




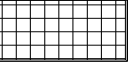









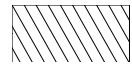

























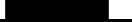









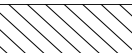

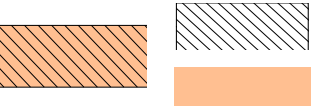











MAPA ZONIFICACION DE LA APTITUD GEOLOGICA

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | | OUTLINE | | | | | |
|---|---|------------|-----|-----|-----|-------|--------|------------|---------|------------------------|-----|-----|-------|------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH | |
|  | A: Area Estables Utilizables para uso urbano | | 56 | 168 | 0 | | | | | | 110 | 110 | 110 | 0,4 |
|  | B: Áreas con Restricciones Geológica leves, Estables Dependientes, Utilizables | | 237 | 146 | 0 | | | | | | 110 | 110 | 110 | 0,4 |
|  | C: Áreas con Restricciones Geológica Moderadas, (Estabilidad condicionada) o potencialmente inestable recuperable | | 255 | 255 | 0 | | | | | | 110 | 110 | 110 | 0,4 |
|  | D: Áreas con Restricciones Geológica Severas, (Inestables no Utilizables) | | 255 | 0 | 0 | | | | | | 110 | 110 | 110 | 0,4 |
|  | E: Zonas Estables e Inestables de Manejo Especial, (Áreas no Utilizables) | | 181 | 214 | 163 | | | | | | 110 | 110 | 110 | 0,4 |
|  | Zonas de Alto Riesgo No Recuperables | | | | | 0,5 | 90° | 0,2 | | | 78 | 78 | 78 | 0,4 |
| | | | | | | 0,5 | 180° | 0,2 | | | 78 | 78 | 78 | 0,4 |
|  | Zonas de Riesgo Recuperable | | | | | 0,5 | 45° | 0,2 | | | 78 | 78 | 78 | 0,4 |
|  | LIMITE MUNICIPAL | | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
|  | ESTACION METRO | | 0 | 0 | 0 | 1,2 | | | | | | | | |
|  | LINEA METRO | | | | | | | | | | 0 | 0 | 0 | 1 |
|  | ESTACION METROCABLE | | 169 | 0 | 230 | 1,2 | | | | | | | | |
|  | LINEA METROCABLE | | | | | | | | | | 169 | 0 | 230 | 2 |
|  | VIAS | | | | | | | | | | 156 | 156 | 156 | 0,01 |

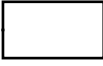












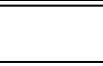
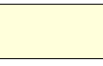





