

SUSTA COM INITI

																	LAND US	:					-									
		STREET/ALLEY R.O.W.		OPEN SPACE		NEIG	HBORHOOD (NR & N	RESIDENTIAI R-FS)		ATTACHED (RESIDENTIA AR)	AL	NEIGHB	ORHOOD CEN	ITER		MIXE {N			-		D-USE 2 (UZ)				LOOR RETAIL GFR)		EC	O-COTTAGE (I	EC)	INSTITUT	IDNAL/CIVIC (IC)
		R.O.W. AREA	PARK AREA	NATURAL AREA	TOTAL OPEN SPACE AREA	PARCEL AREA (ACRES)	#SF UNITS	DENSITY (UNITS/AC	#ACCESORY DWELLING UNITS	PARCEL AREA (ACRES)	#SF UNITS	DENSITY (UNITS/AC)	PARCEL AREA {ACRES}	# MF RESIDENTIAL UNITS	DENSITY (UNITS/AC		COMMERCIAL USE (S.F.)	# MF RESIDENTIAL UNITS	DENSITY (UNITS/AC)	PARCEL AREA (ACRES)	COMMERCIAL USE (S.F.)	II MF RESIDENTIAL UNITS	DENSITY (UNITS/AC)		COMMERCIAL USE (S.F.)	# MF RESIDENTIAL UNITS	DENSITY (UNITS/AC)	PARCEL AREA (ACRES)	#SF UNITS	DENSITY (UNITS/AC)	PARCEL AREA (ACRES)	I/C USE (SQ FT)
	Loyola Town Center	6.091	3.459	13.784	17.243	0	0	0.0	0	. 0	0	0.0	0.000	0	0.0	3.969	164,245	329	82.9	0.000	0	٥	#DIV/OI	0.942	38,982	78	82.8	0	0	0.0	2.836	352,078
000	Neighborhood 1	17.996	3.184	7,476	10.660	19	189	10.1	189	5.573	122	21.9	0.774	91	117.6	0.207	8,566	17	82.1	0.906	37,451	74	81.8	0.000	0	0	0.0	0	0	0.0	0	٥
HBORH	Neighborhood 2	9.576	0.752	0.459	1.211	11	106	9.6	106	2.598	43	16.6	1.403	166	118.3	0.290	12,001	24	82.8	0.263	10,884	21	79.8	0.000	0	0	0.0	D	D	0.0	0	a
NEIGI	Neighborhood 3	10.934	0.000	14.214	14.214	11	111	10.3	111	0.926	23	24.8	0.845	99	117.2	0.133	5,504	11	82.7	0.251	10,387	21	83.7	0.000	0	0	0.0	1.23	27	22.0	0	0
	Neighborhood 4	20.539	1.713	9.920	11.633	12	137	11.5	137	3.472	93	26.8	1.895	222	117.2	2.045	84,626	169	82.6	3.620	149,803	300	82.9	0.000	0	0	0.0	0.657	15	22.8	0.697	86,530
	TOTAL	65.136	9.108	45.853	54.961	52.459	543	10.4	543	12.569	281	22.4	4.917	578	117.6	5.644	274,942	550	82.8	5.039	208,525	416	82.6	0.942	38,982	78	82.8	1.887	42	22.3	3.533	438,608

		}									F	ROPOSE	DIMPER	VIOUS CO	OVER										Ī
		ROW		PARK AREA		RESIDENTIAL RESI		RESID	ACHED NEIGHBORHOODENTIAL CENTER (AR) (NC)		ITER	MIXED-USE (MU)		MIXED-USE (MU)		MIXED-USE Z (MU2)		GROUND FLOOR RETAIL (GFR)		ECO-COTTAGE (EC)		INSTITUTIONAL/ CIVIC (IC)		TOTAL	
		AVG IC%	IC (AC)	ANTICIP.	ANTICIP. IC (AC)	MAX IC %	MAX IC (AC)	MAX IC%	MAX IC (AC)	MAX IC %	MAX IC (AC)	MAX IC %	MAX IC (AC)	MAX1C%	MAX IC (AC)	MAX IC %	MAX IC (AC)	MAX IC%	MAX IC (AC)	MAXIC/ UNIT	MAX IC (AC)	MAX IC%	MAX IC (AC)	MA: {A	
	Loyola Town Center	59.0%	3.59	20%	0.69	65%	0.00	65%	0.00	90%	0.00	95%	3.77	95%	3.77	95%	0.00	95%	0.89	500 sqft	0.00	95%	2.69	15.	42
	Neighborhood 1	63.5%	11.42	20%	0.64	65%	12.18	65%	3.62	90%	0.70	95%	0.20	95%	0.20	95%	0.86	95%	0.00	500 sqft	0.00	95%	0.00	29.80	
NEIGHBORHOOD	Neighborhood 2	60.5%	5.79	20%	0.15	65%	7.19	65%	1.69	90%	1.26	95%	0.28	95%	0.28	95%	0.25	95%	0.00	500 sqft	0.00	95%	0.00	16.	.89
IGHBO	Neighborhood 3	56.3%	6.15	20%	0.00	65%	6.97	65%	0.60	90%	0.76	95%	0.13	95%	0.13	95%	0.24	95%	0.00	S00 sqft	0.31	95%	0.00	15.	.29
NE	Neighborhood 4	61.1%	12.54	20%	0.34	65%	7.76	65%	2.26	90%	1.71	95%	1.94	95%	1.94	95%	3.44	95%	0.00	500 sqft	0.17	95%	0.66	32.77	
	TOTAL	60.6%	39.50	20%	1.82	65%	34.10	65%	8.17	90%	4.43	95%	6.31	95%	6.31	95%	4.79	95%	0.89		0.48	95%	3.36	110.16	52.9%

