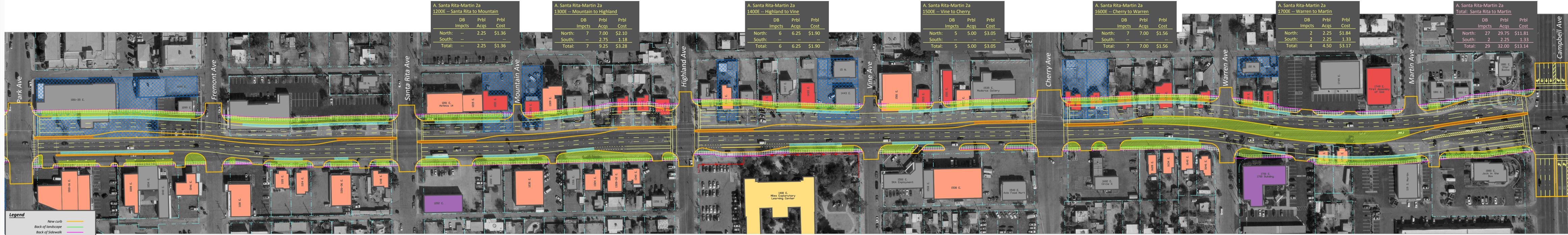


A. Santa Rita - Martin: Variation 2a



Legend

- New curb (Yellow line)
- Back of landscape (Green line)
- Back of Sidewalk (Magenta line)
- Medians or Sidewalk & Landscape >= 16' (Allows Street Trees) (Green hatched area)
- Medians <= 7' or Landscape <= 4' (Gravel - No Plantings) (Orange hatched area)
- Sidewalk < 8' (Pink hatched area)
- Raised Cycle Track (Cyan line)
- Sidewalk (Grey grid pattern)
- City Owned Property (Blue outline)

Key to Historic Status

- Current Contributor (Red fill)
- Eligible as Contributor (Orange fill)
- Eligible Individually (Yellow fill)
- Architecturally Significant (Future individually eligible) (Purple fill)

PRELIMINARY PROGRESS PRINT FOR DISCUSSION PURPOSES ONLY!!

1000 Block
 Provide an access lane with public sidewalk next to front property line south side of Broadway. The access lane allows existing businesses to remain functional.

1200 and 1300 Block
 o Shift roadway northward to avoid impacting property on the south side. Parking and access issues could arise for existing residences to be converted to commercial use. (Alley access need to be permitted for example).
 o Properties on north side between Mountain and Highland all have direct building impacts.

1400 Block
 o The northward shift avoids any impact to Miles Exploratory Learning Center.
 o This results in impacts to the properties on the north side.

1500 Block
 o Properties on the north side are impacted.
 o Properties on the south continue to function as they currently do.

1600 Block
 o The northward shift avoids impacting the residences on the south side. Access issues could arise for some residential parcels. This approach avoids costly acquisition of Circle K/gas station.
 o All properties on the north side have direct building impacts.

1700 Block
 o The landscape strip on the north side adjacent to church is eliminated to avoid impacting church access to parking.
 o Impact to south side is minor except for two residences which are direct building impacts.

General
 This alternative was previously shown as Variation A. The road is shifted northward to avoid properties on the south side between Highland and Warren including Miles Exploratory Learning Center. This significantly impacts to the north side. Full-width sidewalk/landscape areas are maintained since reducing those widths would not reduce the number of impacts and cost of acquisition.