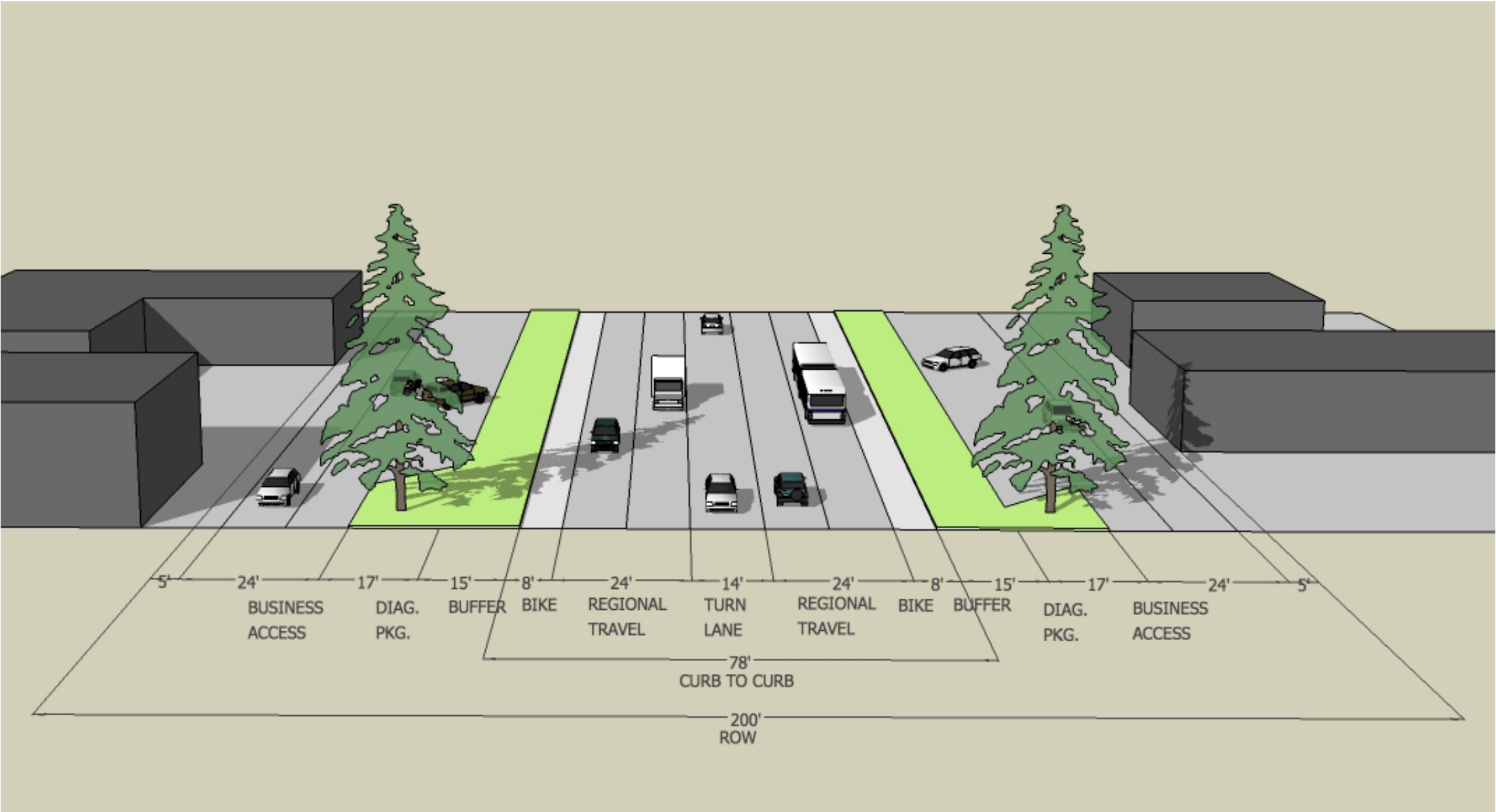


NOTES:



