**

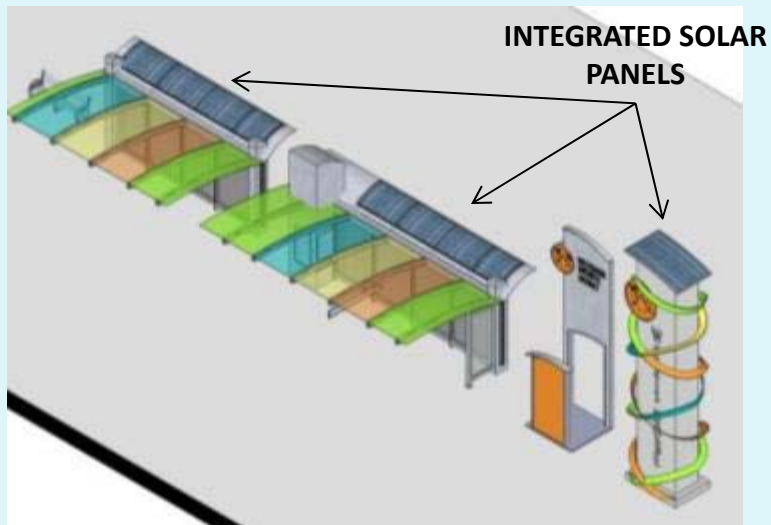
**COMBINED BUS &
SHADE STRUCTURE
WITH INTERACTIVE
INFORMATION
KIOSK**

**PEDESTRIAN
WAYFINDING
SIGNAGE**

**ROADWAY
GATEWAY
ELEMENT**

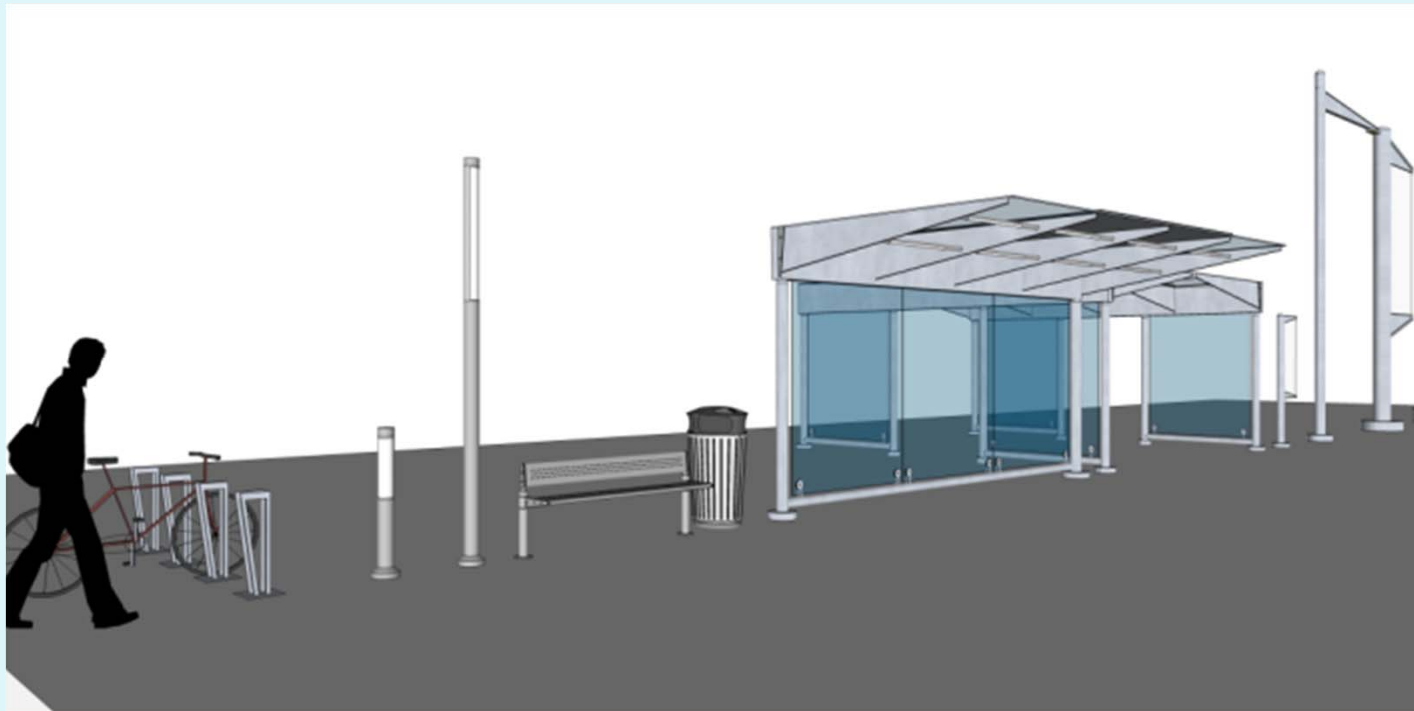
**ROADWAY
SIGNAGE
STANDARDS**

**PEDESTRIAN AND
ROADWAY LIGHT
STANDARDS**



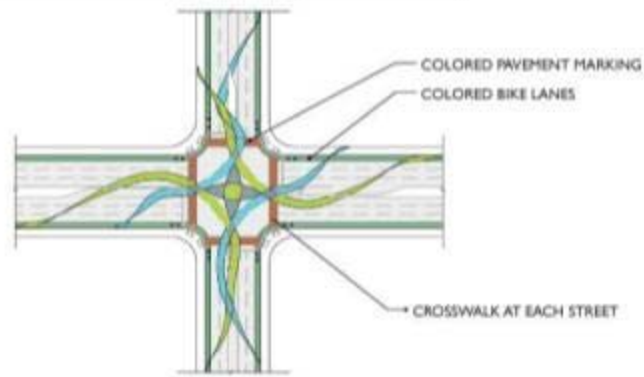
**EXAMPLE OF LIVING WALL –
PARKING LOT SCREEN**



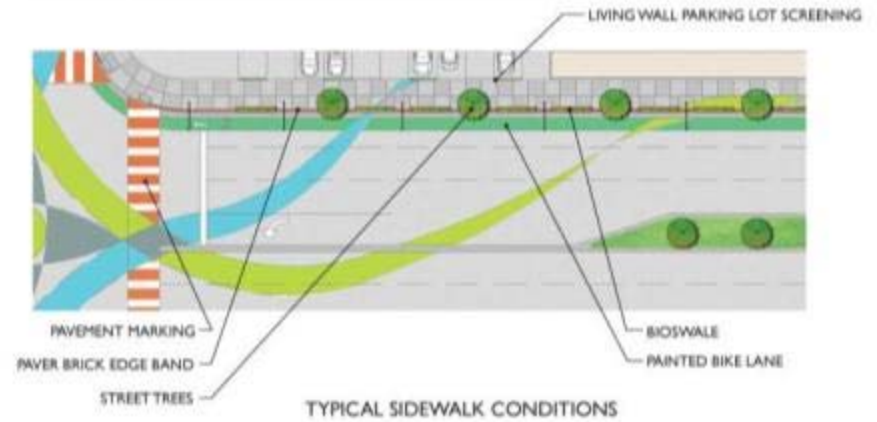


**DESIGN ALTERNATIVES:
BUS SHELTERS; SHADE
STRUCTURES; SECONDARY
ELEMENTS**

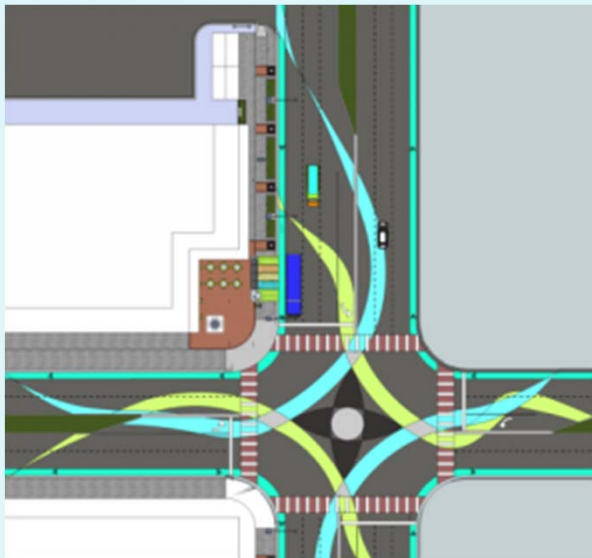
INTERSECTION AND SIDEWALK ENHANCEMENTS



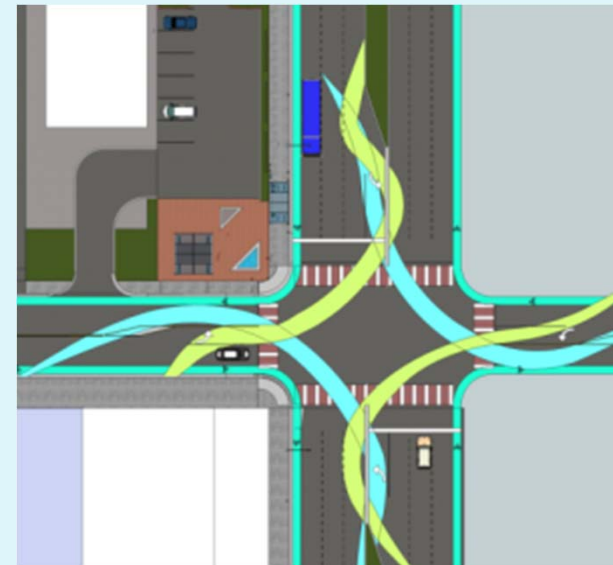
TYPICAL PAVEMENT MARKING AT MAJOR INTERSECTIONS



TYPICAL SIDEWALK CONDITIONS



INTERSECTION DEFINITION AT TWO WIDE THOROUGHFARES



INTERSECTION DEFINITION AT WIDE THOROUGHFARE AND SIDE STREET

ENVISIONED TYPICAL PUBLIC REALM CONDITIONS: PEDESTRIAN-FRIENDLY, SAFE, VISUALLY ATTRACTIVE, COMPLETE STREET CONDITIONS



- FUTURE BUILDINGS WITH GROUND FLOOR ACTIVE USES
- PEDESTRIAN REALM AMENITIES AND ENHANCEMENTS
- SIDEWALK PLANTERS (BIO-SWALES)
- SHARED ROADWAY CONDITIONS FOR VEHICLES, BICYCLISTS AND TRANSIT



- LIVING-WALL PARKING LOT SCREENS
- COORDINATED SIGN STANDARDS
- REDUCED NUMBER OF CURB CUTS AND SHARED PARKING
- INTERACTION BETWEEN SIDEWALKS AND BUILDINGS