

04 **PATHWAYS FOR ECONOMIC OPPORTUNITY & EPA HOUSING**

PROPOSED USES

The plan set included as part of this application describes the basic building blocks of land uses, building heights, intensities and an overall design vision. Approximately 1.6 million square feet of mixed-use development is proposed, along with associated parks, open space and public improvements.

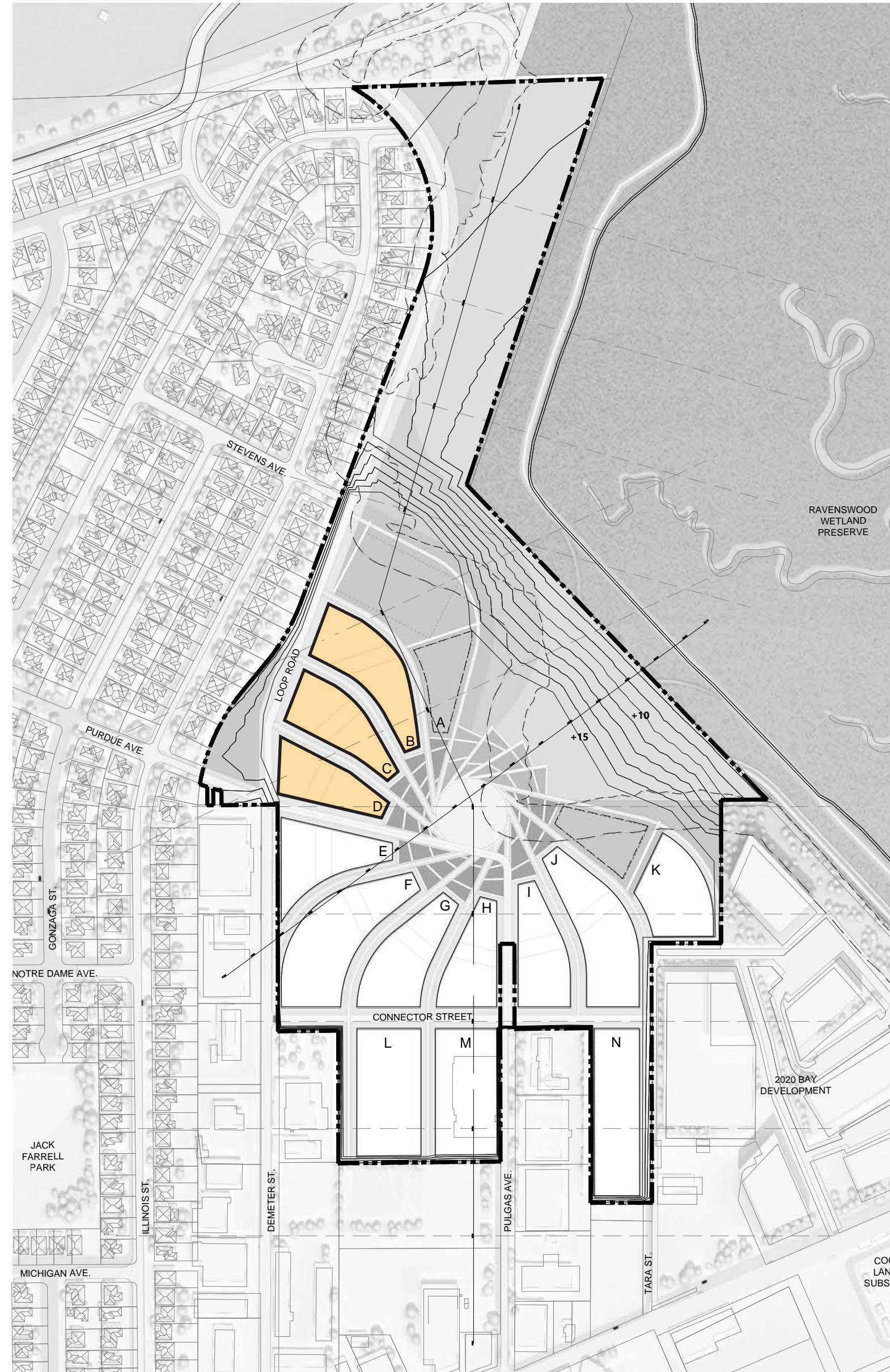


Above images are Illustrative Examples



EPA HOUSING

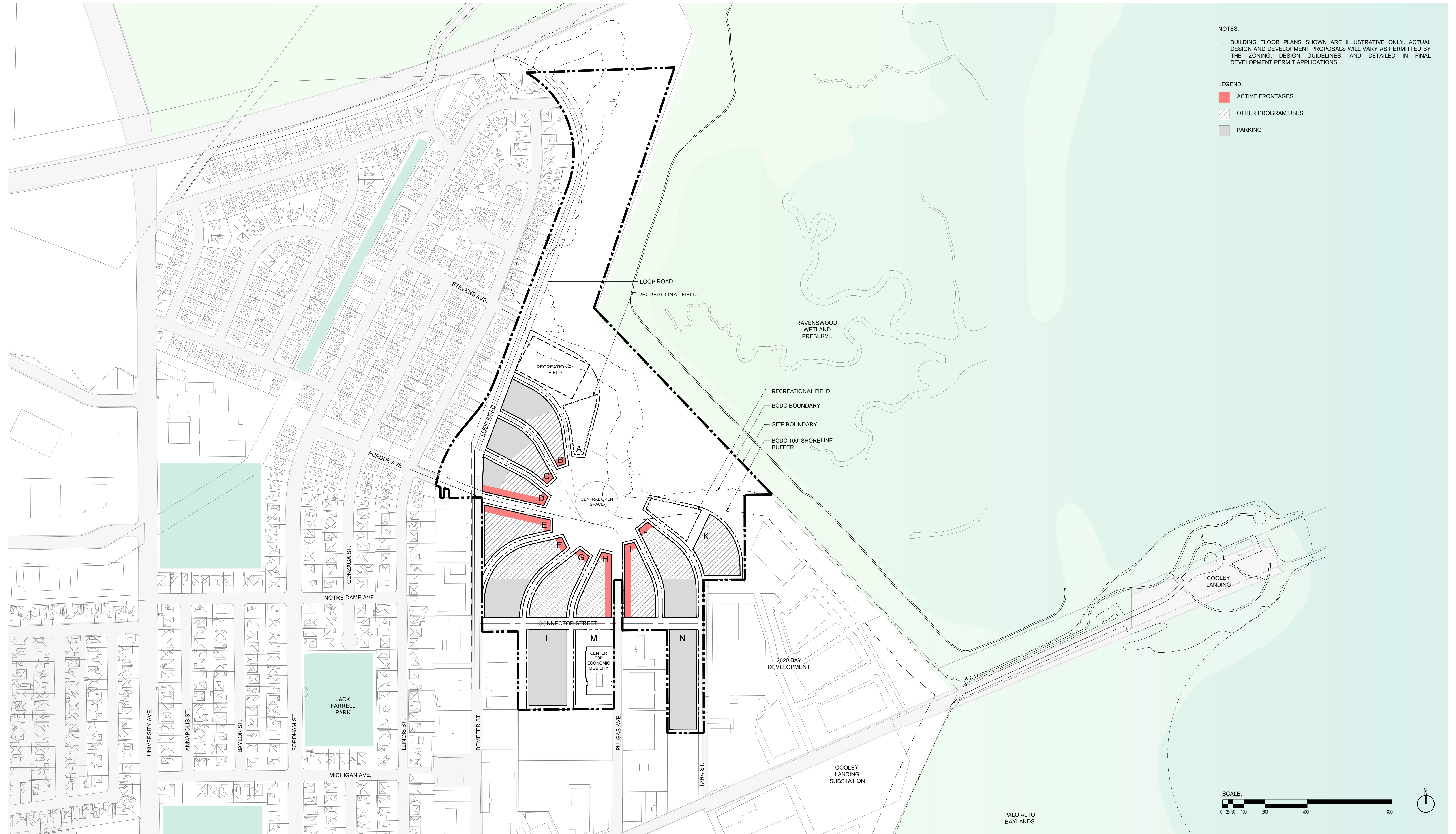
EPA housing will be located adjacent to University Village on plots B, C, and D, helping establish a respectful relationship to the scale of the existing neighborhood.



*The above images are Illustrative Examples.



4.1 ILLUSTRATIVE GROUND LEVEL BUILDING PLAN



ACTIVE FRONTAGES

Active frontages line the main axes Pulgas & Purdue, drawing activity towards the central park, with additional frontages facing the center, activating the plaza.

Active frontages can support a variety of users and programs for the community, keeping the streetscapes active all day and into the evenings. By creating a strong visual engagement between those on the street and those in ground-level programs it naturally enhances safety providing “eyes on the street”

Active frontages engage and create a dialogue between the community walking by & local businesses at ground floors.

Programming micro-retail, local restaurants, bakeries, bike shops, childcare, tailors, popup shops, R&D Displays, JOB train workshops, and other types of PDR (Production, Distribution, and Repair).



