Attachment 1 – Narrowed Sidewalk Zone Concept in West Mile

Fremont to Vine

Notes Regarding this Example Narrowing

1. The extent of the narrowing considered here is indicated by the green lines across the street alignment at the east and west ends of the portion of the street that is narrowed. Those represent tie-in points to the staff- recommended alignment.
2. To reduce impacts to the north side, the staff-recommended 8' landscape buffer and 8' sidewalk have been replaced with a 4' landscape buffer and a 6' sidewalk.
3. The narrowed landscape buffer/sidewalk combination allows the overall roadway to be shifted southward, further reducing the impact to the north side. The southward shift of the centerline is nominally 4' west of Highland and 2' east of Highland.
4. Impact to several parcels on the north side has been further reduced by moving the bus platforms closer to Highland and extending the bike bypass approaches into the Highland intersection.
5. The narrowing shown here reduces the number of "directly impacted" buildings - or assumed demolitions - as follows:

Historic Contributors (red):	2
Potential Contributors (orange):	1
Non-Contributors (gray):	2

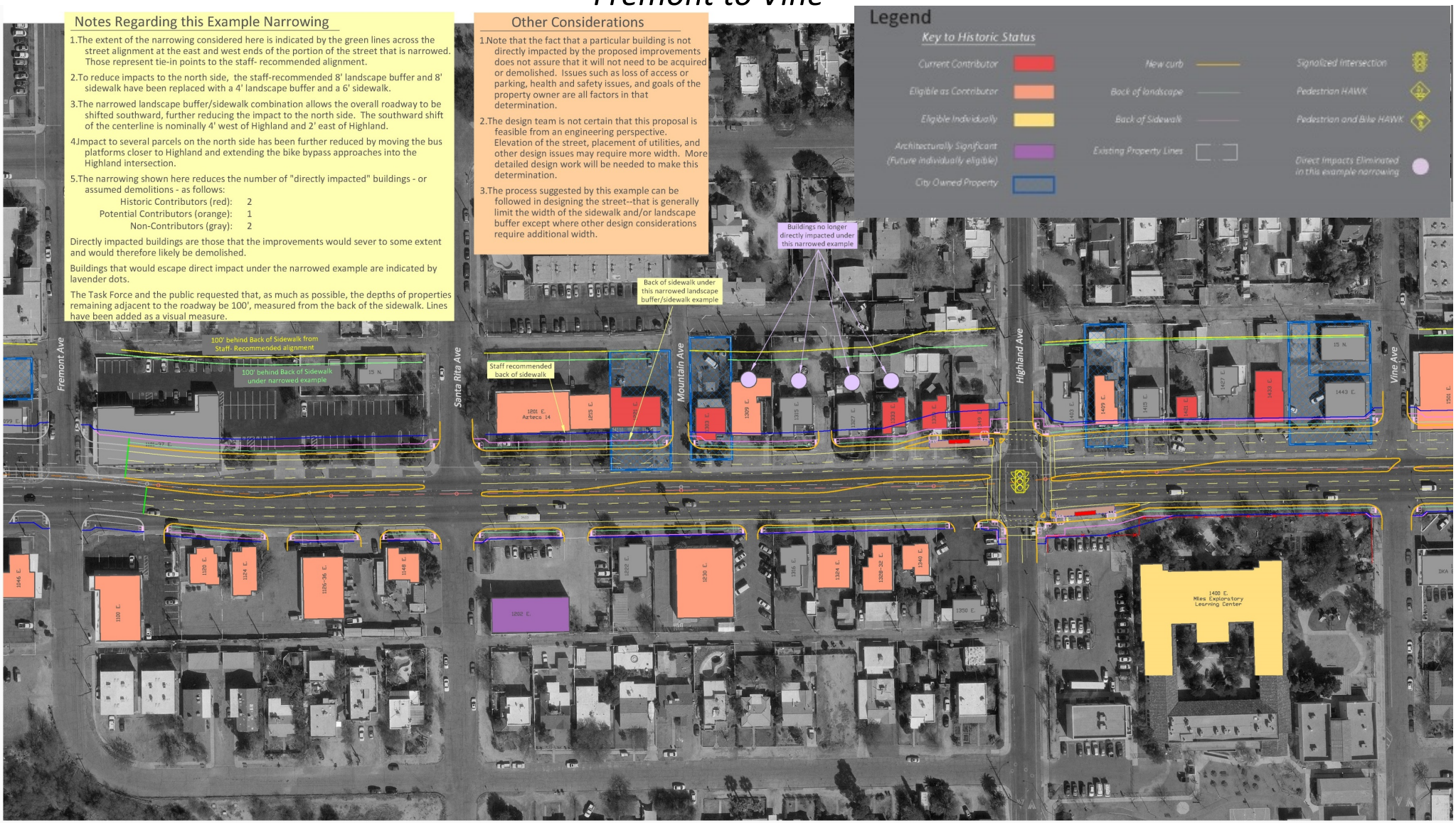
Directly impacted buildings are those that the improvements would sever to some extent and would therefore likely be demolished.

Buildings that would escape direct impact under the narrowed example are indicated by lavender dots.

The Task Force and the public requested that, as much as possible, the depths of properties remaining adjacent to the roadway be 100', measured from the back of the sidewalk. Lines have been added as a visual measure.

Other Considerations

1. Note that the fact that a particular building is not directly impacted by the proposed improvements does not assure that it will not need to be acquired or demolished. Issues such as loss of access or parking, health and safety issues, and goals of the property owner are all factors in that determination.
2. The design team is not certain that this proposal is feasible from an engineering perspective. Elevation of the street, placement of utilities, and other design issues may require more width. More detailed design work will be needed to make this determination.
3. The process suggested by this example can be followed in designing the street--that is generally limit the width of the sidewalk and/or landscape buffer except where other design considerations require additional width.



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Vine to Campbell