EXISTING CONDITIONS

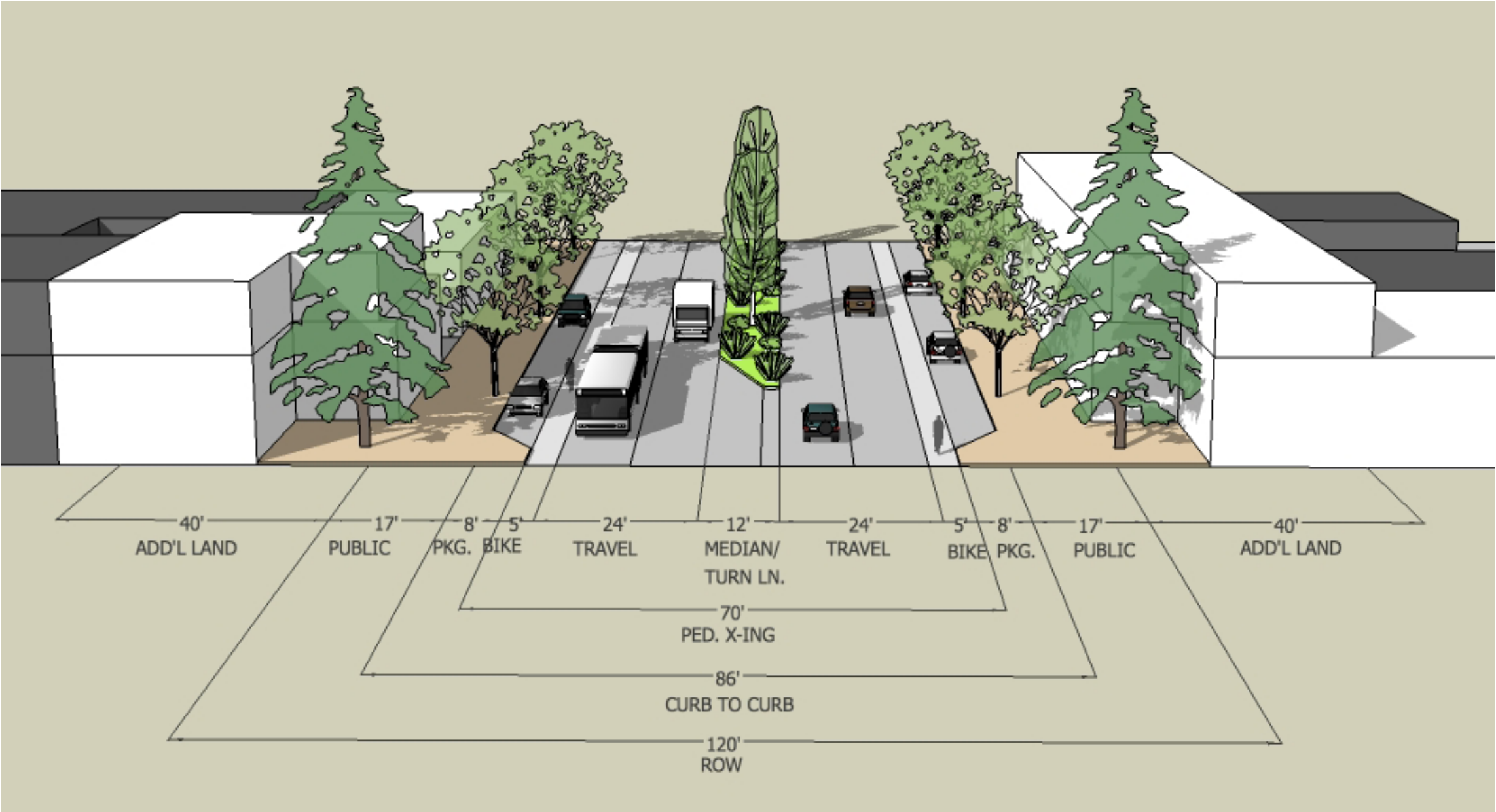
OPPORTUNITIES:

- Separates local and regional traffic.
- Existing significant trees in landscaped area.
- Dedicated bike lanes that can be cleared of snow at the same time as travel lanes by CalTrans.

