**Acquisition of property does not always mean demolition.**

1. Potential full acquisitions: 85

2. Property impacts and, depending on:
   - Economic factors of acquisition negotiations such as cost of cure vs. total acquisition;
   - ADA-compliant access, provisions for utilities, grade differential, drainage and environmental improvements. Such improvements could be incorporated as part of a transaction for partial acquisition, provided the applicable agreements among property owners can be secured.

3. The schemes shown here are included only to indicate that space may be available for such structures will not be acquired and/or demolished.

4. Access to properties will generally be governed by the City’s access management policy and, as such, will be determined by the feasibility of acquisition. That determination will be made during the design/acquisition process, and will depend on decisions by property owners as well as the project design.

5. Building code and public safety issues. That determination will be made during the design/acquisition process, and will depend on decisions by property owners as well as the project design.

6. That determination will be made during the design/acquisition process, and will depend on decisions by property owners as well as the project design.

7. Maintain sufficient space between the buildings and street such that adjacent property parking approaches will be as follows:

8. Provide a landscaped buffer between the bike lane and sidewalk of up to 8' width.

9. Widen bike lane up to 7' and provide elevated cycle track where uninterrupted.

10. **Acquisition of property does not always mean demolition.**

11. **Acquisition of property does not always mean demolition.**

12. The widths of street elements generally are:

13. Extra Right-of-Way Width

14. Strategic Parameters for Design Development

15. PROPERTY IMPACTS

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