*Above images are Illustrative Examples:

ACTIVE FRONTAGES LOCAL RESTAURANTS & MICRO-RETAIL

Following image is an Illustrative Example:



ACTIVE FRONTAGES PEDESTRIAN FOCUSED STREETS

Following images are Illustrative Examples:



05 MULTIMODAL TRANSPORTATION

MODES OF MOBILITY

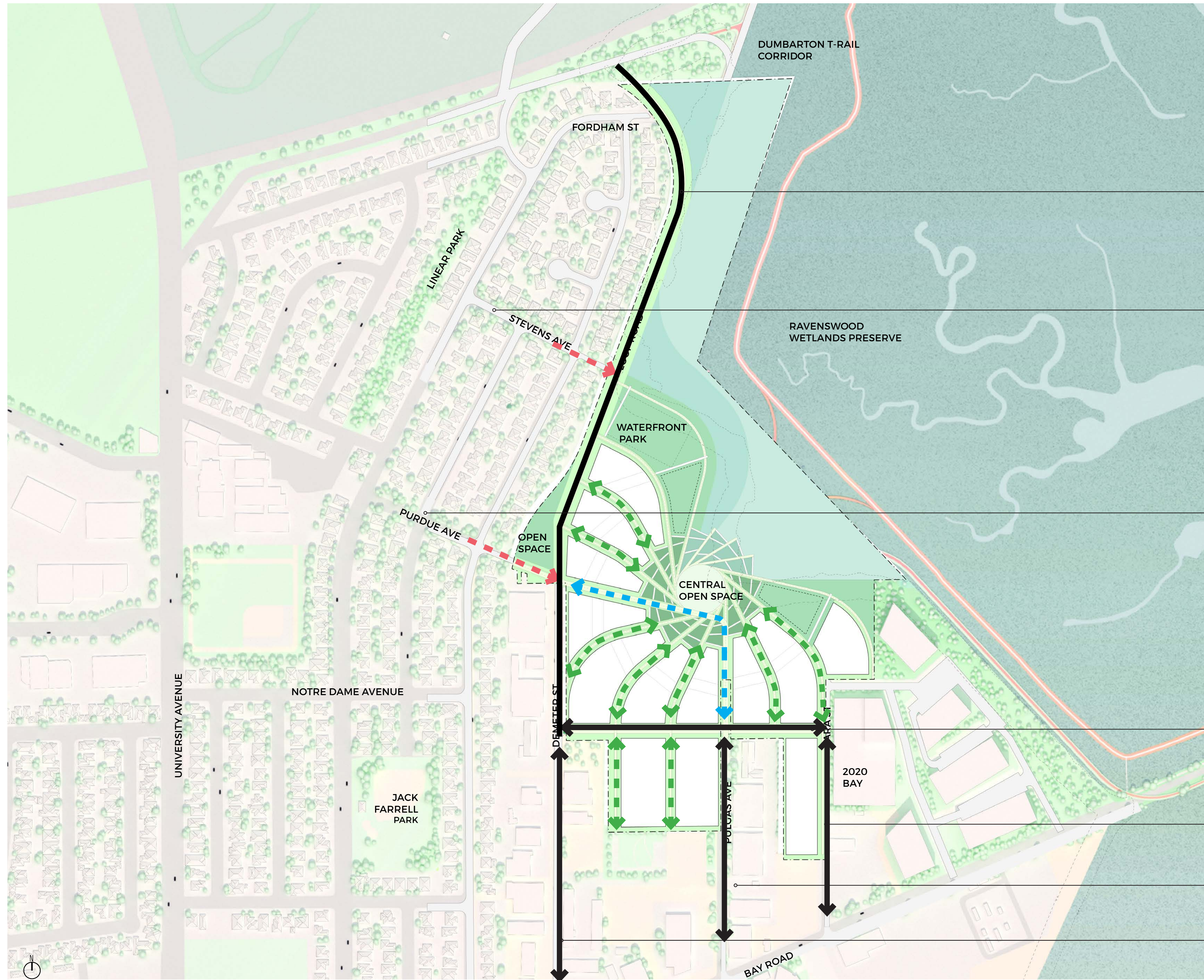
Site access within the development encourages walking, biking, and other micro-mobility modes such as scooters and micro shuttles at the forefront.

An emphasis is placed on scaling down and sharing streets between modes throughout, slowing down traffic and avoiding cut through routes for the neighborhood.



*Above images are Illustrative Examples:

SITE MOBILITY PLAN



LOOP ROAD:
A FUTURE CONNECTION DIVERTING CUT THROUGH TRAFFIC AWAY FROM THE NEIGHBORHOOD

STEVENS AVE:
A NEIGHBORHOOD ACCESS TO THE PARK





PURDUE AVE:
A NEIGHBORHOOD ACCESS TO THE PARK

THE CONNECTOR:
CONCENTRATING PARKING ACCESS AND SERVICES TO LIMIT THE VEHICLES WITH ACCESS FURTHER TOWARDS THE CENTER OF THE DEVELOPMENT