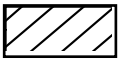





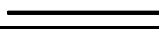



**MAPA SISTEMA DE CENTRALIDADES Y USO SOCIAL OBLIGADO
- ESPACIO PÚBLICO Y EQUIPAMIENTOS -**

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | | OUTLINE | | | | |
|---|--|------------|-----|-----|-----|-------|--------|------------|--|-----|-----|-----|-------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH |
|  | Áreas para la preservación de las infraestructuras y elementos del sistema estructurante (API) | | 0 | 0 | 0 | 0,1 | 135° | 0,3 | | 0 | 0 | 0 | 0,001 |
| Espacio Público General | | | | | | | | | | | | | |
|  | Espacios Públicos Estructurantes | | 38 | 115 | 0 | | | | | | | | |
|  | Ecosistemas como Espacio Público Natural | | 168 | 168 | 168 | | | | | | | | |
| Espacio Público Local | | | | | | | | | | | | | |
|  | Plazas, Plazoletas, Parques | | 152 | 230 | 0 | | | | | 0 | 0 | 0 | 0,001 |
|  | Zonas Verdes | | 209 | 255 | 115 | | | | | 0 | 0 | 0 | 0,001 |
| Equipamiento | | | | | | | | | | | | | |
|  | Equipamientos Generales o de Ciudad | | 115 | 178 | 255 | | | | | 0 | 0 | 0 | 0,4 |
|  | Equipamientos Locales | | 190 | 232 | 255 | | | | | 0 | 0 | 0 | 0,4 |
|  | Corredor del Río Medellín - Aburrá | | | | | | | | Vein - Approximately located | 0 | 255 | 194 | 10 |
|  | Centro Tradicional y Representativo | | | | | | | | Boundary- city | 255 | 0 | 0 | 5 |
|  | Centros de Equilibrio Norte, Sur y Occidente | 255 | 211 | 127 | 2 | 90° | 0,17 | | DETACHMENT FAULT, 1st generation - Certain | 0 | 0 | 0 | 3 |
|  | Centralidades Zonales y corregimentales | 255 | 0 | 0 | | | | | | 0 | 0 | 0 | 0,4 |
|  | Centralidades Barriales | 255 | 170 | 0 | | | | | | 0 | 0 | 0 | 0,01 |
|  | Centro Suburbano Nivel 1 | 255 | 127 | 127 | | | | | | | | | |
|  | Centro Suburbano Nivel 2 | 255 | 170 | 0 | | | | | | | | | |
|  | Centro Veredal de Servicio | 255 | 115 | 223 | | | | | | | | | |
|  | Ejes Estructurantes | | | | | | | | Major Road | 230 | 152 | 0 | 30 |
|  | Red Caminera | | | | | | | | Boundary, Military Installation | 230 | 0 | 0 | 1,5 |
|  | Red Peatonal General de Ciudad | | | | | | | | Road, Unpaved | 230 | 0 | 0 | 1,5 |
|  | Centralidad Proyectada o a Futuro | 255 | 0 | 0 | 6 | | | | | | | | |
|  | Miradores Panorámicos | 230 | 0 | 169 | | | | | | 0 | 0 | 0 | 0,001 |
|  | Límite cerros tutelares | | | | | | | | Vein - Concealed | 0 | 0 | 0 | 5 |
|  | LIMITE MUNICIPAL | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | SINGLE STONE | 137 | 68 | 68 | 6 |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
|  | ESTACION METRO | 0 | 0 | 0 | 1,2 | | | | | | | | |
|  | LINEA METRO | | | | | | | | | 0 | 0 | 0 | 1 |
|  | ESTACION METROCABLE | 132 | 0 | 168 | | | | | | 132 | 0 | 168 | 2 |
|  | LINEA METROCABLE | | | | | | | | | 132 | 0 | 168 | 2,5 |
|  | VIAS | | | | | | | | | 156 | 156 | 156 | 0,01 |
|  | ESTACION METROCABLE PROPUESTO | 132 | 0 | 168 | | | | | | 132 | 0 | 168 | 2 |
|  | LINEA METROCABLE PROPUESTO | | | | | | | | DASHED 6.1 | 132 | 0 | 168 | 7 |

MAPA CLASIFICACIÓN DEL SUELO

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | OUTLINE | | | | | |
|---|-------------------------------------|------------|-----|-----|-----|-------|--------|------------|---------------------|-----|-----|-----|-------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH |
|  | Suelo Urbano | | 250 | 250 | 210 | | | | | | | | |
|  | Suelo de Expansión | | 191 | 113 | 65 | | | | SINGLE STONE | 0 | 0 | 0 | 6 |
|  | Suelo Rural | | 0 | 0 | 0 | 0,01 | 135° | 0,24 | | 0 | 0 | 0 | 0,01 |
|  | Suelo de Protección Rural | | 168 | 168 | 0 | | | | | | | | |
|  | Suelo Suburbano | | 0 | 0 | 0 | 0,01 | 135° | 0,24 | | 0 | 0 | 0 | 0,01 |
| | | | 255 | 191 | 145 | | | | | | | | |
|  | Suelo de Protección Rural | | 0 | 0 | 0 | 0,01 | 135° | 0,24 | | 0 | 0 | 0 | 0,01 |
| | | | 168 | 168 | 0 | | | | | | | | |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 1 |
|  | LIMITE SUELO SUBURBANO | | | | | | | | DASHED 4:4 | 0 | 0 | 0 | 1,5 |
|  | LIMITE MUNICIPAL | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
|  | ESTACION METRO | | 0 | 0 | 0 | 1,2 | | | | | | | |
|  | LINEA METRO | | | | | | | | | 0 | 0 | 0 | 1 |
|  | ESTACION METROCABLE | | 169 | 0 | 230 | 1,2 | | | | | | | |
|  | LINEA METROCABLE | | | | | | | | | 169 | 0 | 230 | 2 |
|  | VIAS | | | | | | | | | 156 | 156 | 156 | 0,01 |