	ALLOWED V	S PROPOSED IMP	ERVIOUS COVER PE	:K 25-8-39Z		
	(Bas	ed on uses propose	ed in Colony Park P	UD)		
		Allowed I.C.	per 25-8-392	Proposed I.C. (Incl ROW and open spa		
Use	Total Area *	(%)	(AC)	(AC)		
SF	158.247 ac	55%	87.036 ac	74.175 ac		
MF	11.628 ac	60%	6.977 ac	6.734 ac		
MU	29.857 ac	65% **	19.407 ac	24.235 ac		
C/1	8.355 ac	80%	6.684 ac	5.016 ac		
TOTAL	208.1 ac	Total:	120.10 ac	110.16 ac		
			= 57.7%	= 52.9%		
	1		Allowed IC	Proposed IC		
			(as % of gross	(as % of gross		
			site area)	site area)		
ROW Open Space	65.136 ac 54.961 ac	ce to Area to be Devi	eloped			
ROW	65.136 ac					
ROW Open Space	65.136 ac 54.961 ac 120.097 ac	% of Total Area to be Developed	Pro-rata ROW & Open Space Area	° Total Area		
ROW Open Space TOTAL	65.136 ac 54.961 ac 120.097 ac	% of Total Area to	Pro-rata ROW &	° Total Area 158.247 ac		
ROW Open Space TOTAL Area to be l	65.136 ac 54.961 ac 120.097 ac	% of Total Area to be Developed	Pro-rata ROW & Open Space Area			
ROW Open Space TOTAL Area to be L SF	65.136 ac 54.961 ac 120.097 ac Developed 66.915 ac	% of Total Area to be Developed 76.0%	Pro-rata ROW & Open Space Area 91.332 ac	158.247 ac 11.628 ac 29.857 ac		
ROW Open Space TOTAL Area to be L SF MF	65.136 ac 54.961 ac 120.097 ac Developed 66.915 ac 4.917 ac	% of Total Area to be Developed 76.0% 5.6%	Pro-rata ROW & Open Space Area 91.332 ac 6.711 ac 17.232 ac 4.822 ac	158.247 ac 11.628 ac 29.857 ac 8.355 ac		
ROW Open Space TOTAL Area to be L SF MF MU	65.136 ac 54.961 ac 120.097 ac Developed 66.915 ac 4.917 ac 12.625 ac	% of Total Area to be Developed 76.0% 5.6% 14.3%	Pro-rata ROW & Open Space Area 91.332 ac 6.711 ac 17.232 ac	158.247 ac 11.628 ac 29.857 ac		
ROW Open Space TOTAL Area to be I SF MF MU C/I TOTAL ECM Appendix	65.136 ac 54.961 ac 120.097 ac Developed 66.915 ac 4.917 ac 12 625 ac 3.533 ac 87.990 ac	% of Total Area to be Developed 76.0% 5.6% 14.3% 4.0%	Pro-rata ROW & Open Space Area 91.332 ac 6.711 ac 17.232 ac 4.822 ac	158.247 ac 11.628 ac 29.857 ac 8.355 ac		
ROW Open Space TOTAL Area to be I SF MF MU C/I TOTAL ECM Appendix	65.136 ac 54.961 ac 120.097 ac 120.097 ac 0eveloped 66.915 ac 4.917 ac 12 625 ac 3.533 ac 87.990 ac	% of Total Area to be Developed 76.0% 5.6% 14.3% 4.0%	Pro-rata ROW & Open Space Area 91.332 ac 6.711 ac 17.232 ac 4.822 ac 120.1 ac	158.247 ac 11.628 ac 29.857 ac 8.355 ac		
ROW Open Space TOTAL Area to be I SF MF MU C/I TOTAL ECM Appendix	65.136 ac 54.961 ac 120.097 ac Developed 66.915 ac 4.917 ac 12 625 ac 3.533 ac 87.990 ac	% of Total Area to be Developed 76.0% 5.6% 14.3% 4.0%	Pro-rata ROW & Open Space Area 91.332 ac 6.711 ac 17.232 ac 4.822 ac	158.247 ac 11.628 ac 29.857 ac 8.355 ac		
ROW Open Space TOTAL Area to be L SF MF MU C/I TOTAL ECM Appendib lixed Use - Gra	65.136 ac 54.961 ac 120.097 ac 120.097 ac Developed 66.915 ac 4.917 ac 12.625 ac 3.533 ac 87.990 ac (O 5 VMU Allay und floor retail. % by ground	% of Total Area to be Developed 76.0% 5.6% 14.3% 4.0%	Pro-rata ROW & Open Space Area 91.332 ac 6.711 ac 17.232 ac 4.822 ac 120.1 ac	158.247 ac 11.628 ac 29.857 ac 8.355 ac		
ROW Open Space TOTAL Area to be I SF MF MU C/I TOTAL ECM Appendia lixed Use Gra Use	65.136 ac 54.961 ac 120.097 ac 120.097 ac 120.097 ac 4.917 ac 12.625 ac 3.533 ac 87.990 ac 4 by ground floor area	% of Total Area to be Developed 76,0% 5.6% 14.3% 4.0%	Pro-rata ROW & Open Space Area 91.332 ac 6.711 ac 17.232 ac 4.822 ac 120.1 ac	158.247 ac 11.628 ac 29.857 ac 8.355 ac		

PUD WILL COMPLY WITH INTENT OF CHAPTER 25-2, SUBCHAPTER E, OF THE CITY OF AUSTIN LAND DEVELOPMENT CODE.

IMPERVIOUS COVER LIMITS IN LDC SECTION 25-8-392 WILL BE COMPLIED WITH ON A PUD-WIDE BASIS.

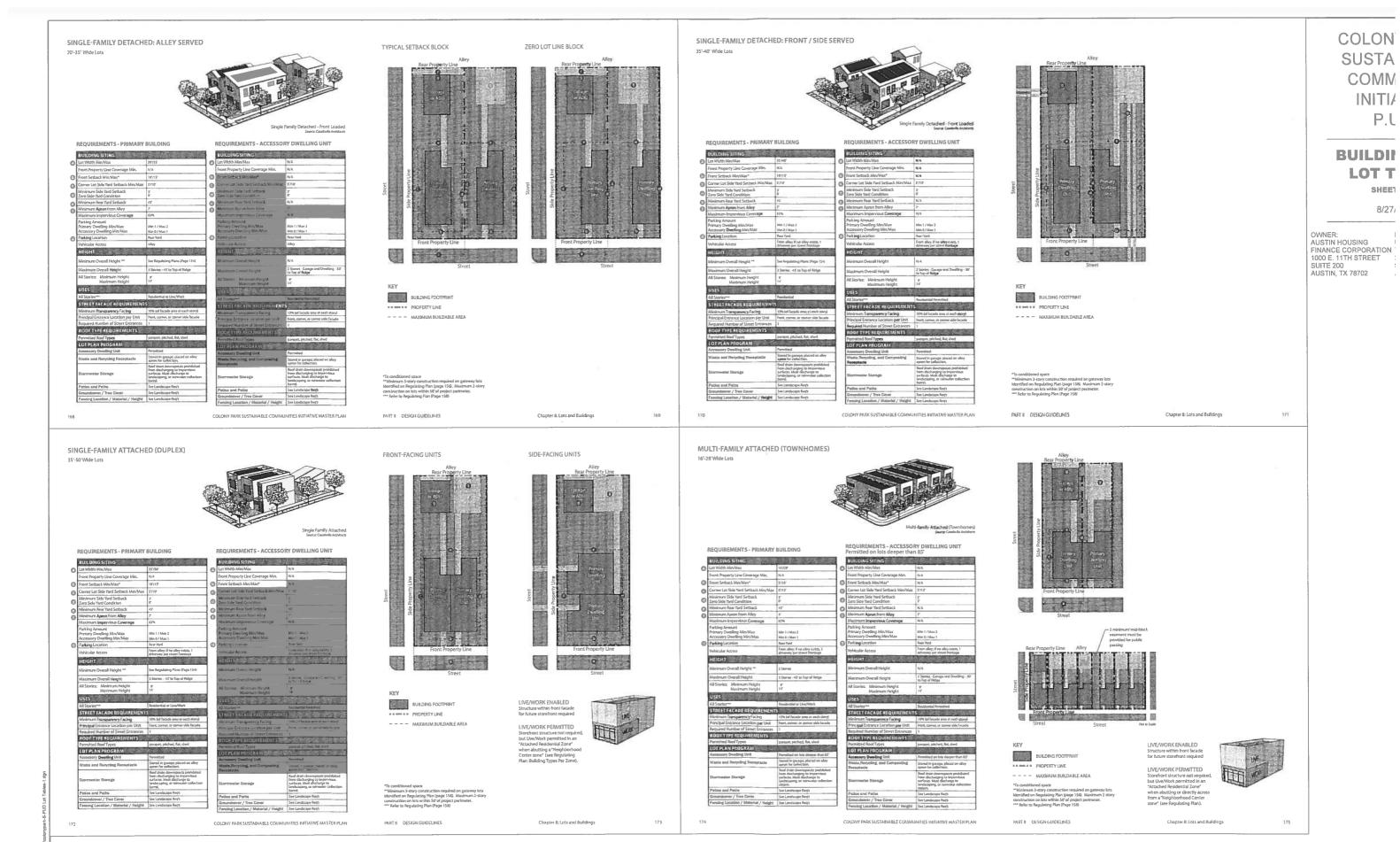
IMPERVIOUS COVER ASSUMPTIONS IN LDC 25-8-392(C) WILL BE PER THE PROPOSED IMPERVIOUS COVER SUMMARY TABLES ON THIS SHEET.