TARA ST:
SERVICE FOCUSED

PULGAS ST:
MAIN AXIS TO THE SITE VIA BAY ROAD

DEMETER ST:
MAIN AXIS TO THE SITE VIA BAY ROAD

-  NEIGHBORHOOD ACCESS
-  PEDESTRIAN 1ST SHARED STREETS
-  BUS/SHUTTLE
-  CARS

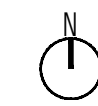
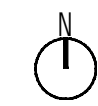
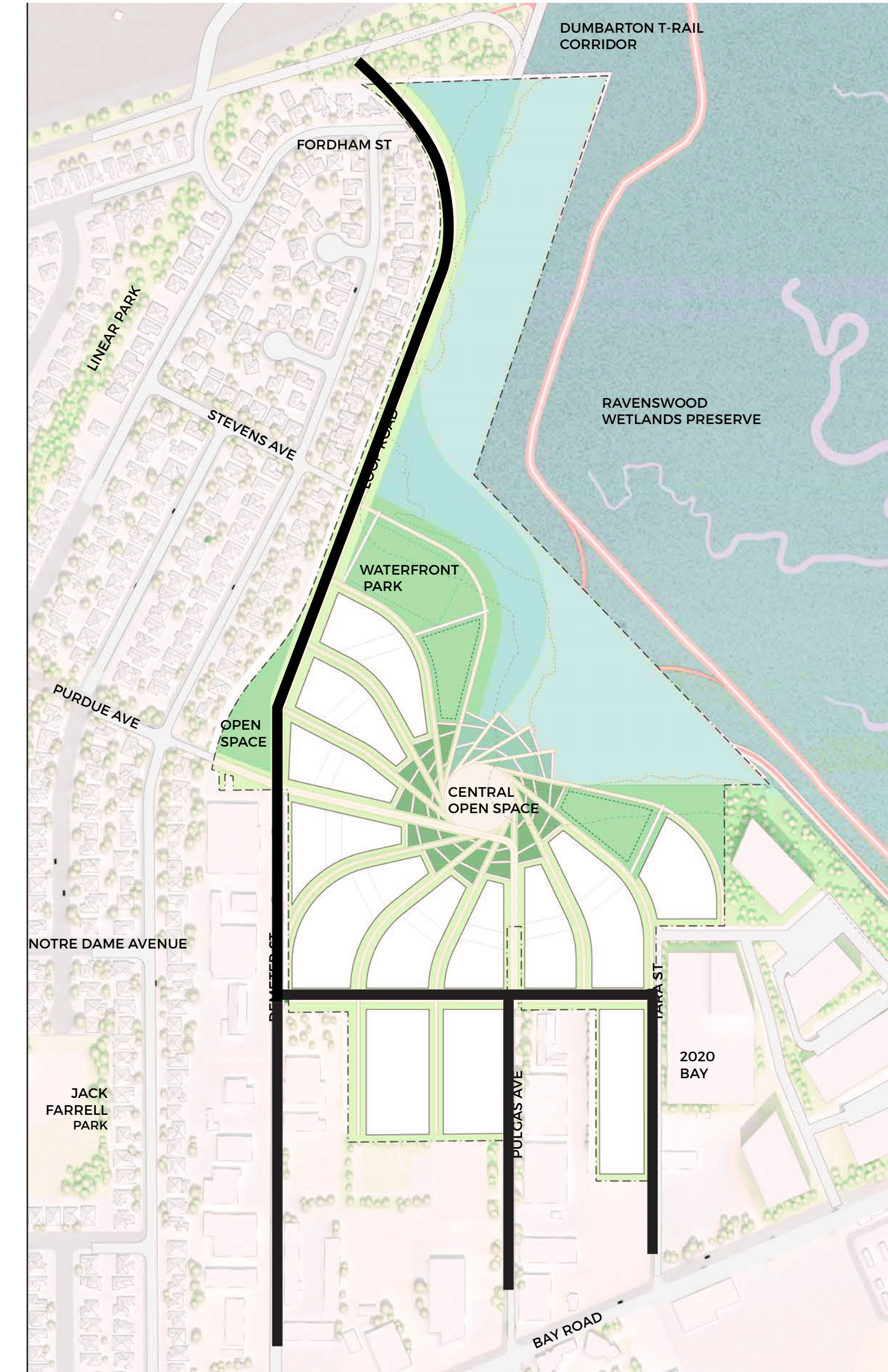
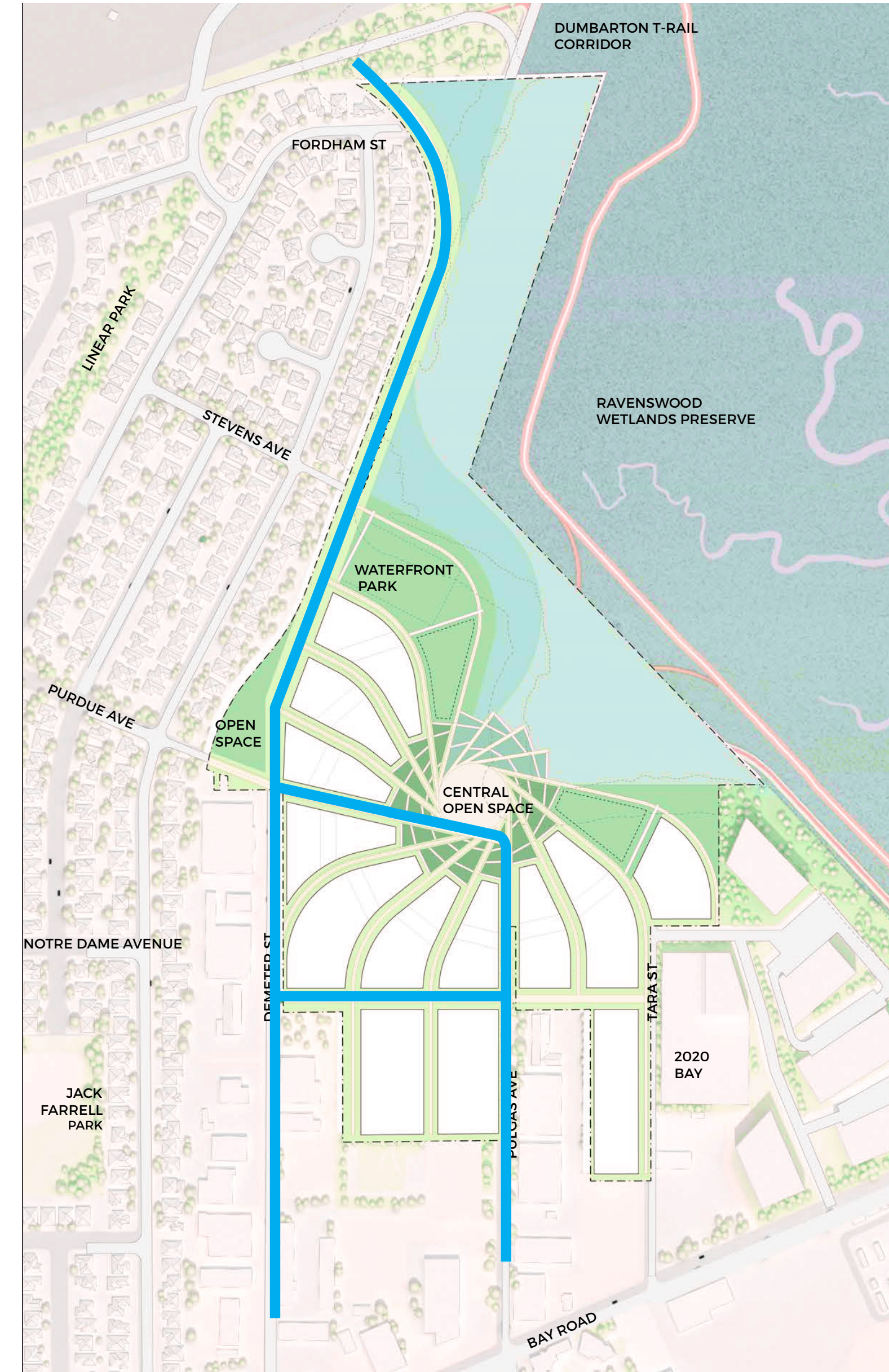
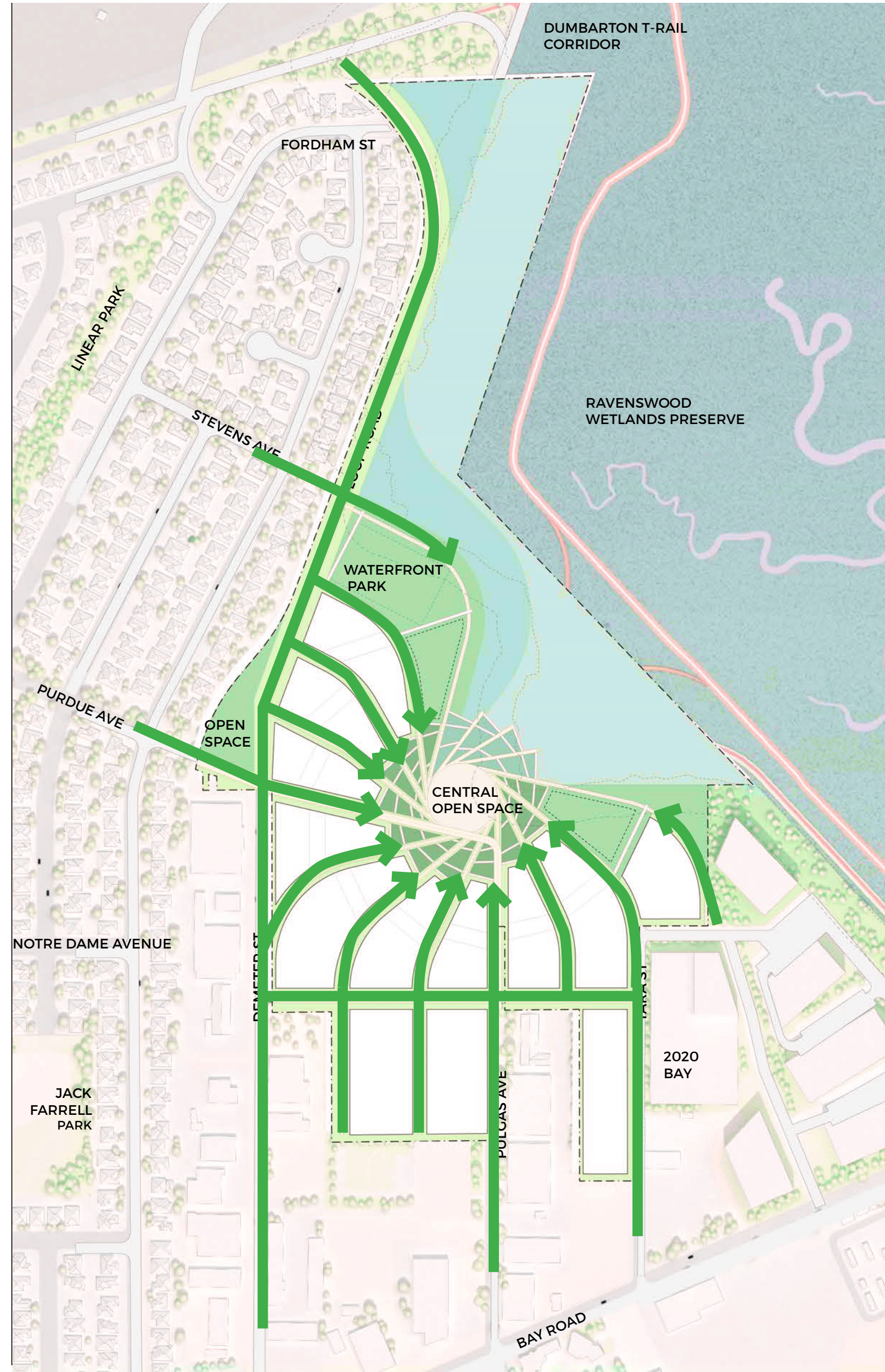
SITE MOBILITY DIAGRAMS