MAPA DENSIDADES POR POLIGONO DE TRATAMIENTOS

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | OUTLINE | | | | | |
|--|---|------------|-----|-----|-------|--------|------------|---------|---------------------|-----|-----|-------|------|
| | | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH | |
| Franja de Densidades (Área neta) Densidades Zonas 1, 2, 3, 4 y 6 Suelo Urbano de San Cristobal y San Antonio de Prado | | | | | | | | | | | | | |
| BAJA | | | | | | | | | | | | | |
|  | 0 | 255 | 255 | 255 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 1 A 30 | 222 | 205 | 207 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 31 A 50 | 205 | 255 | 120 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 51 A 80 | 170 | 237 | 36 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 81 A 100 | 114 | 171 | 0 | | | | | 0 | 0 | 0 | 0,4 | |
| MEDIA | | | | | | | | | | | | | |
|  | 101 A 120 | 255 | 204 | 237 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 121 A 200 | 255 | 128 | 225 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 201 A 230 | 215 | 82 | 255 | | | | | 0 | 0 | 0 | 0,4 | |
| ALTA | | | | | | | | | | | | | |
|  | 231 A 250 | 255 | 255 | 128 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 251 A 270 | 255 | 61 | 61 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 271 A 300 | 204 | 0 | 0 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 301 A 350 | 150 | 50 | 0 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 351 A 390 | 105 | 35 | 0 | | | | | 0 | 0 | 0 | 0,4 | |
| Densidades Zona 5, El Pobado | | | | | | | | | | | | | |
| BAJA | | | | | | | | | | | | | |
|  | 0 | 255 | 255 | 255 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 1 A 25 | 255 | 255 | 219 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 26 A 30 | 240 | 221 | 165 | | | | | 0 | 0 | 0 | 0,4 | |
| MEDIA | | | | | | | | | | | | | |
|  | 31 A 75 | 230 | 185 | 101 | | | | | 0 | 0 | 0 | 0,4 | |
| ALTA | | | | | | | | | | | | | |
|  | 76 A 120 | 255 | 153 | 0 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 121 A 150 | 186 | 124 | 0 | | | | | 0 | 0 | 0 | 0,4 | |
|  | 151 A 180 | 122 | 82 | 0 | | | | | 0 | 0 | 0 | 0,4 | |
|  | POLIGONOS CON TRATAMIENTO DE DESARROLLO LAS DENSIDADES APLICAN SOBRE AREA BRUTA | 0 | 0 | 0 | 0,4 | 45° | 0,14 | | | | | | |
|  | LIMITE MUNICIPAL | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 1 |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | HIGHWAY | 0 | 92 | 230 | 2 |
|  | ESTACION METRO | 0 | 0 | 0 | 1,2 | | | | | | | | |
|  | LINEA METRO | | | | | | | | | 0 | 0 | 0 | 1 |
|  | ESTACION METROCABLE | 169 | 0 | 230 | 1,2 | | | | | | | | |
|  | LINEA METROCABLE | | | | | | | | | 169 | 0 | 230 | 2 |
|  | VIAS | | | | | | | | | 156 | 156 | 156 | 0,01 |