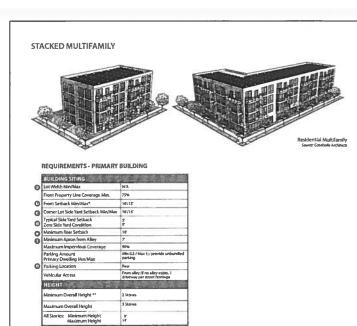
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NOT

8/27/20

OWNER: EN AUSTIN HOUSING UF FINANCE CORPORATION TX 1000 E. 11TH STREET 36 SUITE 200 SL AUSTIN, TX 78702 AL





BUILDING FOOTPRINT *** PROPERTY LINE

--- MAXIMUM BUILDABLE AREA

RETAIL

COURTYARD

REQUIREMENTS - PRIMARY BUILDING

B L NGSITING

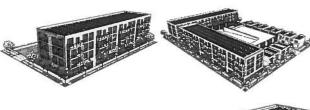
Retail / Office Building Source Constells Architecty

PART II DESIGN GUIDELINES

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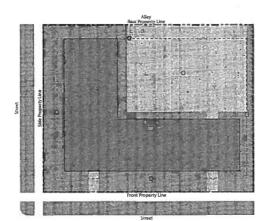
BUILDING FOOTPRINT ***** PROPERTY LINE --- MAXIMUM BUILDABLE AREA

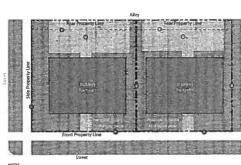
VERTICAL MIXED USE



BUILDING TING	CONTRACTOR OF A ST					
Lot Width Min/Max	N/A					
Front Property Line Coverage Min.	85%					
Front Setback Min/Max*	E15.					
Corner Lot Side Yard Setback Min/Max	aiz					
Typical Side Yard Setback Zero Side Yard Condition	2					
Minimum Rear Setback	10'					
Minimum Apron from Alley	r					
Maximum Impenieus Ceverage	93%					
Parking Amount Primary Owelling Min/Max	See Parking Regis; provide unbundle parking					
Parking Location	Real					
Vehicular Access	From alley; If no alley exists, I driveway per street frontage					
HEIGHT	。在中央地域区域					
Minknum Overall Height **	2 Stories					
Maximum Overall Height	5 Stories					
All Stories: Minimum Height Maximum Height	W 14'					
USES	179 305 27 300 5					
First Floor***	Retail/ Office					
Upper Stories***	Residential/Office					
STREET FA	使物心态被感					
Minimum Transparency Facing	10% (of Facade area at each story)					
Principal Entrance Location per Unit	front, corner, or comer side locade					
Required Number of Street Entrances	1 every 75"					
ROOFTYPE						
Permitted Roof Types	parapet, packed, flat, shed					
LOTPLANP	地理。这个意识 可					
Accessory Dwelling Unit	Not Permitted					
Waste, Recycling, and Composting Receptacle	Placed in alley					
Stormwater Storage	Roof drein downspourts prohibited from discharging to impervious surfaces, Must discharge to lands aping, or rainwater collection barrel.					





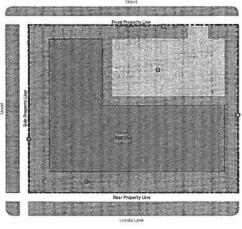


BUILDING FOOTPRINT PROPERTY LINE --- MAXIMUM BUILDABLE AREA

BUILDING SITING	THE RESERVE THE PARTY OF THE PA
Lot Width Min/Max	N/A
Front Property Line Coverage Min.	85%
Front Setback Min/Max*	612
Corner Lot Side Yard Setback Min/Max	0.2
Typical Side Yard Setback Zero Side Yard Condition	2
Minimum Rear Settreck	10"
Minimum Apron from Alley	7
Maximum Impervious Coverage	93%
Parking Amount Primary Dwelling Min/Max	See Parking Reqts
Parking Location	Rear
Vehicular Access	From alley; if no alley exists. I driveway per street fromtage
HEIGHT	NOT CARRY OF BUILDING
Minimum Overall Height **	2 Stories
Maximum Overall Height	S Saories
All Stories: Minimum Height Maximum Height	g. 16.
USES	
First Floor***	Retail/Office
Upper Storles***	Rasidental/Office
STREET FACADE REQUIREMENT	Charles and the last
Minimum Transparency Facing	10% (of facade area at each story front, corner, or corner take facad
Principal Entrance Location per Link Required Number of Street Entrances	1 every 73' Leyals Larse frontage: see Leyal Town Center Regulating Plan (pa
ROOF TYPE REQUIREMENTS	SALES AND SALES
Permitted Roof Types	parapet, pitched, Rat. shed
LOT PLAN PROGRAM	
Accessory Dwelling Unit	Het Perenttled
Waste, Recycling, and Composting Receptacie	Placed in alley
Stormweter Storage	Read drain downspourts prohibit from discharging to imprevious surfaces. Must discharge to landscaping, or rainwater collect barrel.

