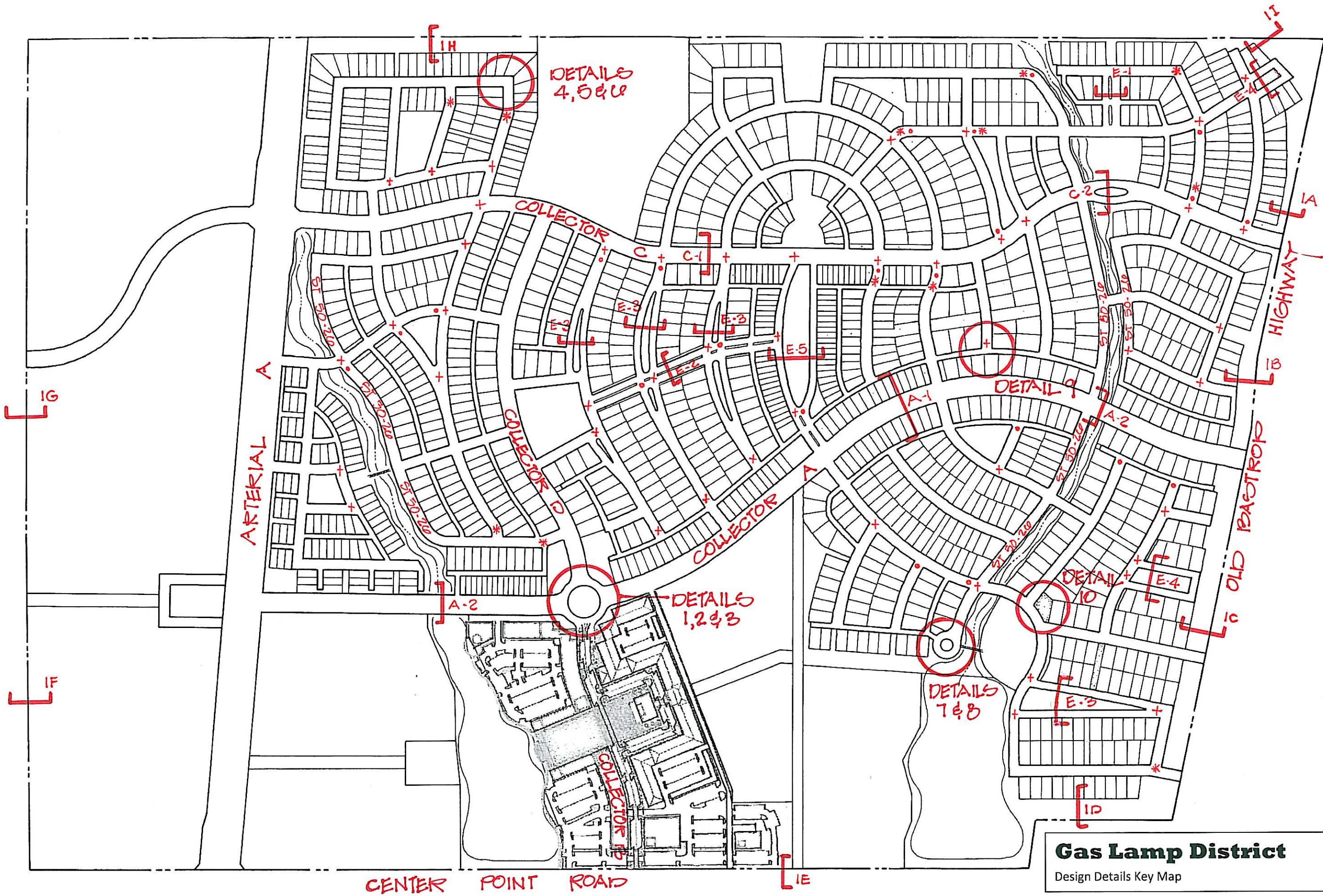




Prepared for:
Walton Development and Management
515 Congress Avenue, Suite 2050
Austin, Texas 78701

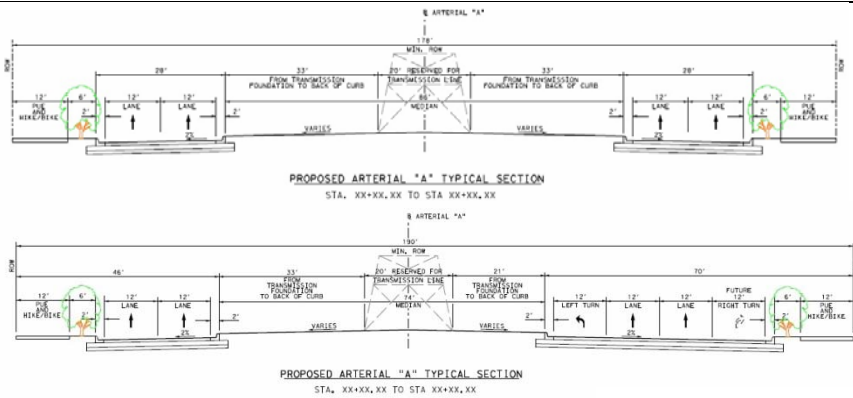
Prepared by:
Pangaea Land Consultants
2834 La Mirada Drive, Suite H
Vista, California 92081