PEDESTRIAN FIRST BIKES & MICRO-MOBILITY

BUSES & SHUTTLES

CARS

EMERGENCY & SERVICES



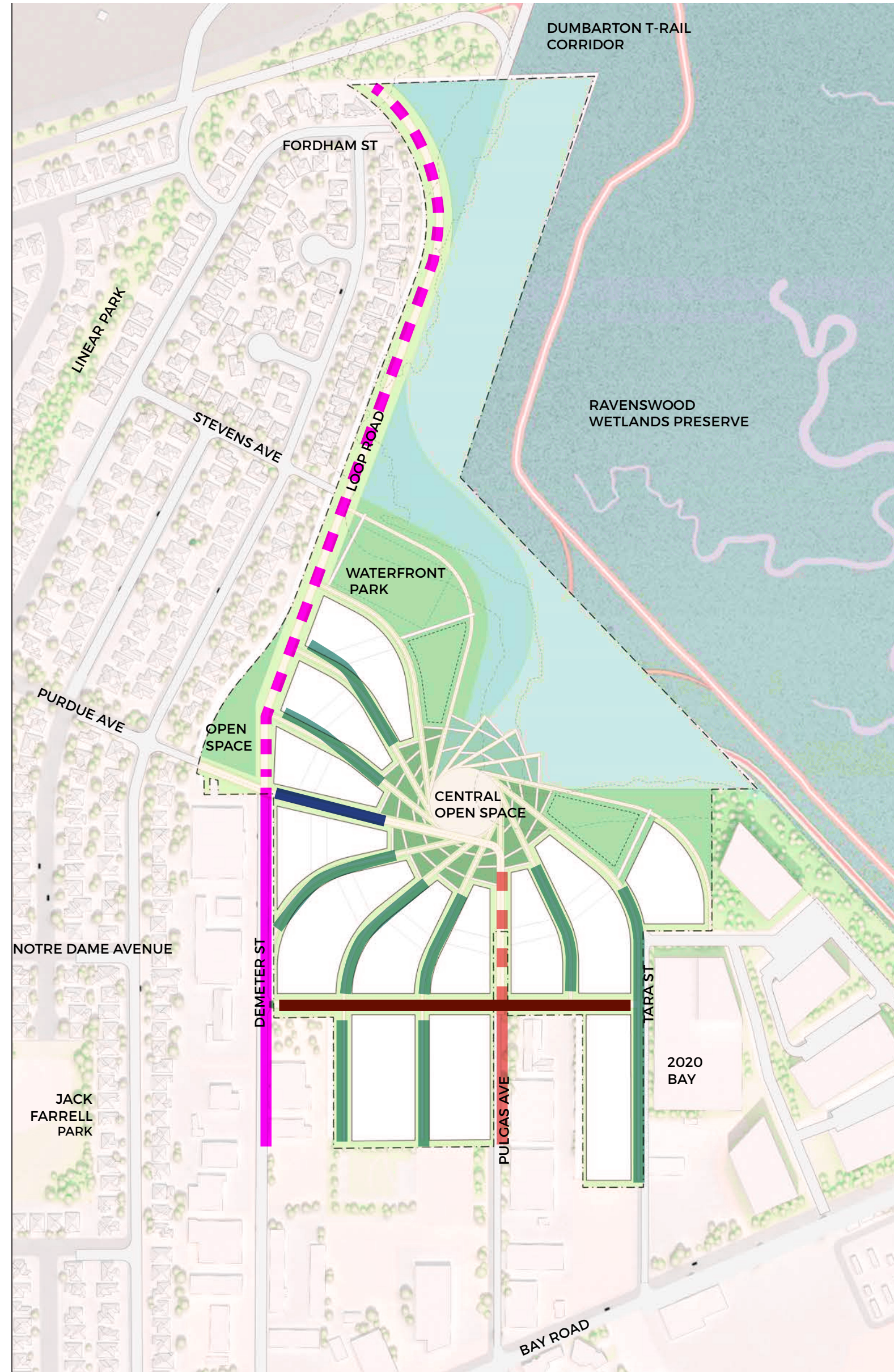
*NOTE: Services include ADA Drop-off, and at select hours: business loading, street cleaning, waste removal, etc.



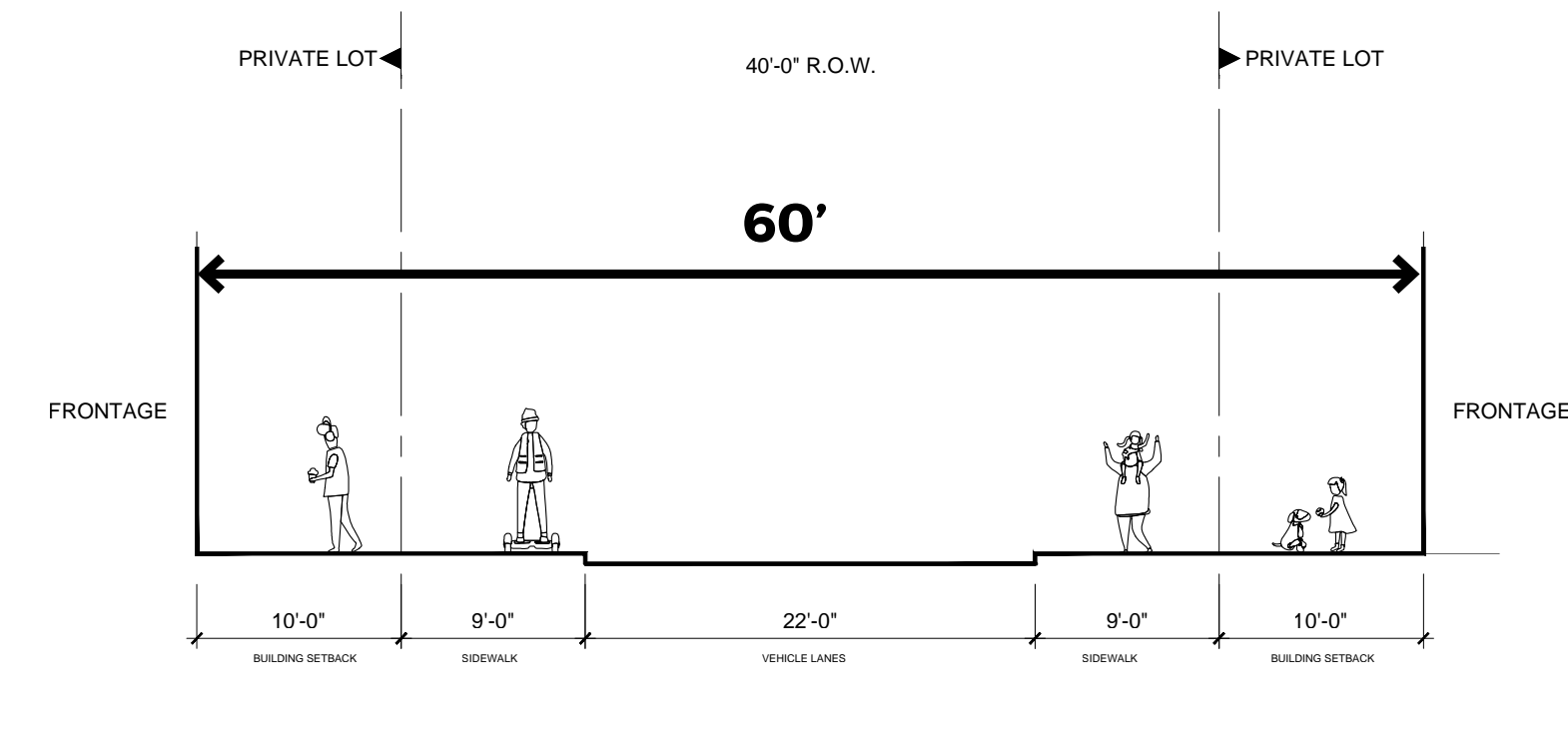
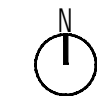
5.1 STREET SECTIONS

Street design emphasizes pedestrians as a priority, creating an intimate street scale to keep the street experience active and safe.

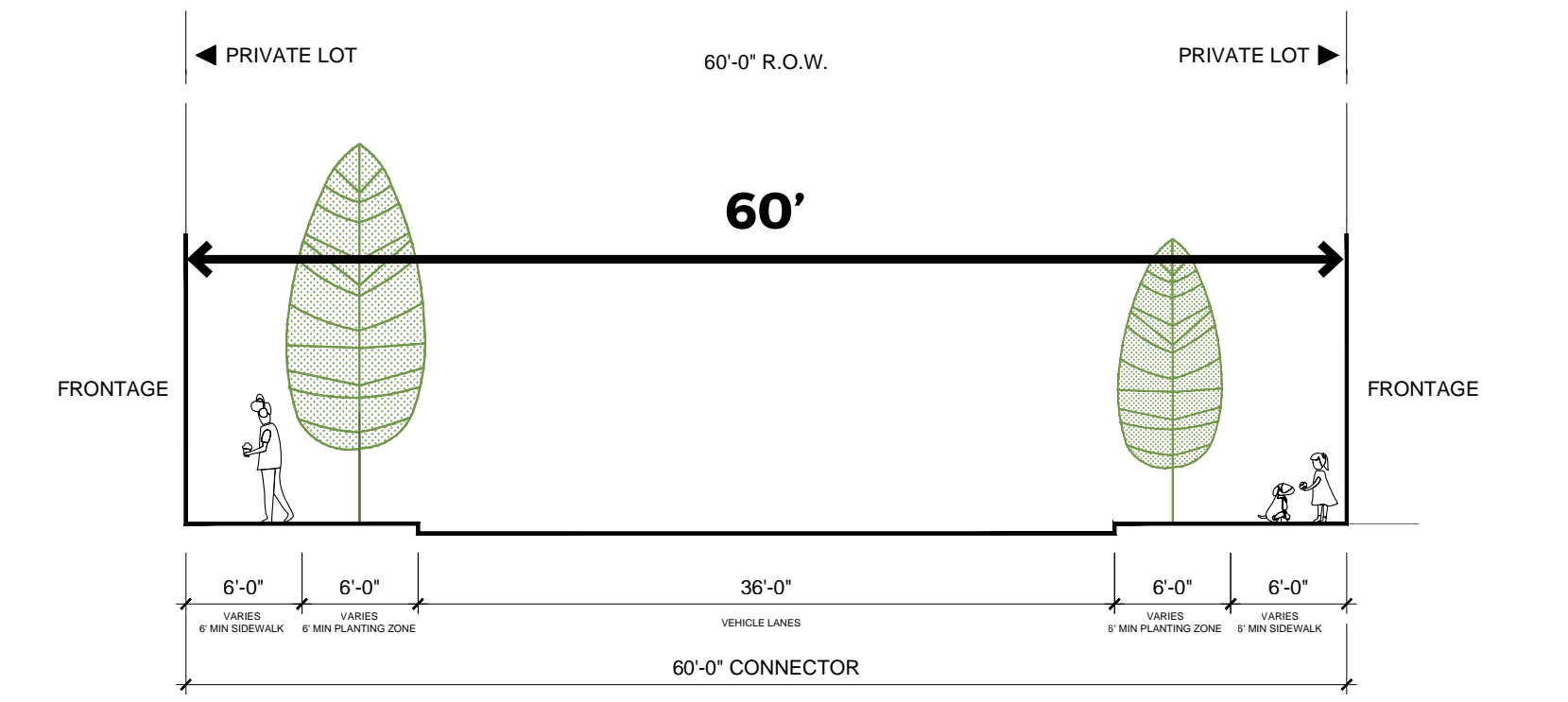
Limiting vehicular traffic creates a more attractive condition for walking and cycling, leading to easier neighborhood access to shops, homes, and public space.