TYPICAL CONDITION Street

LOYOLA LANE FRONTAGE CONDITION



BUILDING ---- PROPERTY LINE

FART II DESIGN GUIDELINES

Chapter 8: Lots and Buildings

SUSTA COMN INITI P.l

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BUILDII **LOT T**

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8/27

OWNER: AUSTIN HOUSING FINANCE CORPORATION 1000 E. 11TH STREET SUITE 200 AUSTIN, TX 78702

INSTITUTIONAL / CIVIC

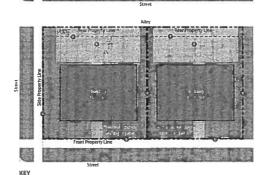


BUILDING SITING						
Lot Width Min/Max	N/A					
Front Property Une Coverage Min.	65%					
Front Setback Min/Max*	0.12.					
Corner Lot Side Yard Setback Min/Max	075					
Typical Side Yard Setback Zero Side Yard Condition	5					
Minimum Rear Setback	10'					
Minimum Aprus from Alley	7					
Maximum Impervious Coverage	95%					
Parking Amount Primary Dwelling Min/Max	See Parlong Regs					
Parking Location	Rear					
Vehicular Access	From alley, If no alley exists, 1 driveway par street frontage					
HEIGHT	高兴运车运机					
Minimum Overall Height ***	2 Stories					
Maximum Overall Height	5 Stories					
All Stories: Minimum Height Maximum Height	9" 14"					
USES						
First Floor***	Retail/Office					
Upper Stories ***	Office					
STREET FACADE REQUIREMENT	发生的主要的 。					
Minimum Transparency Facing	10% (of facade area at each story)					
Principal Entrance Location per Unit	front, corner, or corner side facad					
Required Number of Street Entrances	1 comy 75"					
ROOF TYPE REQUIREMENTS						
Permitted Roof Types	perspet pitched, flat shed					
LOT PLAN PROGRAM	のでは、					
Accessory Dwelling Unit	Not Fermitted					
Waste Recycling, and Composting Receptacle	Placed in alley					
Slormweter Storage	Reof dram downspouts prohibited from decharging to impervious surfaces. Must discharge to landscaping, or rainwater collectic barrel.					

"To conditioned space
"Minimum 3-story construction required on gateway lots
identified on Regulating Plan (page 156). Maximum 2-story
construction on lots within 50 of project perimeter.
"*Bafer in Banusiano Plan (Pope 158)

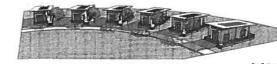
floar Property Line

Front Property Line

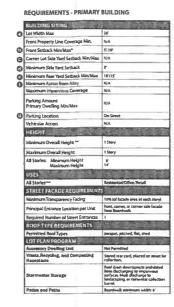


--- MAXIMUM BUILDABLE AREA

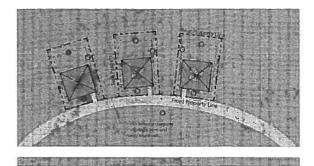
ECO-COTTAGE



Source: Casabella An



"To conditioned space
"Minimum 3-story construction required on gazeway lots
identified on Regulating Plan (page 156). Maximum 2-story
construction on lots within 50' of project perimeter.
"Refer to Revulation Plan (Pane 158).



- - MAXIMUM BUILDABLE AREA

COLON SUSTA COMN INITI/ P.L

BUILDII LOT T

SHEE

8/27

OWNER: AUSTIN HOUSING FINANCE CORPORATION 1000 E. 11TH STREET SUITE 200 AUSTIN, TX 78702

COLORY PARK SUSTAINABLE COMMUNITIES INITIATIVE MASTER PLAN

PART II DESIGN GUIDELINES

Chapter 8: Lots and Buildings

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COLONY PARK SUSTAINABLE COMMUNITIES INITIATIVE MASTER

PART II DESIGN GUIDELINES

Cuabtes at Fotz and breadings

STREET SECTIONS

The map on the following page shows the proposed street network. These street types may include blike lanes, on-street parking, landscaping and various other elements. The following pages provide street sections of each street type showing these elements including typical assignments for underground utilities.

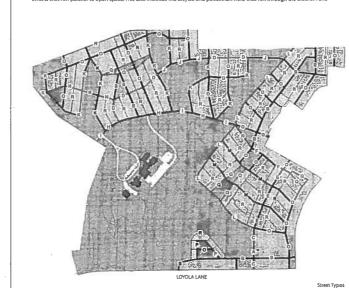
, acht	Transit	Bike Lane	Parking Lane	lormwater.	Nature	ROW Widh	Curb Face- to-Curb Face	Median Curb-to-Curb	'Sidewalks	arravel Lanes	Travel Lene Wdith	Speed (mph)
A: Arcade Street	0	0	0			52	48'		10'	2	10'	25
B: Mixed-Use Ave. with Parking			0			66'	36'		8	2	10'	25
C: Mixed-Use Bike Route with Parking	0		0			78'	48'		8′	2	210'	. 25
D: Job Center Ave with BI-Directional Bike Lane		0	0			70′	10'		В	7	10'	25
E: Stormwater Conveyance Blvd with Parking	0		0	0		75'	187/18	15'	5"	2	10'	25
F: Mixed-Use Stormwater Conveyance St. with Parking on One Side	0		0	0		61'	28.		8'	2	10	25
G: Residential Transit St. with Parking	0	0	0			66'	40'		6'	2	10"	20
H: Transit St. with Parking on One Side		0	0		0	69	40'		7 / Trail	2	10'	25
I: Transit St. on Wildlife Crossing Structure	0	0			0	é0'	32'		6'/Trail	2	10'	25
J: Nature Street with BI-Directional Bike Lane		0			0	62'	32'			2	10'	25
K: Nature St. with Parking on One Side			0			54'	27'		5' / Trail	2	10'	20
L: Nature Street with Bi-Directional Bike Line and Parking		0	0		0	66'	39'		5'/Trail	2	10'	25
M: Stormwater Treatment Street				9		53'	26'		5'	1 (Yield)	12'	20
N: Stormwater Treatment Street with Parking on One Side	0		0	0		55'	28'		5'	2	10'	25
O: Neighborhood Street with Parking			0			50'	26'		5"	1 (Yield)	12"	20
P: One-Way Street with Parking			0			42'	16'		5'	1	10'	20
Q: One-Way Living Street				0		35'	35'		5'	(Shared)	18'	20
R: Shaded Alley						20'	15'			1	15'	20
Bike/Ped Trail	1	0			0							

TRANSIT
Streets which include travel lanes that are wide enough to support transit vehicles such as City buses.

BIKE LANE
Streets that include a bicycle lane. The bicycle lane may be a single lane on each side of the street, a bi-directional lane on one side of the street or a shared travel lane with vehicles.

STORMWATER
These streets are dedicated to the conveyance or treatment (water quality rain gardens) of stormwater.

Streets that run parallel to open space. This also includes the bicycle and pedestrian trails that run through the District Park.

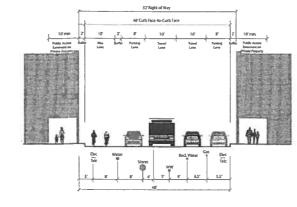


PART II DESIGN GUIDELINES

Chapter 6: Mobility: Streets, Water and Infrastructure

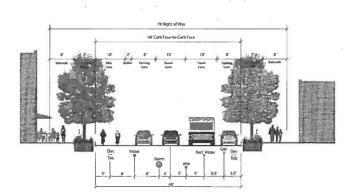
STREET SECTIONS

Arcade Streets provide a covered wallway for pedestrians adjacent to the street with direct access to shops, businesses or other activities. The Arcade Street will be prominently featured in the Loyola Town Center and will be buffered by on-street parking.