CHALLENGES:

- Snow storage blocks existing businesses.
- Pedestrian infrastructure is poor.
- Long distance for pedestrians to cross.

NOTES:



OPTION 1 - TRADITIONAL “MAIN STREET” - 120’ ROW

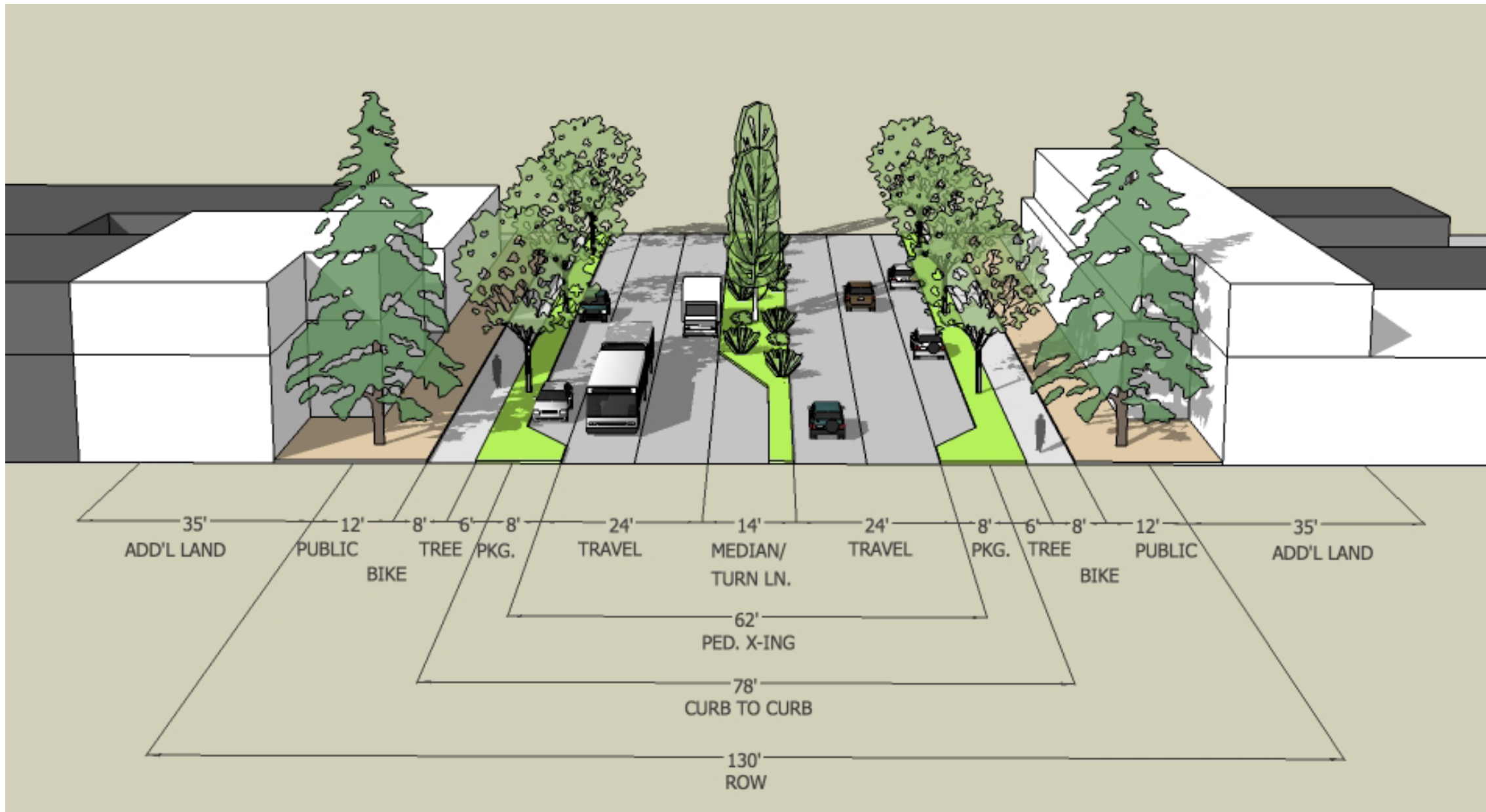
OPPORTUNITIES:

- Gain approx. 14.5 acres (80’ x 1.5 mi.) for new private development.
- Allows properties to redevelop over time with option to acquire additional 40’ of land.
- Keeps existing significant trees in landscaped area by notching out new buildings.
- Temporary snow storage in median.
- Bike lanes and parking lane could be cleared of snow by CalTrans.
- 2 and 3-story buildings would create a very human-scaled environment and enclosure of the street.

