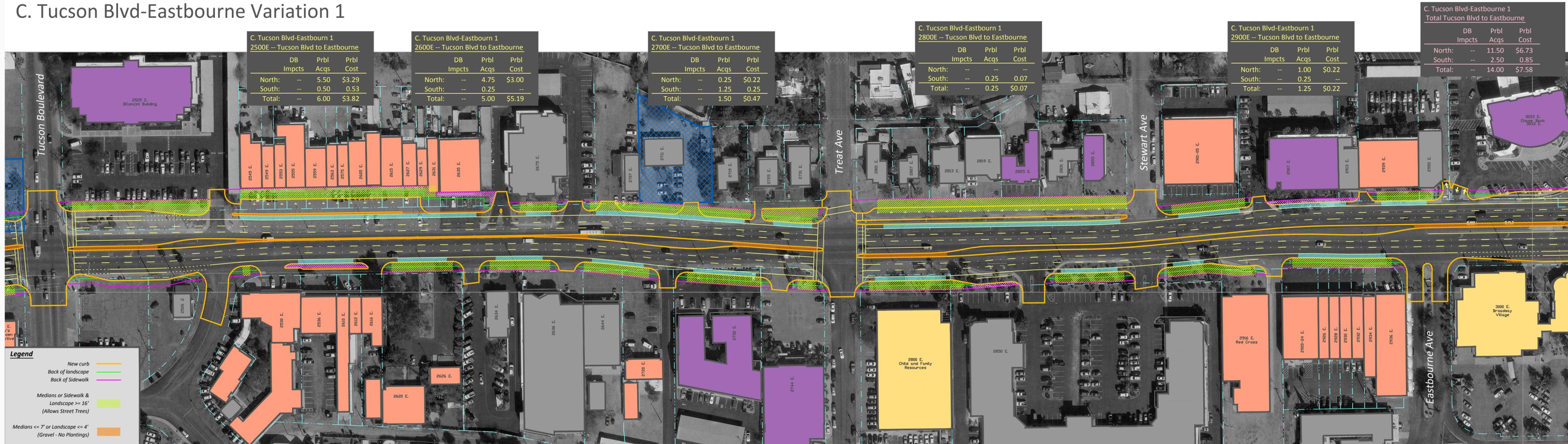


C. Tucson Blvd-Eastbourne Variation 1



Legend

- New curb ———
- Back of landscape ———
- Back of Sidewalk ———
- Medians or Sidewalk & Landscape >= 16' (Allows Street Trees) ———
- Medians <= 7' or Landscape <= 4' (Gravel - No Plantings) ———
- Sidewalk < 8' ———
- Raised Cycle Track ———
- Sidewalk ———
- City Owned Property ———

Key to Historic Status

- Current Contributor ———
- Eligible as Contributor ———
- Eligible Individually ———
- Architecturally Significant (Future individually eligible) ———

2500-2600 Blocks

- o Parcels on south side have minor if any impacts, associated with parking and access.
- o There is sufficient access/parking depth provided for 2530E - 2616E to maintain current parking function.
- o Some narrowing of the landscape/ sidewalk area may avoid impact to the DeConcini Building.
- o An access lane with parallel parking is provided the shops on the north side. The number of parking spaces is significantly reduced however. Existing sidewalk would be used for public access. Center median width is reduced to 2' which is a constraint to providing future center-running dedicated transit lanes.

2700 Block

- o Loss of parking on the south side would range from significant to severe.
- o Parcels on the north side would be largely unaffected.

2800 Block

- o The access lane with parallel parking along north side to make those parcels functional as either residential or commercial property.
- o Parcels on south side have minor impacts.

2900 Block

- o The parking for the shops on the south side that extends into the existing right-of-way would be lost. Front parking against the building sidewalk could continue to function as currently.
- o The front parking for 2901 would no longer function as it currently does. The existing parking extends into the right-of-way and the right-of-way is used to access that parking. Continued use of the existing right-of-way would depend on some type of variance, PAD, or overlay provision.
- o The function of 2907 E - 2955 E would not be diminished. Eliminating the landscape area and reducing the sidewalk width to 6' may avoid the subterranean atrium of 2907 E.

General
 This is essentially the "Refined 6-Lane" alternative presented June 12th at Public Meeting #4.

C. Tucson Blvd-Eastbourn 1
2500E -- Tucson Blvd to Eastbourne

	DB Impacts	Prbl Acqs	Prbl Cost
North:	--	5.50	\$3.29
South:	--	0.50	0.53
Total:	--	6.00	\$3.82

C. Tucson Blvd-Eastbourn 1
2600E -- Tucson Blvd to Eastbourne

	DB Impacts	Prbl Acqs	Prbl Cost
North:	--	4.75	\$3.00
South:	--	0.25	--
Total:	--	5.00	\$5.19

C. Tucson Blvd-Eastbourn 1
2700E -- Tucson Blvd to Eastbourne

	DB Impacts	Prbl Acqs	Prbl Cost
North:	--	0.25	\$0.22
South:	--	1.25	0.25
Total:	--	1.50	\$0.47

C. Tucson Blvd-Eastbourn 1
2800E -- Tucson Blvd to Eastbourne

	DB Impacts	Prbl Acqs	Prbl Cost
North:	--	--	--
South:	--	0.25	0.07
Total:	--	0.25	\$0.07

C. Tucson Blvd-Eastbourn 1
2900E -- Tucson Blvd to Eastbourne

	DB Impacts	Prbl Acqs	Prbl Cost
North:	--	1.00	\$0.22
South:	--	0.25	--
Total:	--	1.25	\$0.22

C. Tucson Blvd-Eastbourne 1
Total Tucson Blvd to Eastbourne

	DB Impacts	Prbl Acqs	Prbl Cost
North:	--	11.50	\$6.73
South:	--	2.50	0.85
Total:	--	14.00	\$7.58