PART II DESIGN GUIDELINES

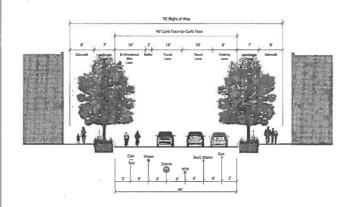
Chapter 6. Mobility, Streets, Water and Infrastructure



COLONY PARK SUSTAINABLE COMMUNITIES INITIATIVE MASTER PLAN

COLONY PARK SUSTAINABLE COMMUNITIES INITIATIVE MASTER PLAN

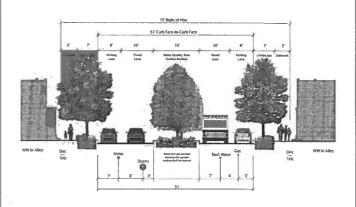
The Job Center Avenue is a major comidor through the Transit-Friendly Job Center. As this area is expected to have a high amount of activity, the street lends itself to have wide sidewalks, which allow for flexibility in the use of outdoor space, as well as parking for the surrounding high-density uses. This is also one of the streets along which the primary bike route runs; thus a bi-directional bike lane is positioned on one side of the street.



PART II DESIGN GUIDELINES Chapter 6: Mobility, Streets, Water and Infrastructure

Stormwater Conveyance Boulevards are designed to maintain the safety of the corridor's transportation by handling larger amounts of stormwater runoff. A wide bloswale median collects and transports water to open space and retention areas. They are designed to reduce pollutants through infiltration and reduced runoff velocity, while also enhanding the natural appeal of the corridor. The median also presents opportunity for public space with wallways and seating intermitted with landscaping of the corridor.

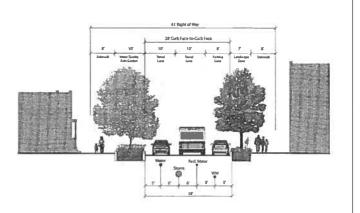
COLONY PARK SUSTAINABLE COMMUNITIES INITIATIVE MASTER PLAN



COLONY PARK SUSTAINABLE COMMUNITIES INITIATIVE MASTER PLAN

Like the Mixed-Use Avenues, Mixed-Use Stormwater Streets also have wider sidewalks adjacent to a mix of shops, restaurants, of-fices and residential uses. In addition, a bioswale on one side of the street will collect stormwater runoff as part of the stormwater conveyance network.

Mixed-Use Avenue with Parking provides two-way travel and on-street parking serving a mix of shops, restaurants, offices and residential uses. These streets have wider sidewalks to accommodate higher pedestrian activity adjacent to storefronts and sidewalk cafes. Landscaped zones buffer pedestrians from the travel way.



PART II DESIGN GUIDELINES

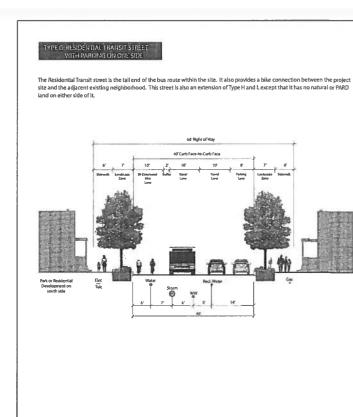
Chapter 6: Mebility, Streets, Waler and Infrastructure

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STREET : SHEET

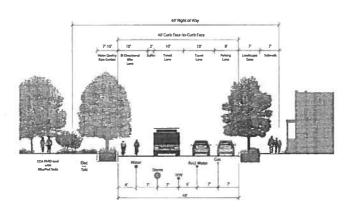
8/27

AUSTIN HOUSING FINANCE CORPORATION 1000 E. 11TH STREET SUITE 200 AUSTIN, TX 78702

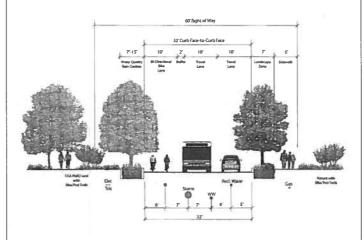


TYPE H:TRANSITS FREET WITH PARKING ON ONE SIDE AND PARD LAND ON SOUTH SIDE

Transit Streets are intended to provide a bus circulation route through the project and connect important neighborhood destinations. This type of street will also likely have pedestitian and bicycle activity. Bike lanes provide a declicated space for comfortable travel. On the side of the street with on-street parking, the order will go as follows: travel lane, parking lane, bike lane, landscape zone, and sidewalk. A landscaped zone will act as a buffer separating pedestrians from the travel way.

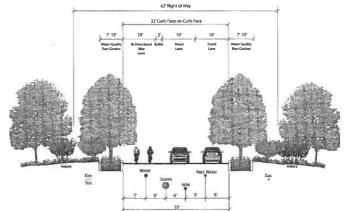


This is a unique street type as it is facilitates wildlife crossing below and provides vehicular, bike, and pedestrian access above. The street is a through street with no parking and no development on either side of it.



TYPE J. NATURE STRUET WITH BE DIRECTIONAL BIKE ROUTE

These nature streets are through streets that go through the fingers of nature. They provide vehicular and bike access above, while facilitating wildlife crossings below.



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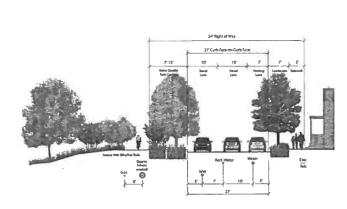
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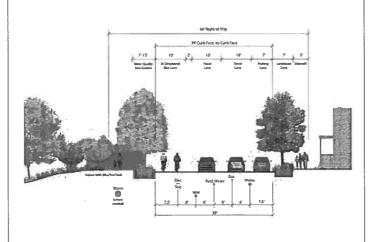


Nature Streets provided two-way travel with parking on one side. This is typical in areas with development requiring on-street parking only on one side, with park or open space on the opposite side.



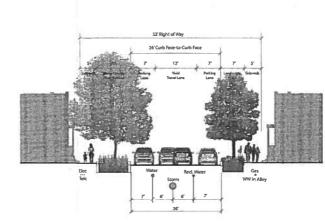
TYPE LENATURE STREET WITH BI-DIRECTIONAL

These nature streets are one of the most scenic routes within the project site with meandering curves and nature on one side. The street has development on one side with parking along the same side. This is also the street along which the primary bike route



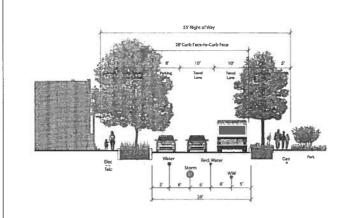
TYPE MISTORMWATER TREATMENT STREET

Stormwater Treatment Streets balance vehicle access with retention of stormwater runoff. A yield travel lane alliows safe, slow two-way travel with on-street parking on both sides. The narrow travel lane requires opposing traffic to wait before they can pass, but still provides enough space for emergency vehicle access. This design creates a safer street by encouraging reduced speeds and greater driver attention. Adjacent to the travel way is a bioswale to collect and filter stormwater runoff.