January 10, 2012



Gas Lamp District
Design Details Key Map

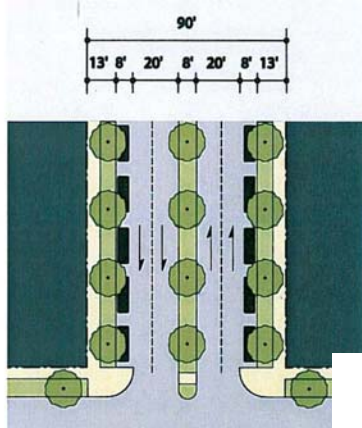
STREET SECTIONS



Images by Bury+Partners

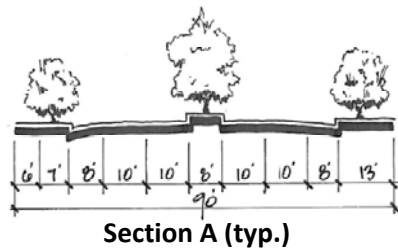
Arterial A

- Custom sections designed by Bury+Partners to address special circumstances of proposed thoroughfare and existing electric transmission lines and towers within an easement.
- Width variations due to turn pockets.

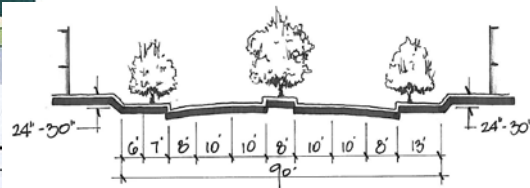


AV-90-56	
Avenue	T3, T4, T5
Width	90 feet
Travel Lane	56 feet
Speed	Slow Movement
Speed Limit	25 MPH
Clearance	5.7 seconds - 5.7 seconds at corners
Lanes	4 lanes
Markings	Both Sides @ 8 feet marked
Width	10 feet
Markings	ST, FC, DY/LC, PF
Width	6 foot Sidewalk
Planting	7 foot Continuous planter
Markings	Curb or Swale *
Planting	Trees at 30' o.c. Avg.
Markings	BR, TR

Source: San Marcos Smart Code



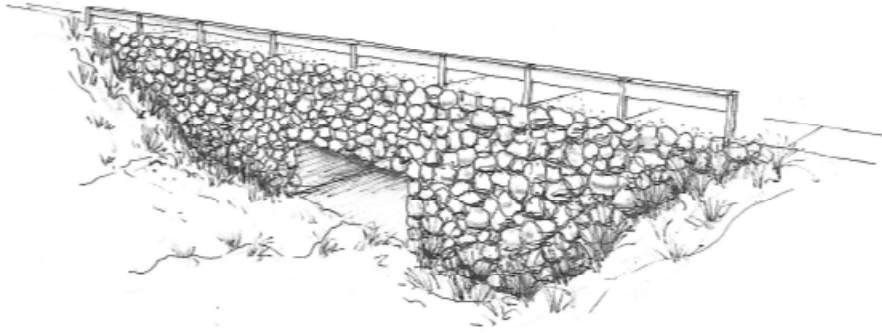
Section A (typ.)



Section A-1

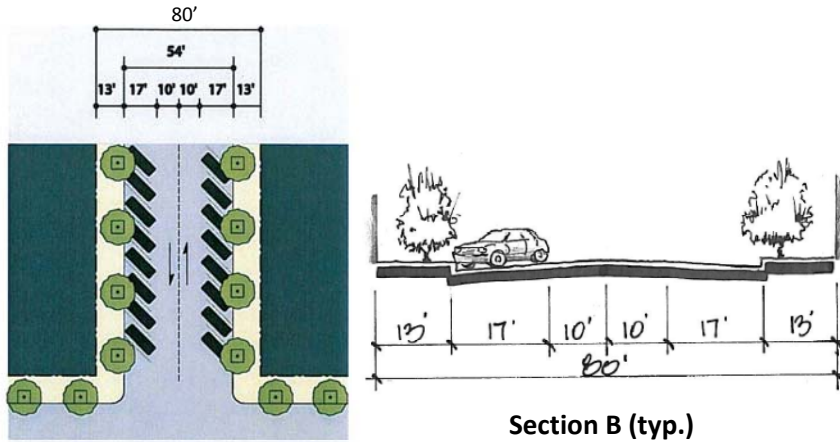
Collector A

- Urban environment enhanced by alley-loaded units along this avenue with front doors facing parkway.
- Curb returns noted as 10 feet – conflicts with City Standards. Minimum curve radius meets City Standards.
- Narrowing of pavement allowed at intersections. This needs to be allowed and coordinated with intersecting streets (see **Details 1 and 2**).
- **Sect. A-1** – Flanking units should have vertical separation of 24" to 30" above right-of-way to provide separation from street and transition from public space to private space.



Section A-2

- **Sect. A-2** – Crossings of two major Pasesos/drainageways may be articulated on headwalls to read as bridges.



Section B (typ.)