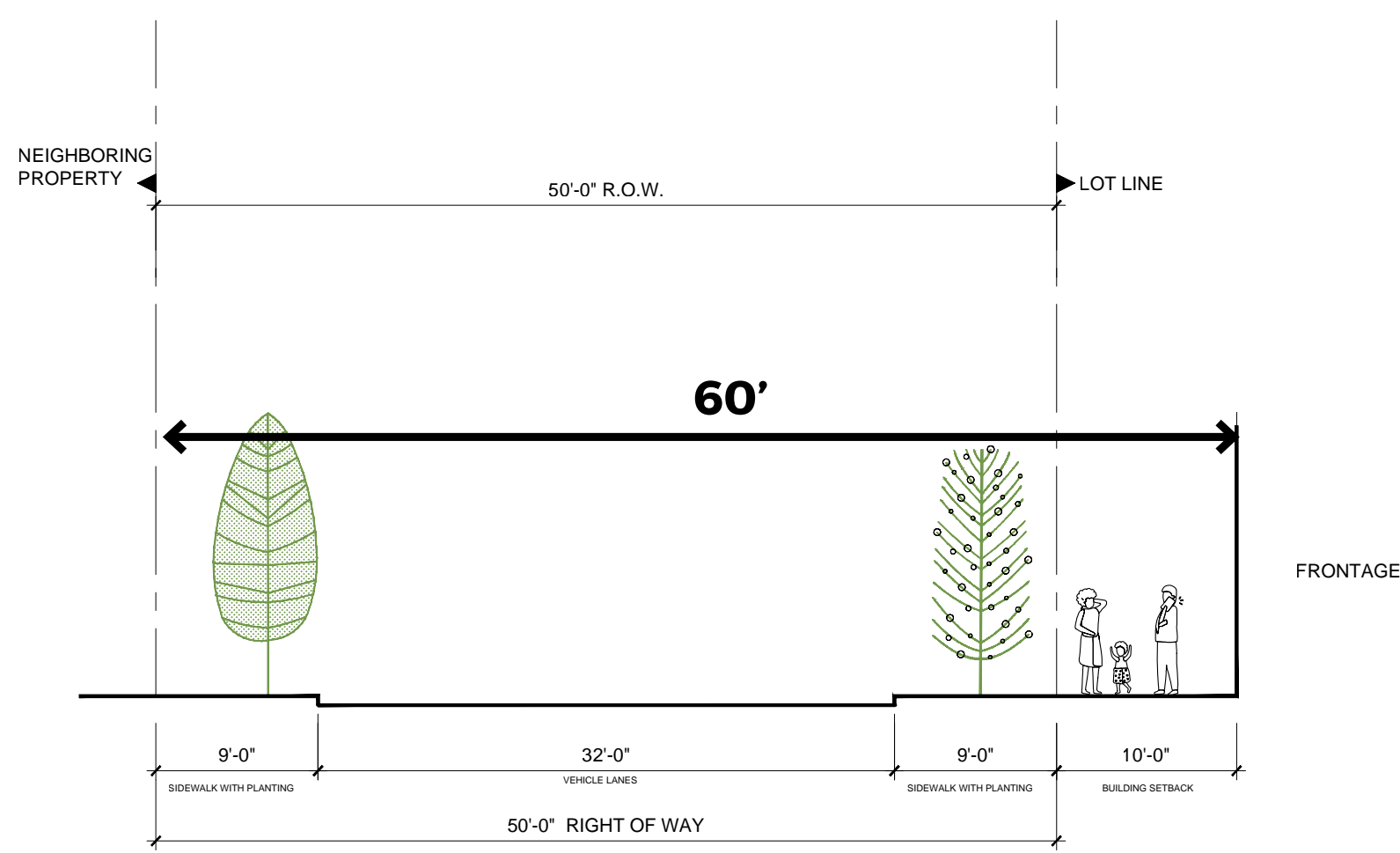
KEY MAP



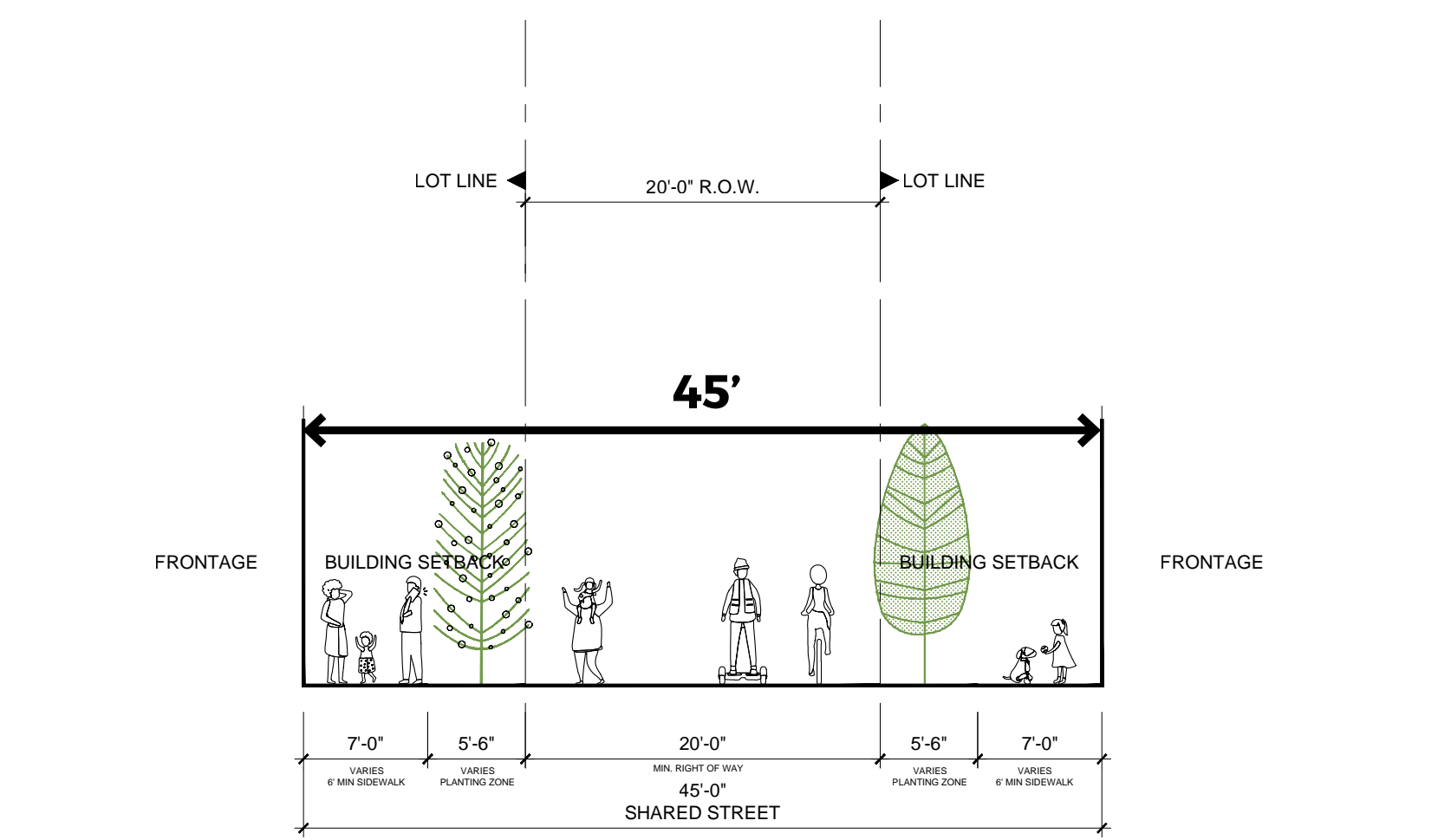
6 STREET SECTION - CONNECTOR PULGAS
AS DEFINED IN SPECIFIC PLAN
Scale: 1/8" = 1'-0"