TYPE TO STORMWATER THEATMENT STREET

Similar to the Stormwater Treatment Street, this street will balance vehicle access with retention of stormwater runoff. Bike lanes will be provided on both sides, as well as a parking lane adjacent to a bioswale. Two travel lanes are provided.



IPART N DESIGN GUIDELINES Chapter 6: Mobility, Streets, Water and Infrastructure

COLONY PARK SUSTAINABLE COMMUNITIES INITIATIVE MASTER PLAN

PART II DESIGN GUIDELINES Chapter 6: Mobility, Streets, Water and Infrastructure

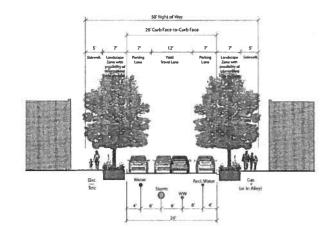
COLONY PARK SUSTAINABLE COMMUNITIES INITIATIVE MASTER PLAN

COLONY PARK SUSTAMABLE COMMUNITIES INITIATIVE MASTER PLAN

Water and Infrastructure 113 114

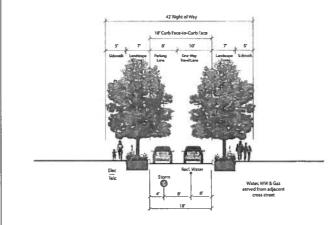
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These streets provide enough space for parking on both sides of the street, with a narrow yield travel lane. This travel lane allows safe, slow two-way travel requiring opposing traffic to wait before they can pass. These streets are appropriate in residential areas with lower traffic volumes and pedestrians of all ages.



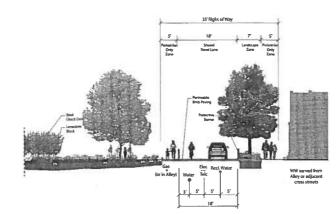
TYPE IN ONE-WAY STREET WITH PARKING

One-way streets with parking are much like One-way Living Streets, with the difference of a dedicated parking lane.



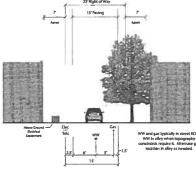
TYPE OF CHIE-WAY LIVING STREET

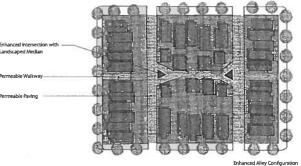
Living Streets are designed with a shared space approach, where pedestrians and bicyclists have equal travel priority as motor whickes. A shared travel lane designed with permeable paving will allow use by vehicles but is intended as a space for people to stroil, socialize, and enjoy active transportation. The street is built at the same grade as the sidenwilk without curbs, but protective barriers such as boliands, separate pedestrian only zones for those who want to walk outside of the shared travel lane.



TYPE R: SHADED ALLEY

Alleys provide rear vehicular access to residential and commercial buildings. This moves garages and trash collection to the rear of structures – and allows the front of buildings to highlight inviting spaces like porches and uninterrupted sidewalks. Shading is provided with the addition of trees.





PARTH DESIGN GUIDELINES Chapter 6: Mobility, Streets, Water and Infrastructure

COLONY PARK SUSTAINABLE COMMUNITIES INITIATIVE MASTER PLAN

PART H DESIGN GUIDELINES

Chapter 6: Mobility, Streets, Water and Infrastructure

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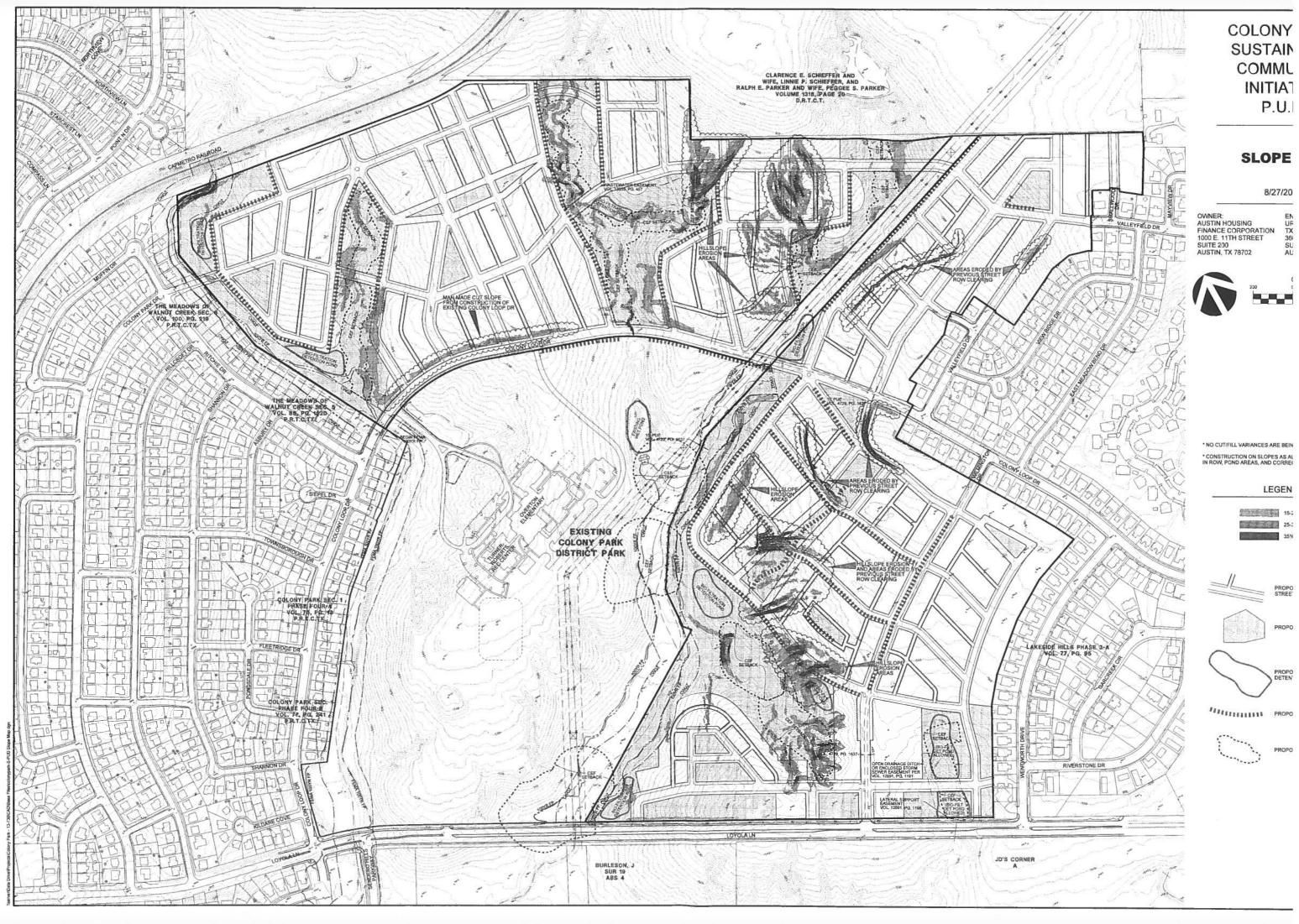
COLONY PARK SUSTAINABLE COMMUNITIES INITIATIVE MASTER PLAN