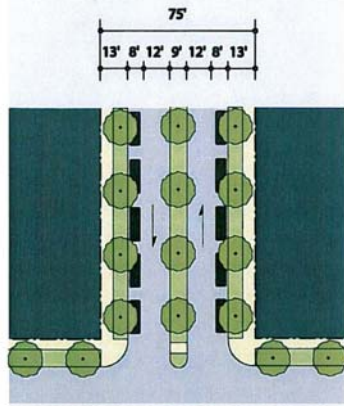
CS-80-54

Commercial Street
T5
80 feet
54 feet
Slow Movement
25 MPH
5.7 seconds
2 lanes
Both Sides @ 17 feet marked reverse angle
5 feet
Gallery/Arcade, Shopfront/Awning
17 foot Sidewalk
7'X7' tree well
Curb
Trees at 30' o.c. Avg.
BR, SH, TR

Source: San Marcos Smart Code

Collector B

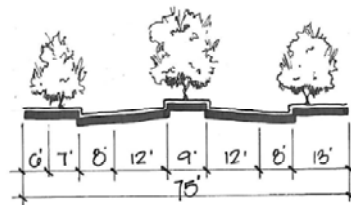
- Diagram depicts reverse angled parking. Developer desires to have option to utilize forward angled parking.
- “Neck-downs”, or narrowing of pavement should be allowed at intersections and mid-block crossings to favor pedestrians over vehicles in this urban environment.
- Curb returns noted as 5 feet – conflicts with City Standards. Minimum curve radius meets City Standards.



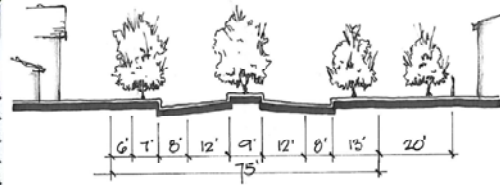
AV-75-40

Avenue
T3, T4, T5
75 feet
40 feet
Slow Movement
25 MPH
5.7 seconds - 5.7 seconds
2 lanes
Both Side @ 8 feet marked
10 feet
ST, FC, DY/LC, PF
6 foot Sidewalk
7 foot Continuous planter
Curb or Swale *
Trees at 30' o.c. Avg.
BR, TR

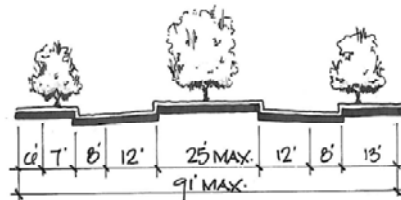
Source: San Marcos Smart Code



Section C (typ.)



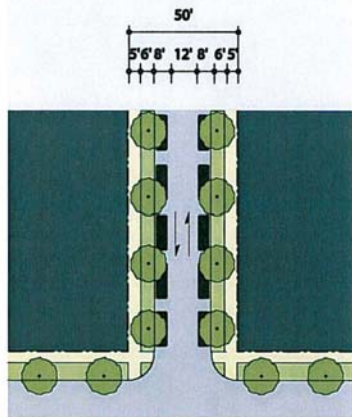
Section C-1



Section C-2

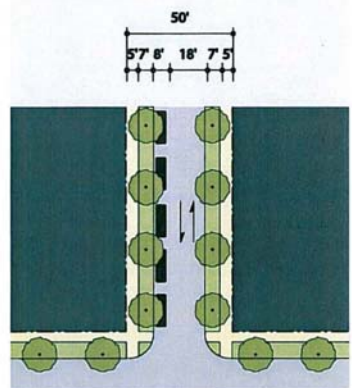
Collectors C and D

- “Neck-downs”, or narrowing of pavement should be allowed at either all, or at select, intersections and coordinated with pedestrian routes to favor pedestrians over vehicles.
- Curb returns noted as 10 feet – conflicts with City Standards. Minimum curve radius meets City Standards.
- **Sect. C-1** – Additional parkway width along northerly right-of-way allows for enhanced pedestrian route from large central portion of community to the school. Sidewalk may be further separated from travel lanes. Additional pathway may be incorporated, along with additional street trees.
- **Sect. C-2** – A variable width median in an oval shape is proposed as a traffic-calming measure in front of the Park. The geometry of the median will be determined by the engineer, but will maintain 20-feet of paving on each side.



ST-50-28

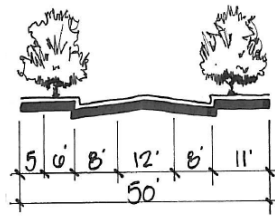
Street
14, 15, 16
50 feet
28 feet
Yield Movement
20 MPH
7.6 seconds
2 lanes
Both Sides @ 8 feet unmarked
10 feet
ST, FC, DY/LC, PF
5 foot Sidewalk
6 foot Continuous planter
Curb
Trees of 30' o.c. Avg.
BR, SH