CHALLENGES:

- New curb to curb dimensions (more public \$).
- Combines local and regional traffic
- Maybe difficult to parallel park w/ heavy traffic.
- Bikes are not protected from snow sludge/splash.
- Need creative financing strategy to pay for pedestrian upgrades such as trees, bike parking, benches, trash/recycling bins, etc.

NOTES:



OPTION 2 - GRAND AVENUE - 130' ROW

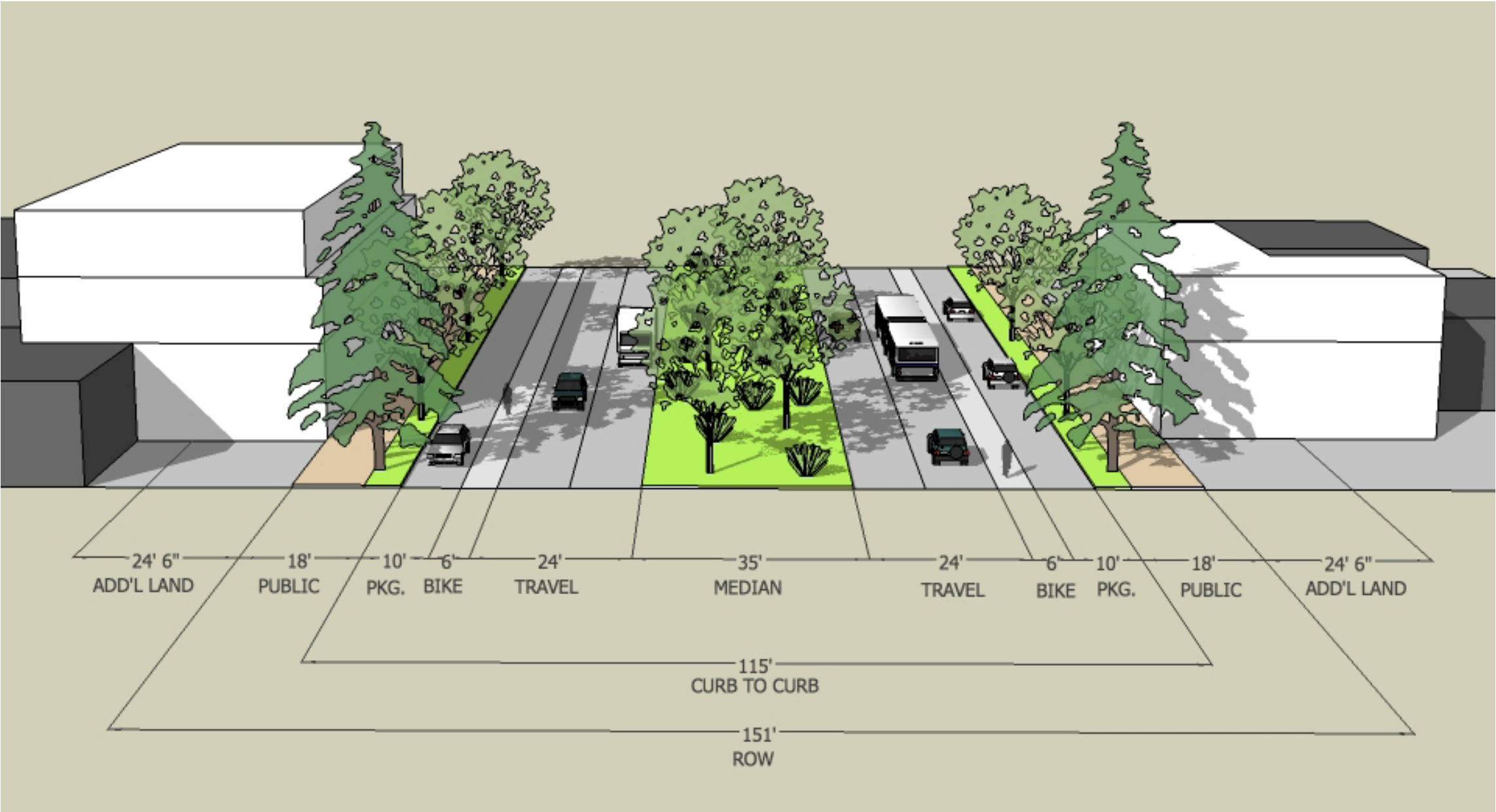
OPPORTUNITIES:

- Gain approx. 12.7 acres (70' x 1.5 mi.) for new private development.
- Allows properties to redevelop over time with option to acquire additional 35' of land.
- Keeps existing curb to curb dimension, which allows for streetscaping/improvements to begin immediately and saves time and money.
- Keeps existing significant trees in landscaped area by notching out new buildings.
- Temporary snow storage in median.
- Bikes and pedestrians are protected from snow sludge/splash.
- Pedestrian crossing is minimal.

CHALLENGES:

- Combines local and regional traffic.
- Maybe difficult to parallel park w/ heavy traffic.
- Town would probably have to have a maintenance agreement with CalTrans to be responsible for clearing the protected bike path of snow.
- Need creative financing strategy to pay for pedestrian upgrades such as trees, bike parking, benches, trash/recycling bins, etc.

NOTES:



OPTION 3 - PROPOSED “DOWNTOWN CONCEPT FOR MAIN STREET” SECTION - 150’ ROW

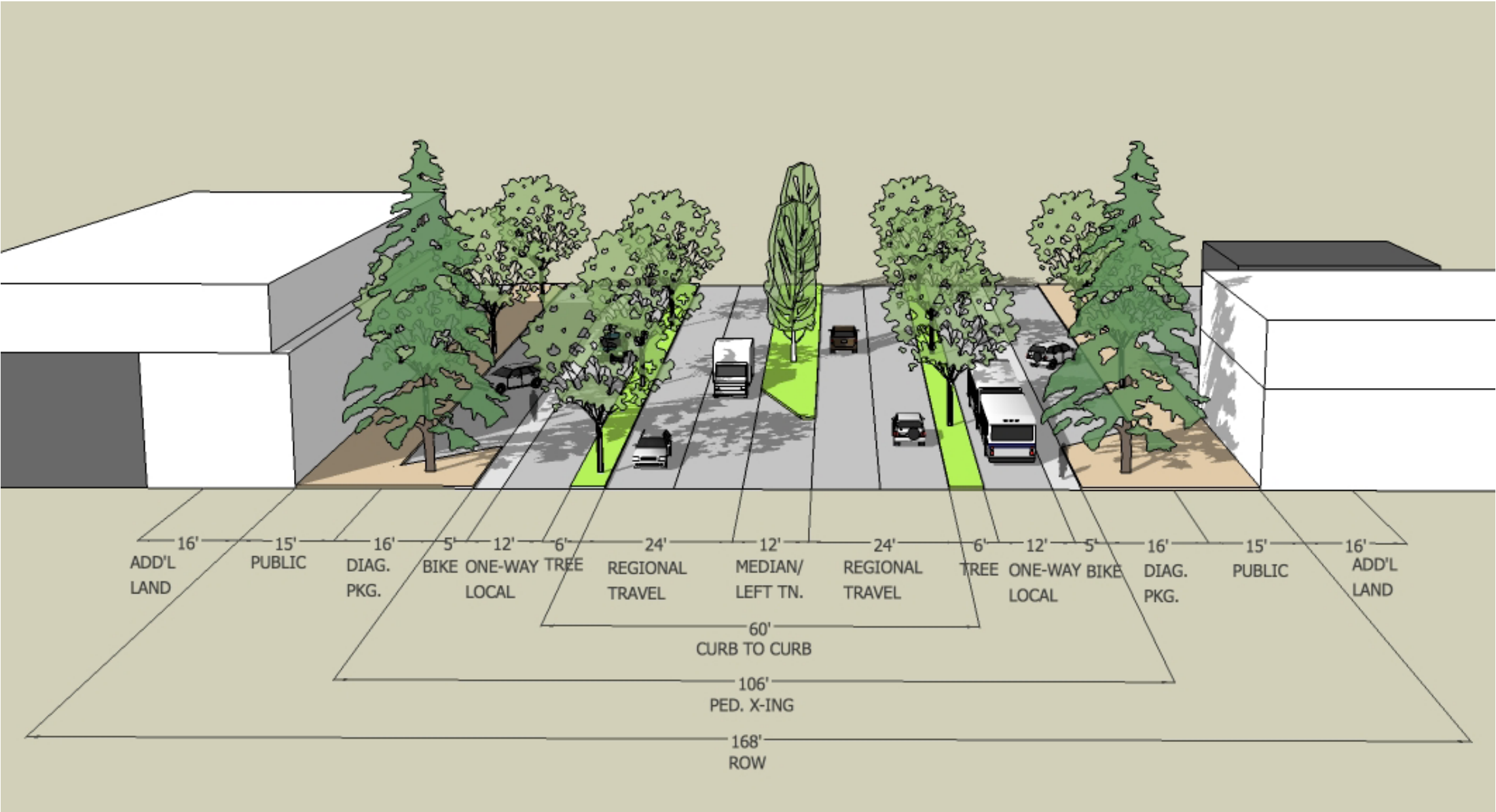
OPPORTUNITIES:

- Gain approx. 9 acres (50’ x 1.5 mi.) for new private development.
- Allows properties to redevelop over time with option to acquire additional 25’ of land.
- Keeps existing significant trees in landscaped area by notching out new buildings.
- Temporary snow storage in median.
- Extra wide median allows for future dedicated transit line such as a gondola or bus rapid transit.

CHALLENGES:

- New curb to curb dimensions (more public \$).
- Combines local and regional traffic.
- Maybe difficult to parallel park w/ heavy traffic.
- Long distance for pedestrians to cross, and thus may create a less human-scaled environment with only 2-3-story buildings.
- If dedicated transit in median doesn’t happen, then you’re stuck with an extra wide street section that isn’t human-scaled.
- Need creative financing strategy to pay for pedestrian upgrades such as trees, bike parking, benches, trash/recycling bins, etc.
- Bikes are not protected from snow sludge/splash.

NOTES:



OPTION 4 - GRAND BOULEVARD - 168' ROW

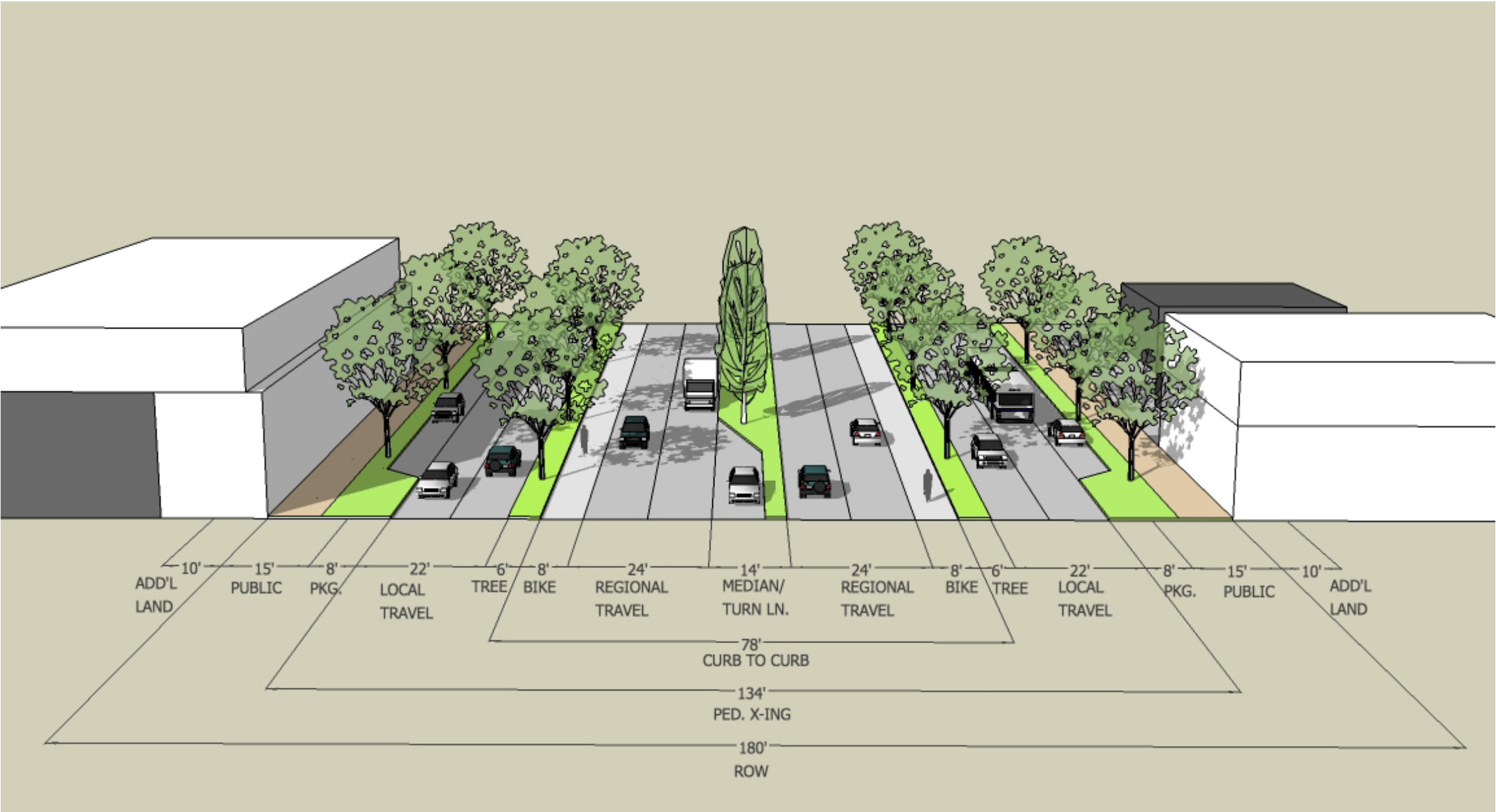
PROS:

- Gain approx. 5.8 acres (32' x 1.5 mi.) for new private development.
- Allows properties to redevelop over time with option to acquire additional 16' of land.
- Separates local and regional traffic.
- Keeps existing significant trees in landscaped area by notching out new buildings.
- Temporary snow storage in median.