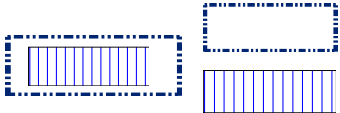

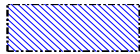















MAPA JERARQUIZACION VIAL

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | OUTLINE | | | | | | |
|--------------|--|------------|-----|-----|-----|-------|--------|------------|--------|----------------------|-----|-----|-------|------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH | |
| | Vía Colectora Existente | | | | | | | | | SINGLE NARROW | 230 | 0 | 69 | 2,5 |
| | Vía Arteria Menor Existente | | | | | | | | | SINGLE NARROW | 0 | 155 | 76 | 2,5 |
| | Vía Arteria Principal Existente | | | | | | | | | SINGLE NARROW | 255 | 0 | 0 | 2,5 |
| | Vía Colectora Proyectada | | | | | | | | | DASHED 6.1 | 230 | 0 | 69 | 2,5 |
| | Vía Arteria Menor Proyectada | | | | | | | | | DASHED 6.2 | 0 | 155 | 76 | 2,5 |
| | Vía Arteria Principal Proyectada | | | | | | | | | DASHED 6.3 | 255 | 0 | 0 | 2,5 |
| | Vía Colectora Ampliación | | | | | | | | | SINGLE NARROW | 230 | 0 | 69 | 2,5 |
| | | | | | | | | | | DASHED 6.1 | 230 | 0 | 69 | 2,5 |
| | Vía Arteria Menor Ampliación | | | | | | | | | SINGLE NARROW | 0 | 155 | 76 | 2,5 |
| | | | | | | | | | | DASHED 6.2 | 0 | 155 | 76 | 2,5 |
| | Vía Arteria Principal Ampliación | | | | | | | | | SINGLE NARROW | 255 | 0 | 0 | 2,5 |
| | | | | | | | | | | DASHED 6.3 | 255 | 0 | 0 | 2,5 |
| | Centralidad Zonal | | 168 | 0 | 0 | | | | | | 0 | 0 | 0 | 0,4 |
| | Centralidad Barrial | | 245 | 123 | 10 | | | | | | 0 | 0 | 0 | 0,4 |
| | Áreas para la preservación de las infraestructuras y elementos del sistema estructurante - Espacio público | | 152 | 230 | 0 | | | | | | 0 | 0 | 0 | 0,4 |
| | Áreas para la preservación de las infraestructuras y elementos del sistema estructurante Equipamientos Generales | | 190 | 232 | 255 | | | | | | 0 | 0 | 0 | 0,4 |
| | Áreas para la preservación de las infraestructuras y elementos del sistema estructurante | | 0 | 0 | 0 | 0,1 | 135° | 0,3 | | | | | | |
| | Suelo Urbano | | 250 | 250 | 210 | | | | | | | | | |
| | Suelo de Expansión | | 191 | 113 | 65 | | | | | | | | | |
| | LIMITE MUNICIPAL | | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
| | LIMITE DE CORREGIMIENTO | | | | | | | | | DASHED 1 LONG3 SHORT | 0 | 0 | 0 | 1 |
| | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
| | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 1 |
| | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
| | ESTACION METRO | | 0 | 0 | 0 | 1,2 | | | | | | | | |
| | LINEA METRO | | | | | | | | | | 0 | 0 | 0 | 1 |
| | ESTACION METROCABLE | | 132 | 0 | 168 | | | | | | 132 | 0 | 168 | 2 |
| | LINEA METROCABLE | | | | | | | | | | 132 | 0 | 168 | 2,5 |
| | VIAS | | | | | | | | | | 156 | 156 | 156 | 0,01 |
| | ESTACION METROCABLE PROPUESTO | | 132 | 0 | 168 | | | | | | 132 | 0 | 168 | 2 |
| | LINEA METROCABLE PROPUESTO | | | | | | | | | DASHED 6.1 | 132 | 0 | 168 | 7 |