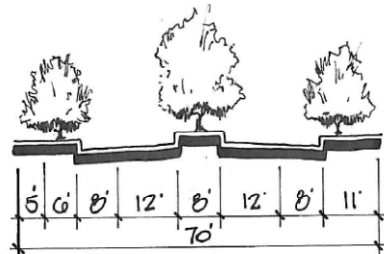
ST-50-26

Street
14, 15, 16
50 feet
26 feet
Free Movement
20 MPH
7.4 seconds
2 lanes
One Side @ 8 feet marked
10 feet
ST, FC, DY/LC, PF
5 foot Sidewalk
7 foot Continuous planter
Curb
Trees of 30' o.c. Avg.
BR, SH

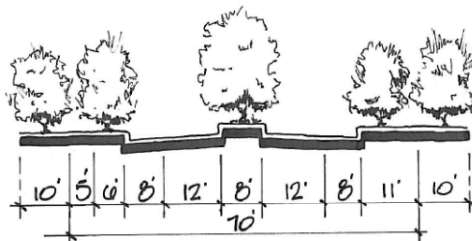
Source: San Marcos Smart Code



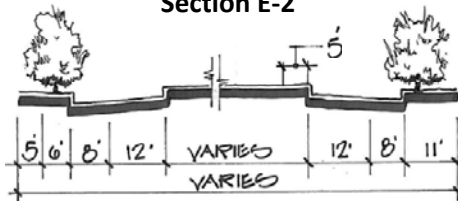
Section E (typ.)



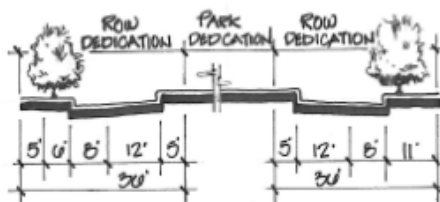
Section E-1



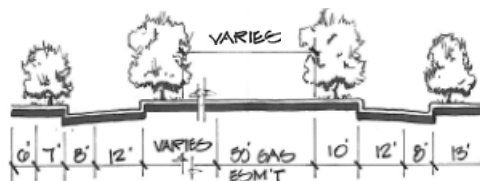
Section E-2



Section E-3



Section E-4



Section E-5

E – Typical Local Street

- ST-50-28 used for most local streets. In cases where street is parallel and adjacent to Paseo, ST-50-26 is utilized to eliminate parking along singly-loaded, or unloaded, open space edge.
- Curb returns noted as 10 feet – conflicts with City Standards. Minimum curve radius does not meet City Standards.
- **Sect. E-1** – Similar to AV-75-40, but with the narrower parkway of ST-50-28. Provided as an enhanced entryway to emphasize a view and a minor pedestrian route.
- **Sect. E-2** – Similar Sect. E-1, but with 10 feet of additional parkway on both sides. Provided as a primary segment of the pedestrian route across the community and connects two parks.
- **Sect. E-3** – A greenspace provided in a neighborhood with visual reference to a Park, Paseo, and Basin. The area between the two one-way roads may be dedicated as park space, or be considered as a wedge-shaped median.
- **Sect. E-4** – Constant width media/park in the middle of a one-way loop that is provided in lieu of a cul-de-sac.
- **Sect. E-5** – The purpose of this space and the flanking road is to diminish or mask the existing 50-foot gas main easement bisecting the property. The location lends itself to creating a major organizing element for the community. Park dedication may be possible between the two on-way roads and over the easement.