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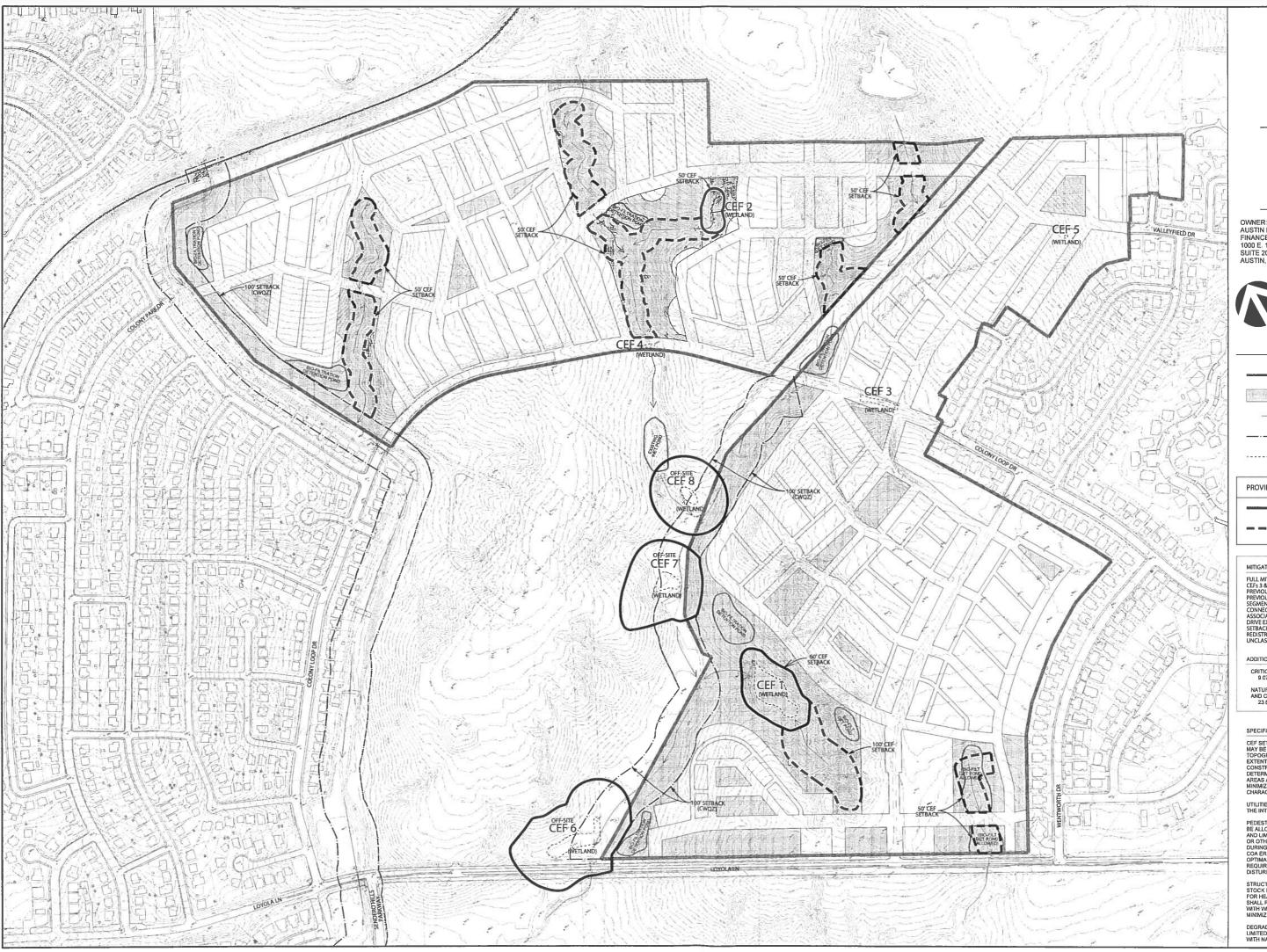
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PROPC CEF SET

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LEGEN

WATERW — CRITICAL

----- CEF WET

PROVIDED CEF SETBACK AREA

CEF SETE CEF SETE & MITIGA

MITIGATED CEF SETBACKS:

FULL MITGATED CEP SETBACKS:

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SETBACKS FROM CEFS 1 & 2 HAVE BE
REDISTRIBUTED TO P PROTECT AN ADE
UNCLASSIFIED HEADWATERS.

ADDITIONAL BUFFER AREAS ON SIT

CRITICAL WATER QUALITY ZONE (9.07 AC (ON-SITE)