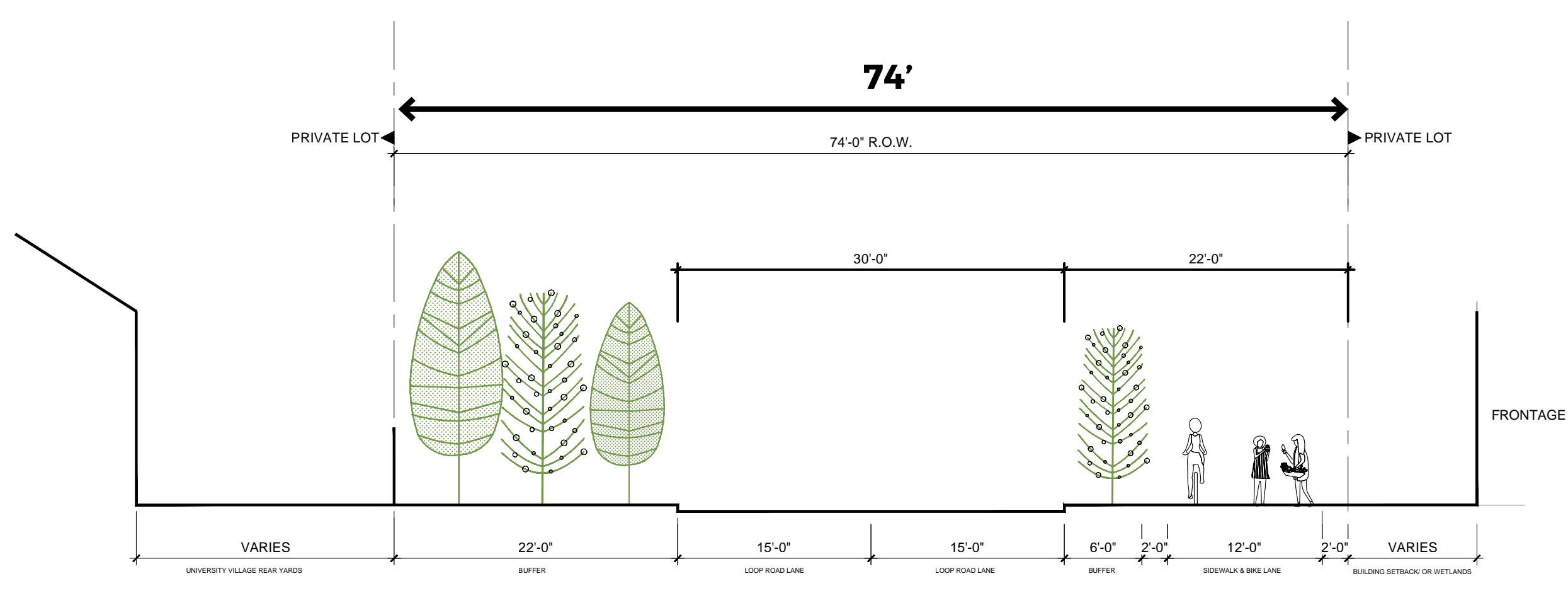
3 STREET SECTION - CONNECTOR TYPICAL
AS DEFINED IN SPECIFIC PLAN
Scale: 1/8" = 1'-0"



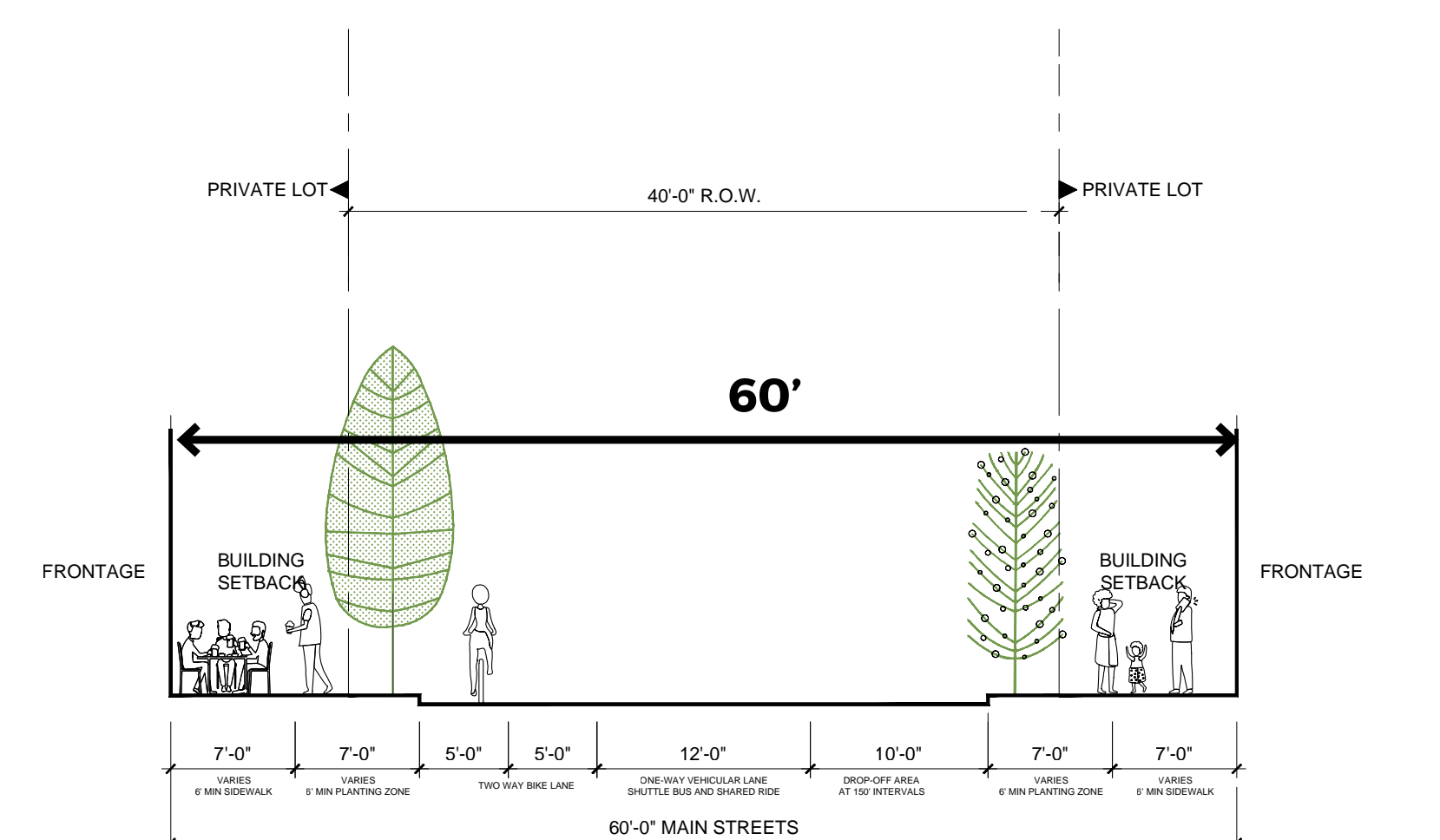
5 STREET SECTION - CONNECTOR DEMETER
AS DEFINED IN SPECIFIC PLAN
Scale: 1/8" = 1'-0"



2 STREET SECTION - 45'
Scale: 1/8" = 1'-0"



4 STREET SECTION - LOOP ROAD
AS DEFINED IN SPECIFIC PLAN
Scale: 1/8" = 1'-0"



1 STREET SECTION - 60'
Scale: 1/8" = 1'-0"

STREETSCAPE INSPIRATION

Program spill-out, varied street scales, and pedestrian focused mobility help activate the street to become a safe and vibrant space for the community.