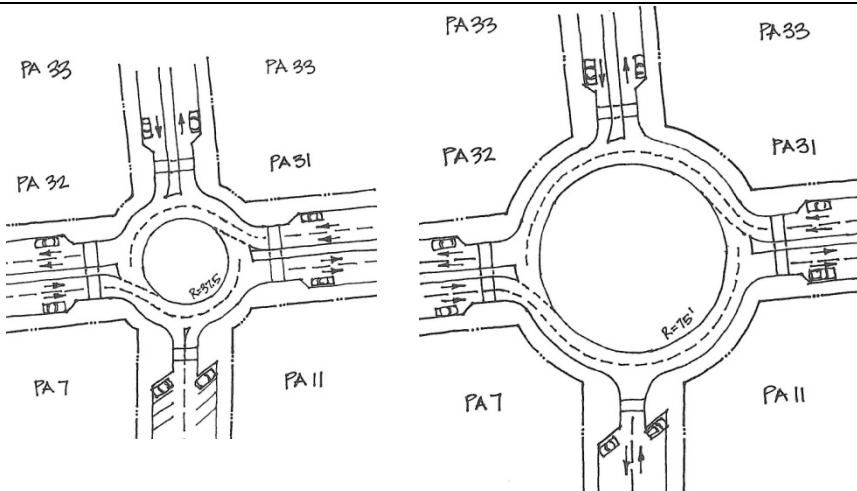


Source: San Marcos Smart Code

**Typical Rear Lane (T3 and T4)
Typical Rear Alley (T5)**

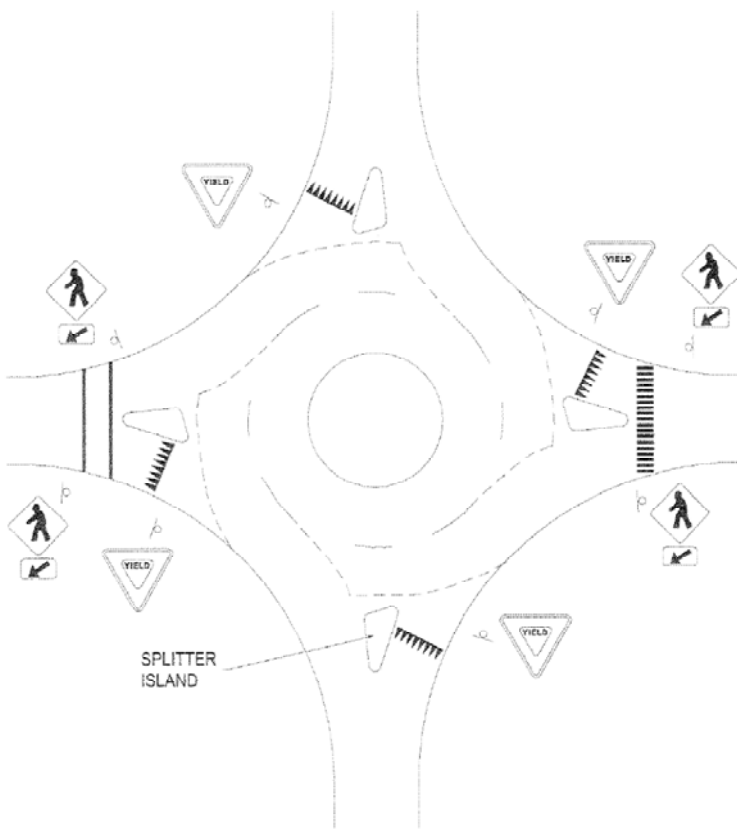
- Alley Implementation** – Alley-loaded homes are incorporated where they will provide the most benefit toward creating a pedestrian-oriented environment – along Collector A as the “front door” of the community, around public open space, and along select pedestrian routes. As currently planned, 40-, 50-, and 60-foot wide alley-loaded lots are 98 feet deep. The basis for this is the standard 110-foot depth, less the half-width of the RL-24-12 alley with a width of 24 feet. Typically, 110-foot depth front-loaded lots back to the alleys, but do not take access from them. This is depicted in **Detail 11**. If more alley-served lots are needed, the back-to-back lots can be reconfigured into two tiers of alley-served lots that are each 104 feet deep. Other areas with back-to-back tiers of 110-foot depth lots may have alleys implemented, resulting in two tiers of alley-served lots that are each 98 feet deep.
- RL-24-12** – This is the primary alley utilized in the T3 and T4 areas.
- RL-24-24** – This alley is used only in the T5 / Community Core area.

STREET DETAILS



Detail 1 – 75-foot

Detail 2 – 150-foot Diameter



Source: San Marcos Transportation Design

Detail 3 – Existing Standard

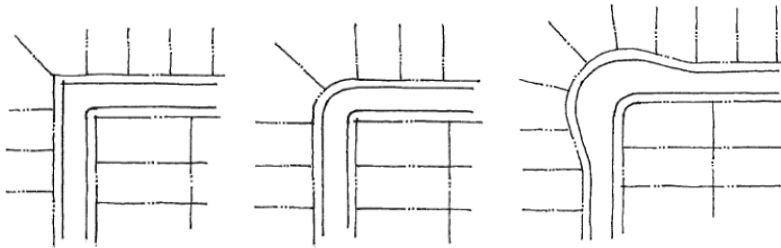
Roundabout

- **Existing Design Standard** – The existing standard from the San Marcos Transportation Design Manual (**Detail 3**) provides a conceptual depiction of a roundabout at the intersection of a pair of two-lane streets in a suburban setting.
- **Proposed Design Standards Discussion**
The proposed installation within the community is provided to anchor one end of the urban core, act as a front door for the community to the core’s commercial and cultural opportunities, function as a signature element in the circulation, and provide an opportunity for a signature feature such as a clock tower or fountain.

The size must be adequate to slow traffic for the intersection of the two-lane Collector B/D with the four-lane Collector A and not act as merely a “horizontal speed bump” within the flow of traffic.

Special design considerations will also be required for the locations of pedestrian crossings, the locations of crosswalks relative to nearby parallel and angled parking, and the potential to narrow the pavement width at intersections (as noted in Collector A discussion).

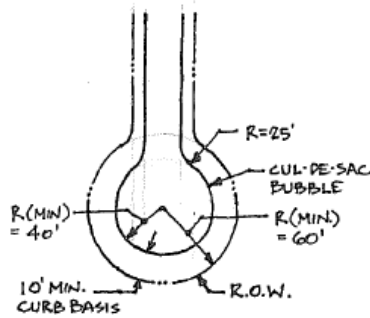
Two alternative interior bulb sizes (**Details 1 and 2**) are suggested for consideration by the City and the engineer. The bulb shown in the land plan is the larger of the two.