NATURAL AREA OPEN SPACE ADJ AND CRITICAL WATER QUALITY ZC 23.8 AC

SPECIFIC ALLOWANCES WITHIN CEI

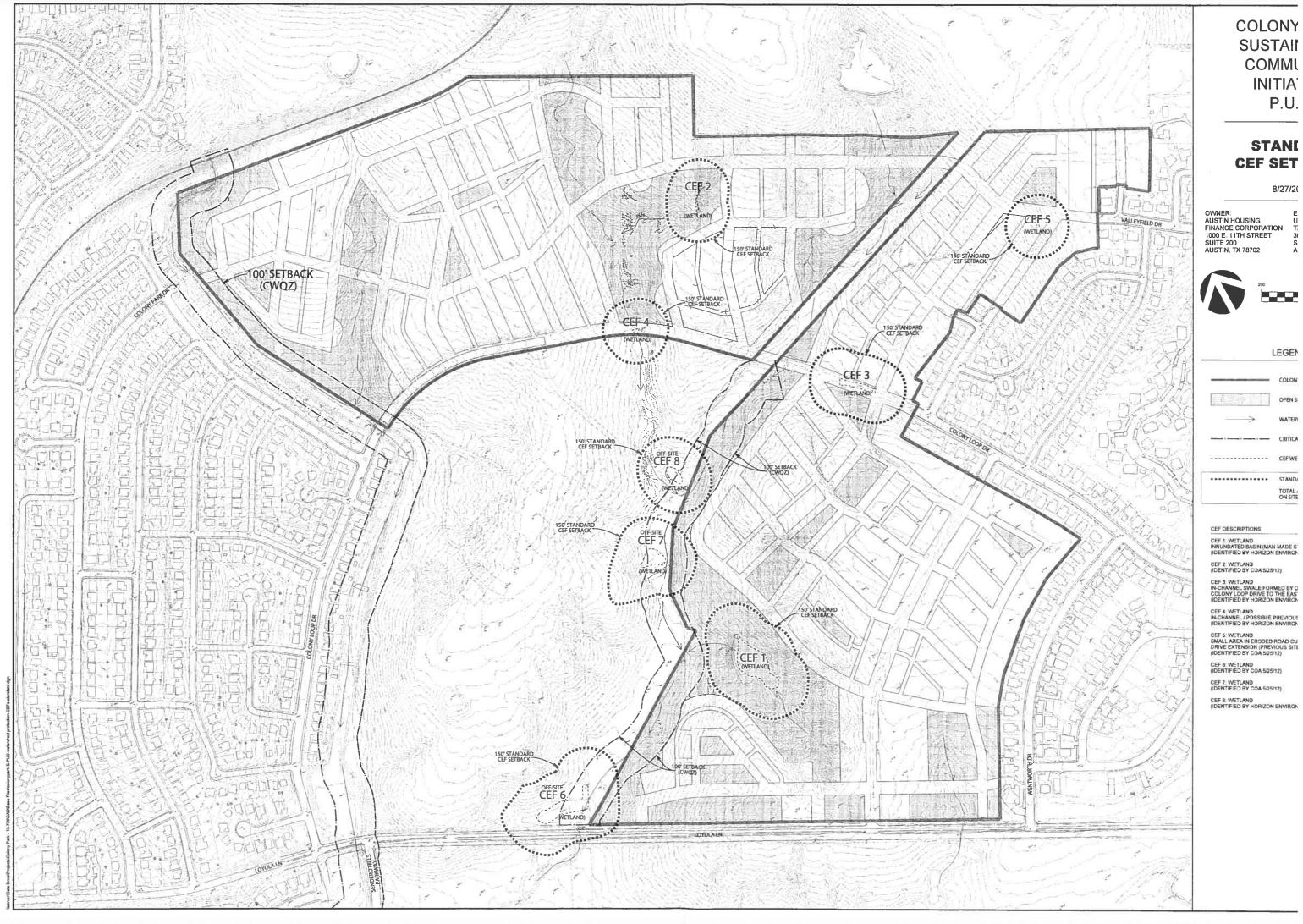
CEF SETBACK AREA AT THE SOUTH MAY BE UTILIZED AS A BIOFILITRATI TOPOGRAPHY AND SHAPE SHALL B EXTENT POSSIBLE. DURING PERMIT CONSTRUCTION PLANS, THE COA E DETERMINE THE REVEGETATION RI AREAS AND SHALL DETERMINE IF T MINIMIZE DISTURBANCE AND RETAL CHARACTER AS MUCH AS POSSIBLI

UTILITIES SHALL BE BORED UNDER THE INTEGRITY OF THE SETBACK A

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AND LIMITED TO THE TRAIL ITSELF.
OR OTHER MINIMAL CONSTRUCTIOD
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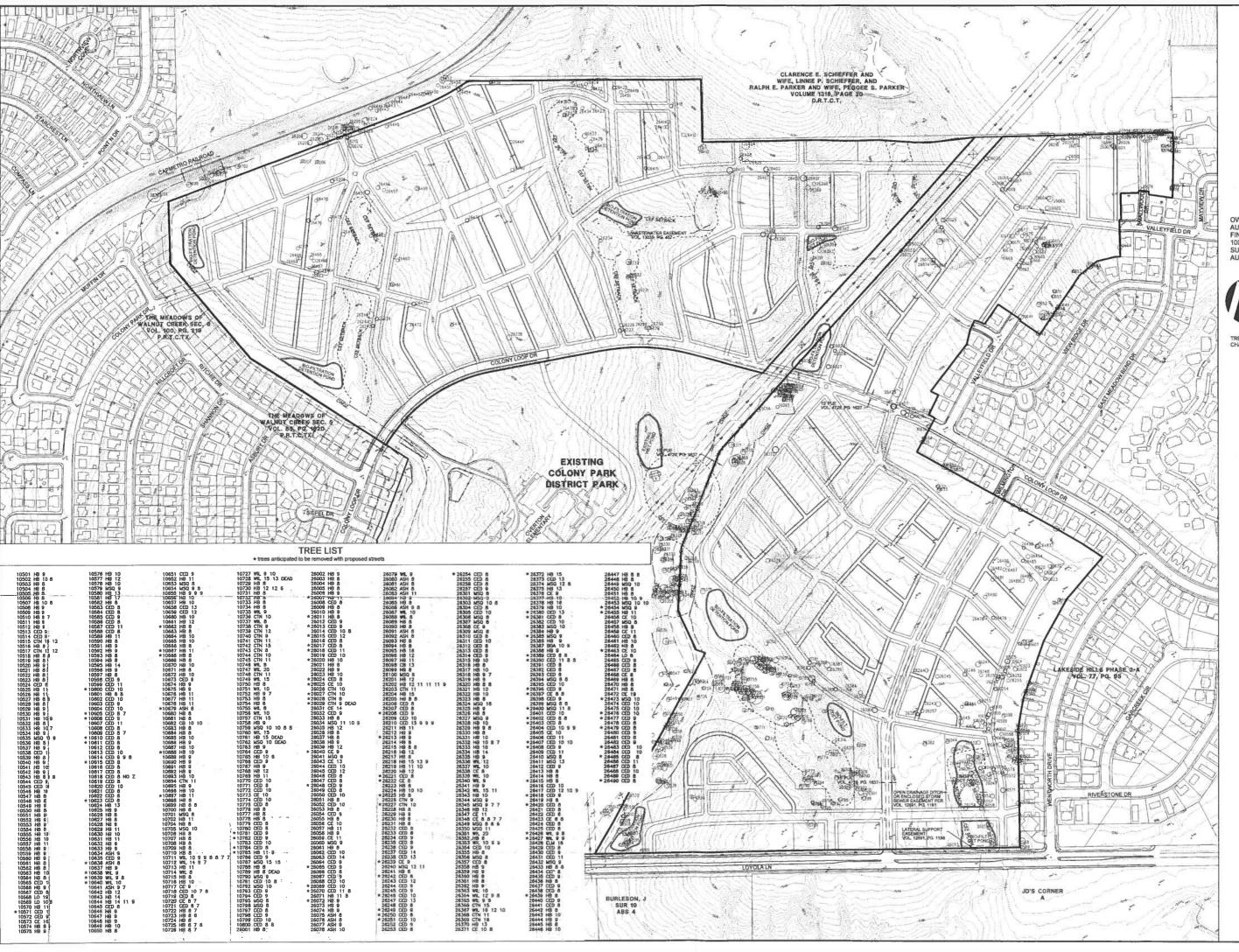
STRUCTURAL MODIFICATIONS TO T STOCK POND BERM (CEF 1) SHALL I FOR HEALTH AND SAFETY NEEDS. SHALL REVIEW AND APPROVE TO D WITH WETLAND REQUIREMENTS AN MINIMIZED AND MITIGATED.

DEGRADED RIPARIAN AREAS AND C LIMITED EXISTING TREES WILL BE T WITH NATIVE TREES AND OTHER VE



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PRELIMI TREE SU

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TREE SURVEY PROVIDED BY CITY OF A