ACTIVE STREETS



ACTIVE & SAFE AT NIGHT



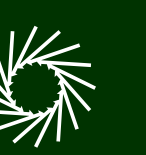
PASEOS



SHARED STREET SPILL-OUT



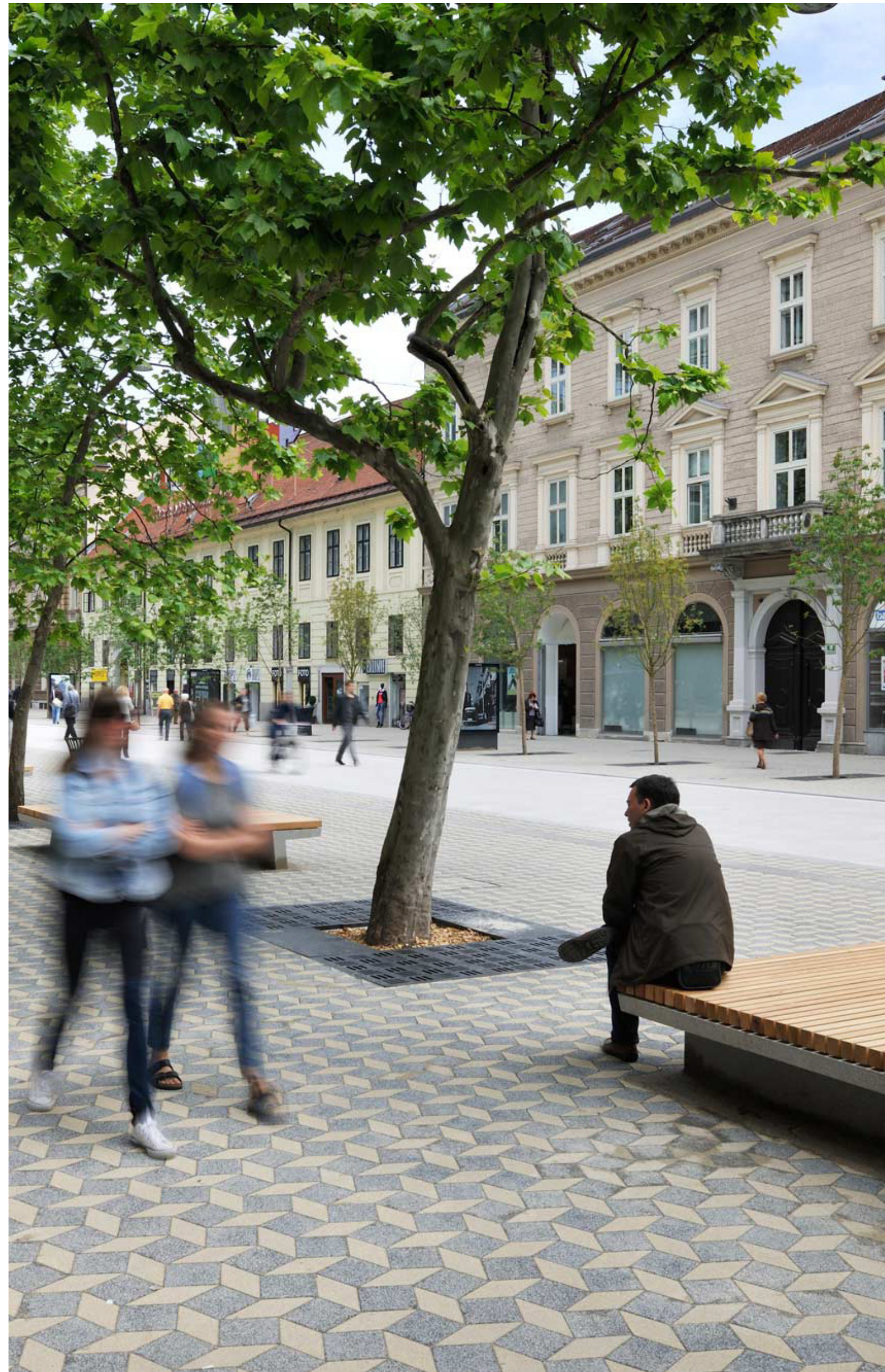
*The above images are illustrative examples.



STREET TYPES

MAIN STREETS

Wider street for main access and dedicated space for public transportation and drop-offs.



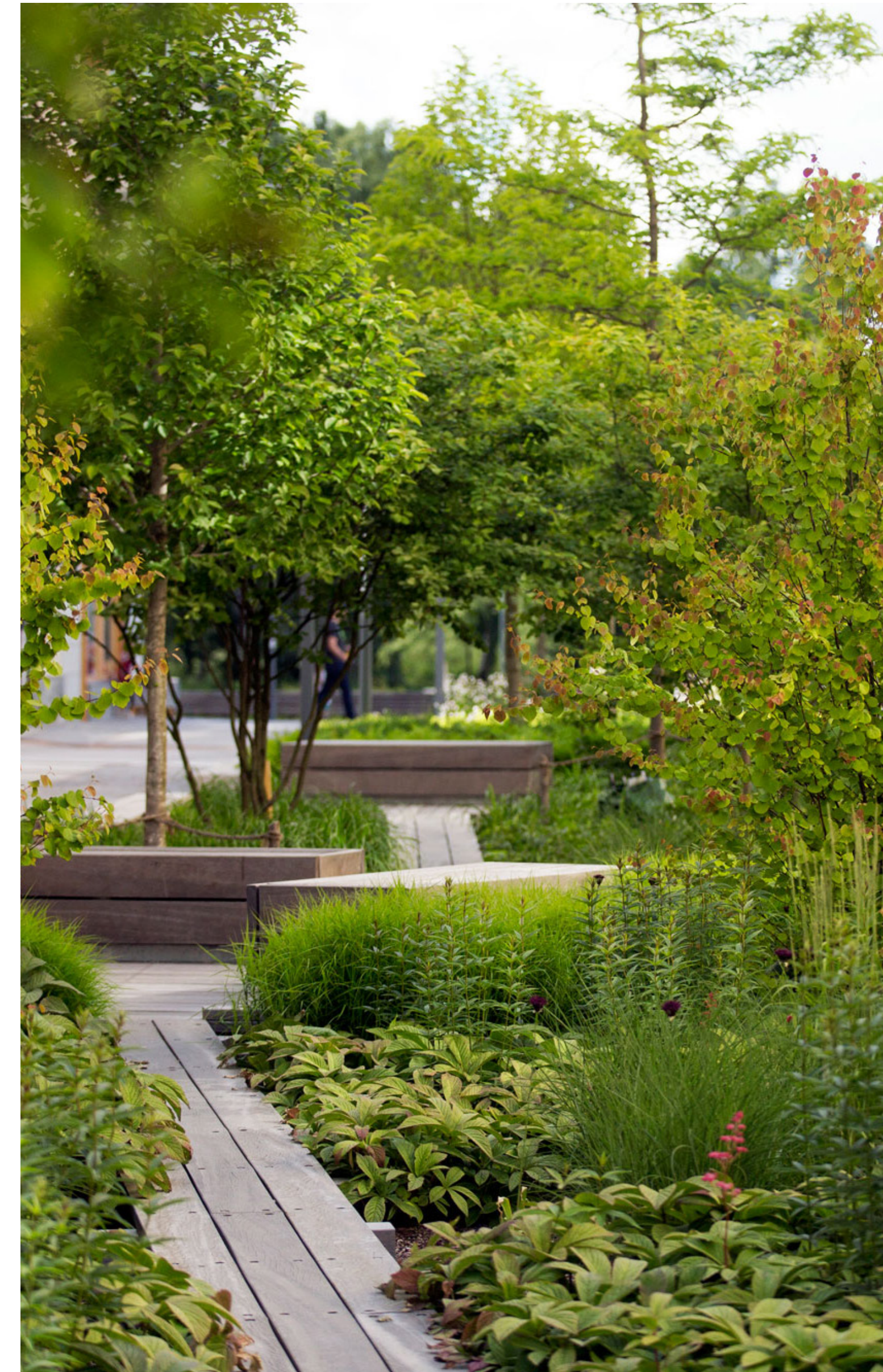
SHARED STREETS

Human-scale with minimal traffic separation to create more spontaneous flows and activities