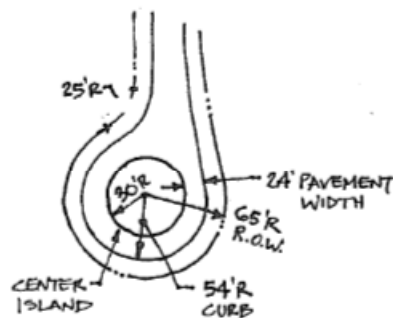
Detail 4 – Preferred Detail 5 – Alternative Detail 6 – Not Desired

Knuckles

- **Typical Standard** – The typical standard knuckle provides for a sweeping turn around the corner. This disrupts the rhythm of the lot tiers and leads to inefficiency and is not desirable for the community (**Detail 6**).
- **Preferred Design** – The squared-off knuckle is preferred for its efficiency, with a 10-foot curb radius on the inside edge (**Detail 4**).
- **Alternative Design** – A rounded outside edge that is radial to the 10-foot curb return is acceptable as well (**Detail 5**).



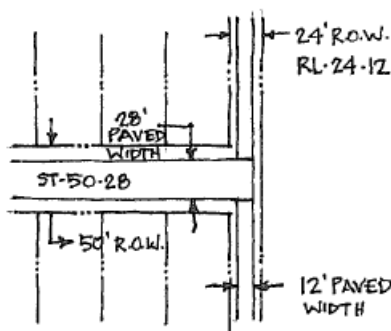
Detail 7 – Existing Standard



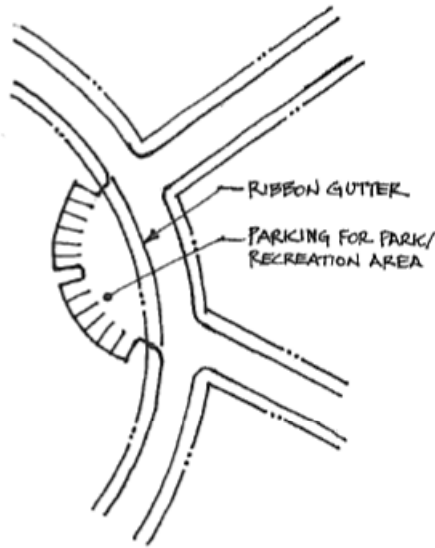
Detail 8 – Preferred Design

Cul-de-sacs

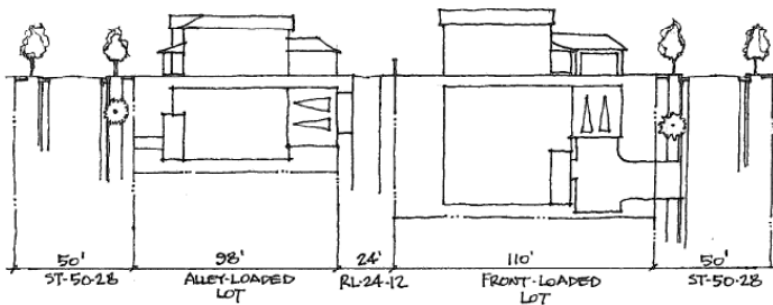
- **Existing Design Standard** – The typical standard cul-de-sac (San Marcos Transportation Design Manual, Std. 1-16) does not allow for a center island and has conflicting radii callouts. (**Detail 7**).
- **Preferred Design** – Only one cul-de-sac is proposed for the community – the terminus of a street at the southeasterly basin by the park. A center island is utilized to avoid a large paved area at this important location (**Detail 8**).
- **Typical Dead-end Street Design** – The primary method employed for a turn-around at the end of dead-end streets greater than 150 feet in length is to terminate them at an alley (ST-12-24) to allow for a “tee” or “hammerhead” turn-around (**Detail 9**).