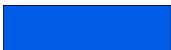

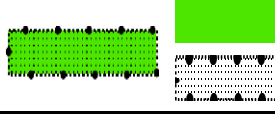

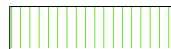
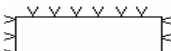

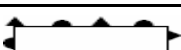



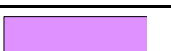












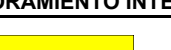

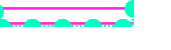







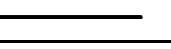

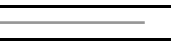

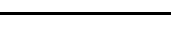

MAPA MODELO O PROYECTO DE CIUDAD

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | | OUTLINE | | | | |
|-----------------------------------|---|------------|-----|-----|-----|-------|--------|------------|--|-----|-----|-----|-------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH |
| | Corredor Metropolitano de Servicios | | 255 | 42 | 218 | 0,07 | 0 | 0,4 | VEIN-CONCEALED | 0 | 255 | 194 | 10 |
| | Centro Tradicional y Representativo Metropolitano | | 0 | 0 | 0 | 1 | 45° | 0,17 | DASHED 6.1 | 255 | 0 | 0 | 5 |
| | Centros de Equilibrio Norte, Sur y Occidente | | 255 | 211 | 127 | 2 | 90° | 0,17 | DETACHMENT FAULT, 1st generation - Certain | 0 | 0 | 0 | 3 |
| | Borde Urbano Rural | | 0 | 0 | 0 | 0,5 | 90° | 0,28 | | 0 | 0 | 0 | 0,4 |
| | Borde de Protección | | 93 | 138 | 69 | | | | | | | | |
| | Centralidades Zonales | | 255 | 0 | 0 | | | | | 0 | 0 | 0 | 0,01 |
| | Centro Suburbano Nivel 1 | | 255 | 127 | 127 | | | | | 0 | 0 | 0 | 0,01 |
| | Centro Suburbano Nivel 1 - PROYECTADA | | 255 | 0 | 0 | 9 | | | | | | | |
| SISTEMA VIAL ESTRUCTURANTE | | | | | | | | | | | | | |
| | Quebradas | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
| | Sistema Vial Existente | | | | | | | | HIGHWAY RAMP | 255 | 0 | 0 | 2 |
| | Sistema Vial Propuesto | | | | | | | | DASHED 6.1 | 255 | 0 | 0 | 2 |
| | Tunel | | | | | | | | | 255 | 0 | 0 | |
| | Metrocable | | | | | | | | DASHED 6.1 | 132 | 0 | 168 | 7 |
| | Metroplus | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 8 |
| | Suelo Urbano | | 250 | 250 | 210 | | | | | | | | |
| | Suelo de Expansión | | 191 | 113 | 65 | | | | SINGLE STONE | 0 | 0 | 0 | 6 |
| | Suelo de Protección Rural | | 168 | 168 | 0 | | | | | | | | |
| | Suelo Suburbano | | 255 | 191 | 145 | | | | DASHED 6.1 | 0 | 0 | 0 | 2 |
| | LIMITE MUNICIPAL | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
| | LIMITE DE CORREGIMIENTO | | | | | | | | DASHED 1 LONG3 SHORT | 0 | 0 | 0 | 1 |
| | PERÍMETRO URBANO | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
| | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 1 |
| | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
| | ESTACION METRO | | 0 | 0 | 0 | 1,2 | | | | | | | |
| | LINEA METRO | | | | | | | | | 0 | 0 | 0 | 1 |
| | ESTACION METROCABLE | | 132 | 0 | 168 | | | | | 132 | 0 | 168 | 2 |
| | LINEA METROCABLE | | | | | | | | | 132 | 0 | 168 | 2,5 |
| | VIAS | | | | | | | | | 156 | 156 | 156 | 0,01 |
| | ESTACION METROCABLE PROPUESTO | | 132 | 0 | 168 | | | | | 132 | 0 | 168 | 2 |
| | LINEA METROCABLE PROPUESTO | | | | | | | | DASHED 6.1 | 132 | 0 | 168 | 7 |