- Diagonal parking allows for more streetside parking for businesses.
- Bikes and pedestrians are protected from snow sludge/splash.

CONS:

- New curb to curb dimensions (more public \$).
- Design of one-way may be difficult to make work in efficient manner.
- Long distance for pedestrians to cross, and thus may create a less human-scaled environment with only 2-3 story buildings.
- Need creative financing strategy to pay for pedestrian upgrades such as trees, bike parking, benches, trash/recycling bins, etc.

NOTES:



OPTION 5 - RECONFIGURATION OF FRONTAGE ROADS - 180' ROW

PROS:

- Gain approx. 3.6 acres (20' x 1.5 mi.) for new private development.
- Allows properties to redevelop over time with option to acquire additional 10' of land.
- Keeps existing curb to curb dimension, which allows for streetscaping/improvements to begin immediately and saves time and money.
- Separates local and regional traffic.
- Temporaroy snow storage in median.

CONS:

- Does not keep existing significant trees.
- Long distance for pedestrians to cross, and thus may create a less human-scaled environment with only 2-3 story buildings.
- Might not be enough of an incentive for properties to redevelop.
- Need creative financing strategy to pay for pedestrian upgrades such as trees, bike parking, benches, trash/recycling bins, etc.
- Bikes are not protected from snow sludge/splash.