Detail 9 – Typical Dead-end Street Design



Detail 10 – Special Condition by Park/Recreation Area

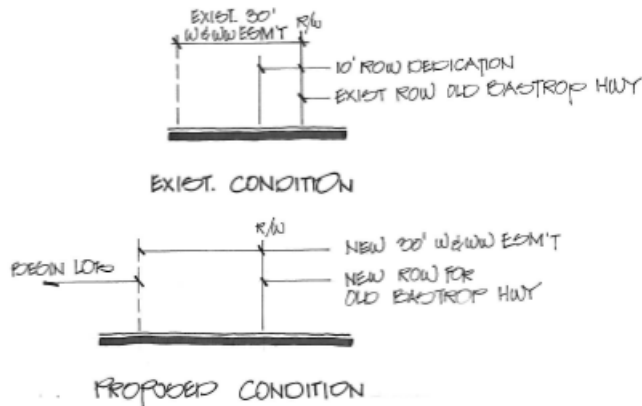


Detail 11 – Alley-Loaded/Front-Loaded Lots Interface

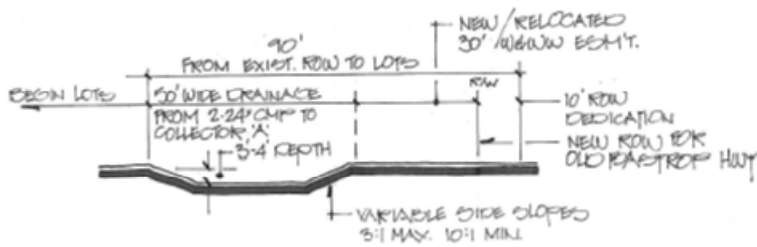
Other Design Standards

- **Tangents Adjacent to Intersections** – San Marcos Standards call for a 50 – 100-foot tangent adjacent to intersections. The Key Map notes locations where this has not been achieved with a red dot.
- **Intersection Skew** – San Marcos Standards call for a desired intersection deflection of 90 degrees. Intersection skews between 80 degrees and 100 degrees (10 degree maximum skew) are allowed with City Engineer approval. The Key Map notes locations where this has not been achieved with a red plus sign.
- **Minimum Curve Radius** – San Marcos Standards call for minimum curve radii based on street classification and design speed. The Key Map notes locations where this has not been achieved with a red star.
- **Parking Bulb at Park** – Detail 10 shows a concept for emphasizing the intersection by one of the parks by providing a bulb-out for parking at two intersections to add an urban design element to the location.
- **Alley-Loaded/Front-Loaded Lots Interface** – Detail 11 shows the configuration of lots and alleys as designed in the current community plan.

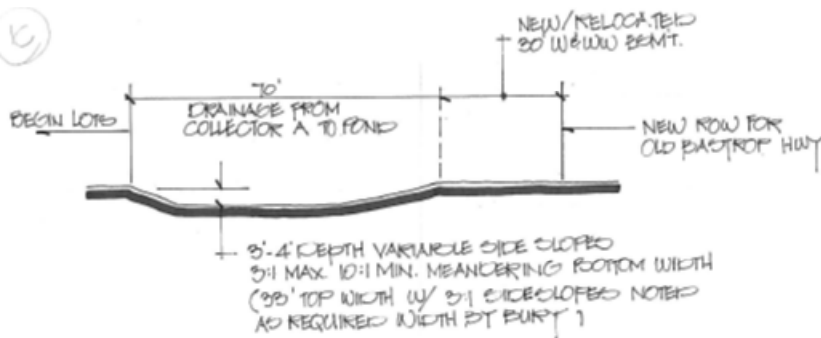
EDGE CONDITIONS



Edge at 1A



Edge at 1B



Edge at 1C

Edge at 1A – Old Bastrop Highway

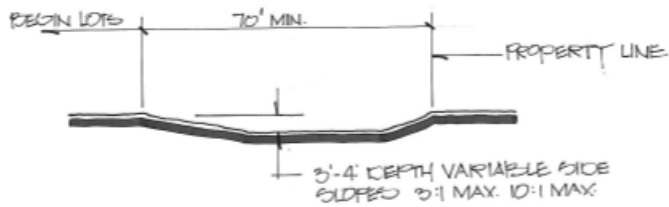
- Ten-foot right-of-way dedication required by of this project beyond the existing 80-foot right-of-way.
- 30-foot Water and Wastewater Easement (City of San Marcos) overlaps 10-foot right-of-way dedication. It is conservatively assumed that the 30-foot easement will move 10 feet further out with the right-of-way dedication.

Edge at 1B – Old Bastrop Highway

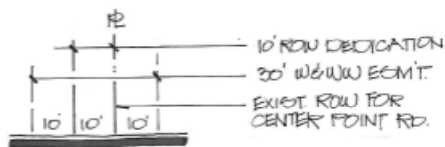
- (2) 24-inch CMPs convey offsite runoff onto the property at this location.
- A 50-foot drainage easement is needed from this point to Collector A.
- The 30-foot Water and Wastewater Easement and 10-foot right-of-way dedication must also be accommodated.

Edge at 1C – Old Bastrop Highway

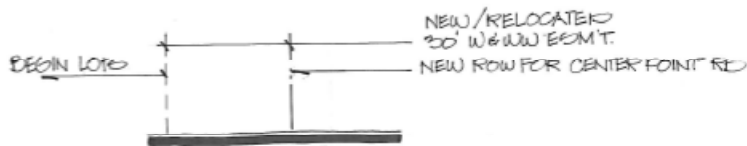
- Additional drainage is picked up and the drainage easement width is increased to 70 feet.
- The 30-foot Water and Wastewater Easement and 10-foot right-of-way dedication must also be accommodated.



Edge at 1D

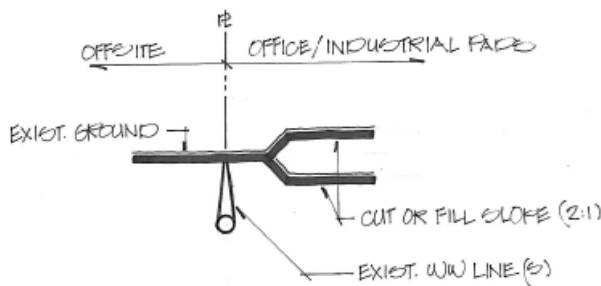


EXIST. CONDITION



PROPOSED CONDITION

Edge at 1E



Edge at 1F

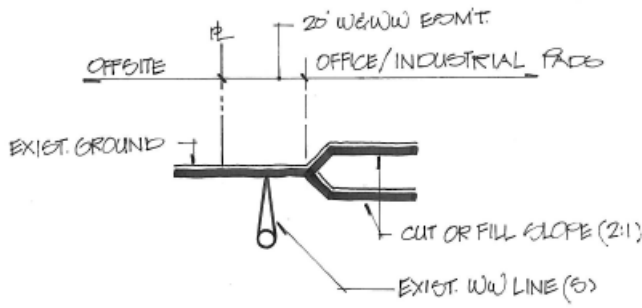
Edge at 1D – Intersection of Old Bastrop Highway and Center Point Road

- As the drainage turns the corner, the influence of the 30-foot easement and 10-foot dedication are eliminated. A 70-foot drainage channel/Paseo is required.