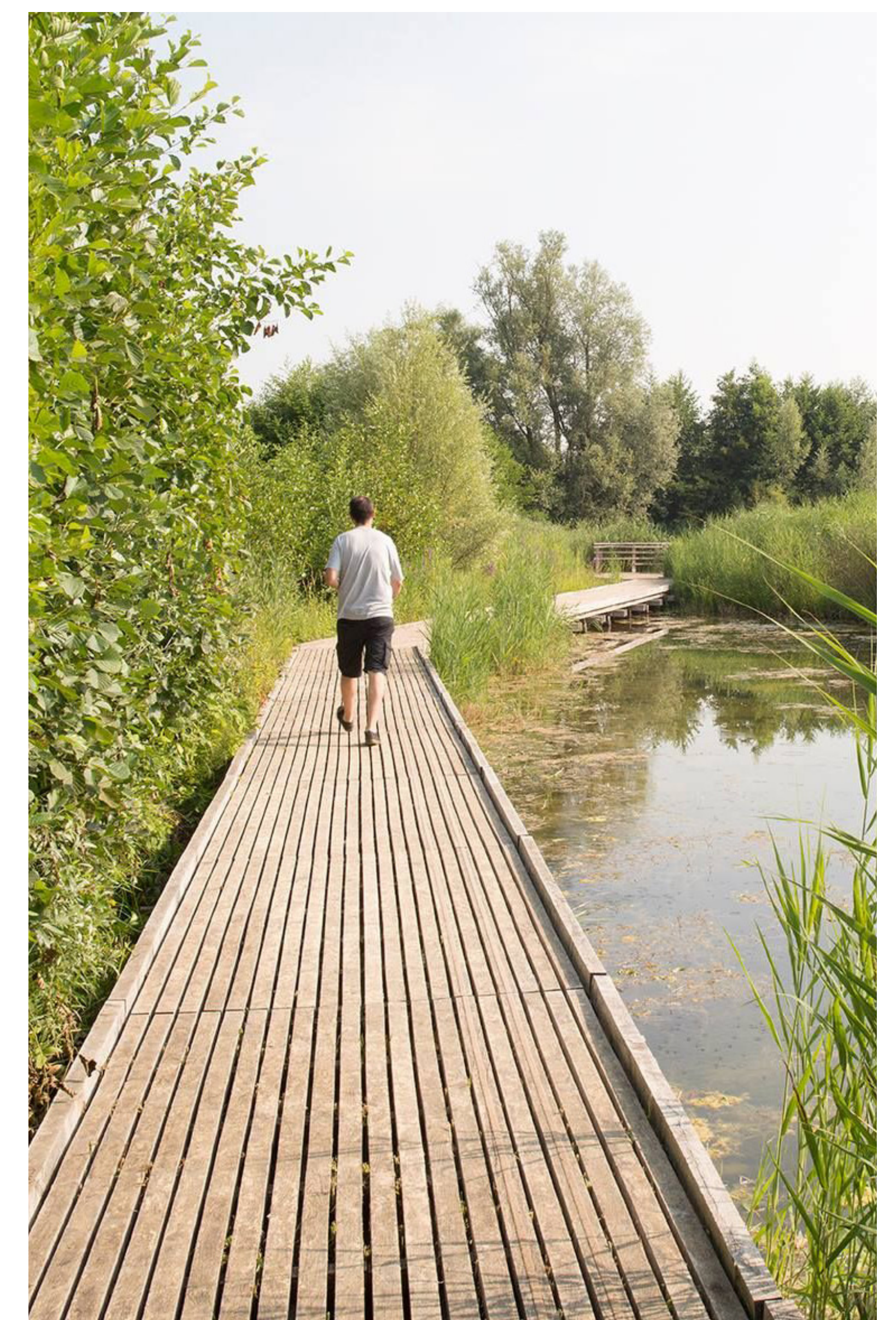
PASSAGEWAY

Park-like passages between buildings to allow for shaded area to sit and relax



BOARDWALKS

Narrow wooden paths to experience the heart of the wetlands



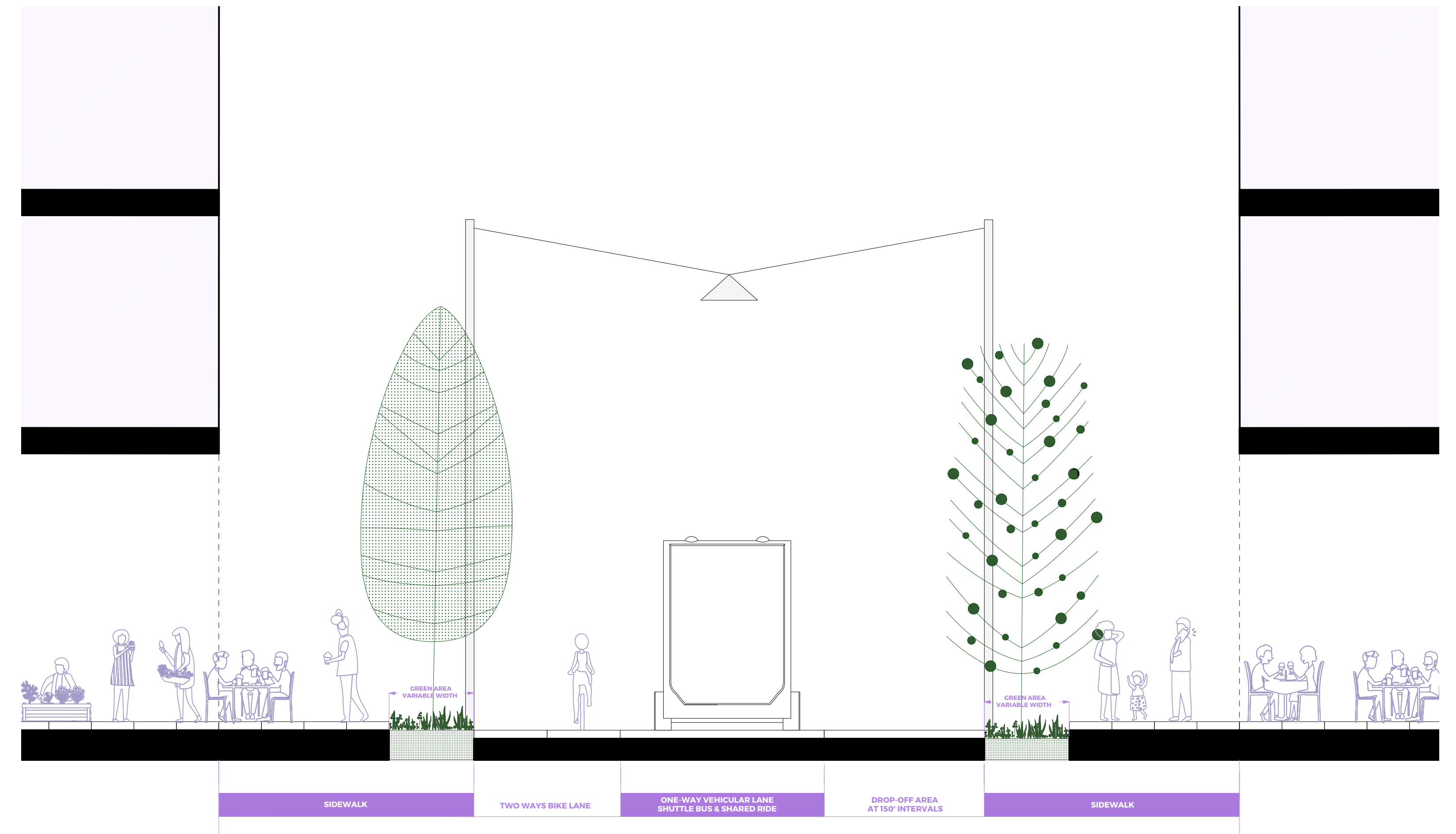
*The above images are illustrative examples.



STREETSCAPE: MAIN STREET



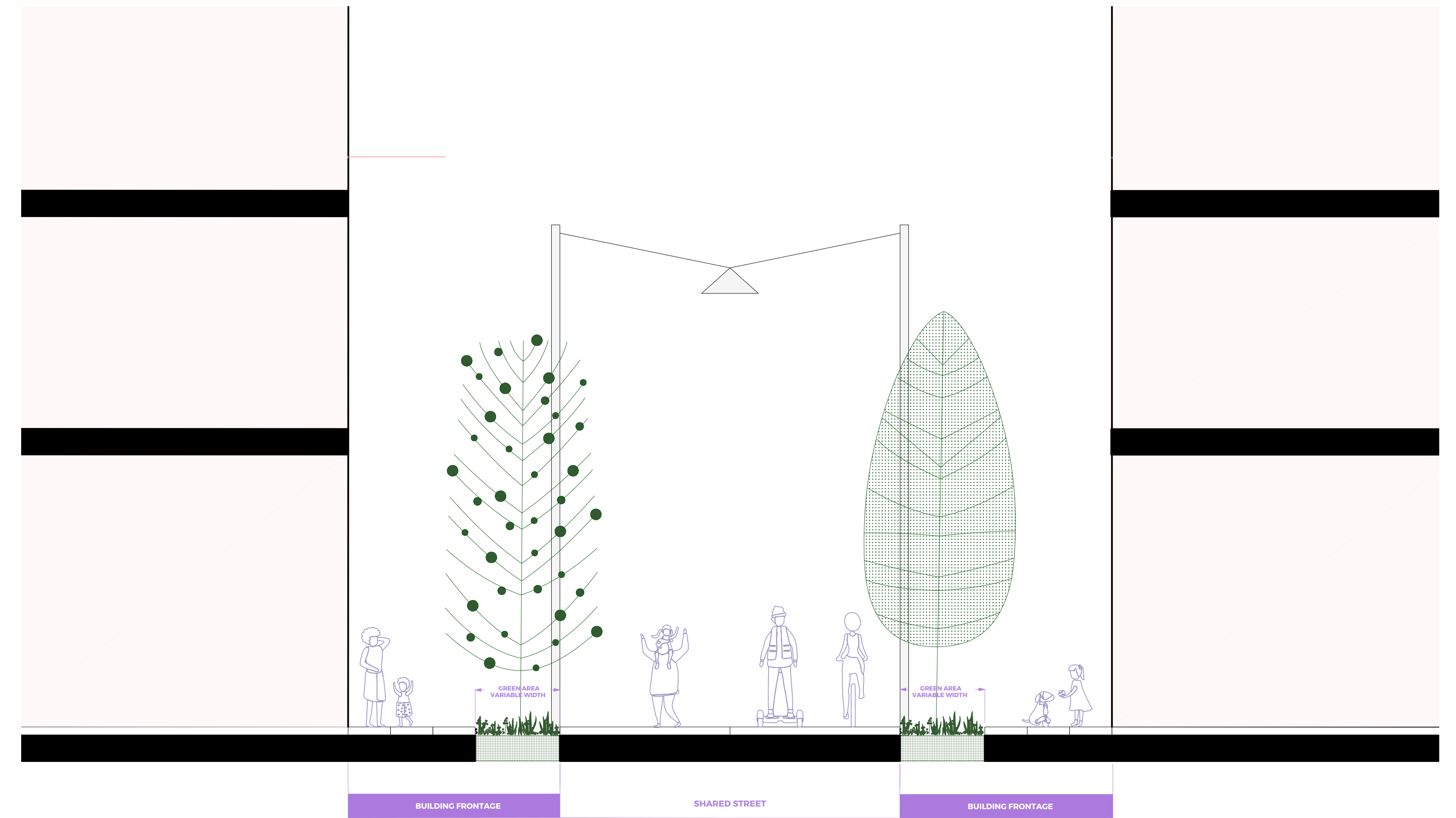
*Above image is an illustrative example



STREETSCAPE: SHARED STREET



*Above image is an illustrative example



MIDBLOCK PASSAGEWAY



*Above image is an illustrative example