Edge at 1E – Center Point Road

Edge at 1F

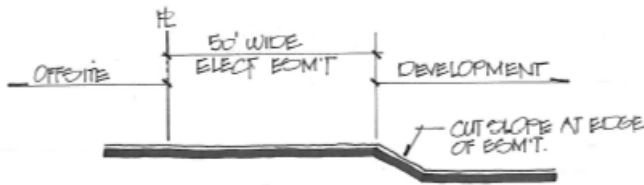
- No easement shown for existing wastewater line on property line
- Provide easement as required by engineer
- On-site portion of easement will be across proposed pads.
- Hold back top/toe of slope to edge of future easement.



Edge at 1G

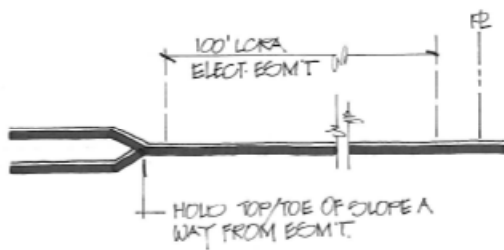
Edge at 1G – Westerly Property Line

- Maintain utility easement(s) as shown
- Hold top/toe of slope to easement edge



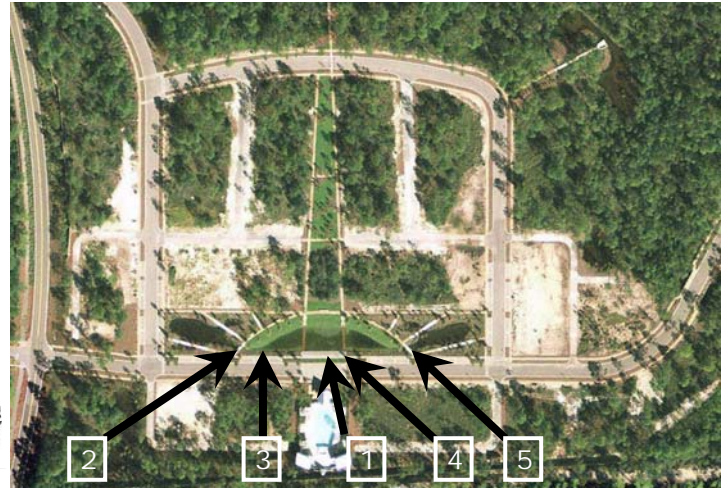
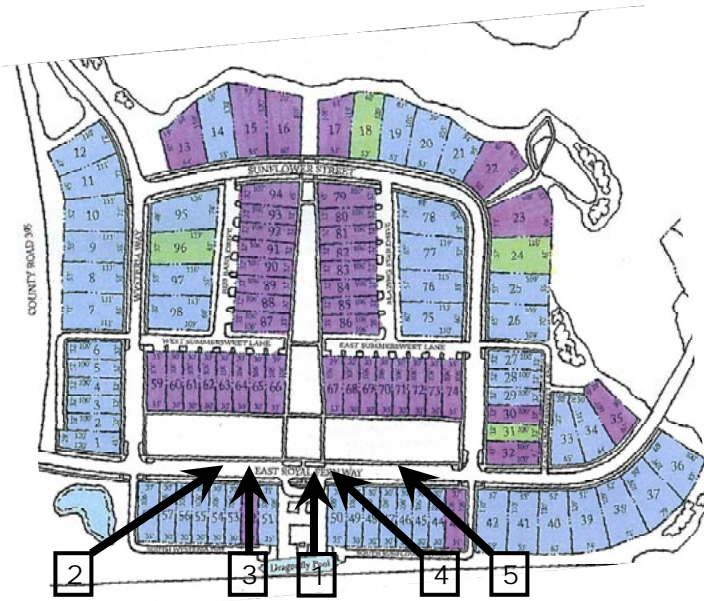
Edge at 1H

Edge at 1H – Northerly Property Line



Edge at 1I

Edge at 1I – Northeasterly Property Corner



Design Examples – Watercolor, Walton County, Florida

Design Details

Gas Lamp District
City of San Marcos, Texas

Walton Development & Management (USA), Inc.





1. Looping street around small greenspace in lieu of cul-de-sac.
2. Homes oriented at end of looping street aligned with front door visible instead of garage.
3. Generous parkway, low-impact sidewalk, consistent fencing defines private space in front yards from public right-of-way, shallow setbacks to front porches.
4. Pedestrian connection aligns with greenspace, entry road leads to "Y" intersection.