**MAPA AREAS DE CONSERVACIÓN Y PROTECCIÓN DEL
PATRIMONIO CULTURAL Y ARQUITECTONICO Y AMBIENTAL**

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | OUTLINE | | | | | |
|---|---|------------|-----|----|-----|-------|--------|------------|----------------------|-----|-----|-----|-------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH |
| BIENES INMUEBLES DE INTERES CULTURAL | | | | | | | | | | | | | |
|  | Bienes Inmuebles de Interés Cultural de la Nación y Áreas de Influencia Inmediata | | 0 | 0 | 255 | 0,6 | 90° | 0,2 | BOUNDARY.CITY | 0 | 38 | 115 | 2 |
|  | Bienes Inmuebles de Interés Cultural del Municipio | | 255 | 99 | 71 | | | | BLACK | 0 | 0 | 0 | 0,6 |
| SECTORES DE INTERÉS PATRIMONIAL | | | | | | | | | | | | | |
|  | Sectores con Hallazgos Arqueologicos y Evidencias Antropicas (En Estudio) | | 0 | 0 | 255 | 0,4 | 135° | 0,14 | BOUNDARY.CITY | 0 | 0 | 0 | 2 |
|  | Red de Caminos Antiguos | | | | | | | | SINGLE STONE | 255 | 0 | 0 | 5 |
|  | Sectores de Conservación Urbanística y Arquitectónica | | | | | | | | | 255 | 0 | 197 | 3 |
|  | Sectores de Preservación Urbanística | | | | | | | | DASHED 6.1 | 255 | 0 | 0 | |
|  | Suelo de Protección | | | | | | | | | 168 | 168 | 0 | |
|  | LIMITE MUNICIPAL | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | LIMITE DE CORREGIMIENTO | | | | | | | | DASHED 1 LONG3 SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | SINGLE STONE | 137 | 68 | 68 | 6 |
|  | Perímetro Suelo Suburbano | | | | | | | | Hollow | 0 | 0 | 0 | 0,4 |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
|  | ESTACION METRO | | 0 | 0 | 0 | 1,2 | | | | | | | |
|  | LINEA METRO | | | | | | | | | 0 | 0 | 0 | 1 |
|  | ESTACION METROCABLE | | 169 | 0 | 230 | 1,2 | | | | | | | |
|  | LINEA METROCABLE | | | | | | | | | 169 | 0 | 230 | 2 |
|  | VIAS | | | | | | | | | 156 | 156 | 156 | 0,01 |













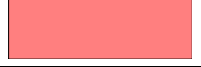

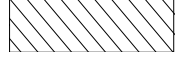
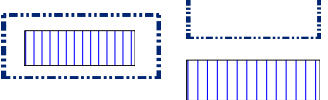








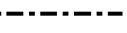








MAPA PROYECTOS Y TRATAMIENTOS ESTRATÉGICOS

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | OUTLINE | | | | | | | | |
|---|--|------------------------|-----|-----|------|-------|--------|------------------|-----------------------------|-----|-----|--|-------|------|-------|-------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH | | | |
| PROYECTOS REGIONALES | | | | | | | | | | | | | | | | |
|  | Tunel | | | | | | | | | | | 255 | 0 | 0 | | |
| PROYECTOS LOCALES | | | | | | | | | | | | | | | | |
|  | 1,Museo de La Ciencia y de la Tecnología 2,Bulevar y Ciudadela La Salud 2a.La Universidad en la ciudad | | 0 | 112 | 255 | | | | | | | 0 | 0 | 0 | 0,001 | |
| PROYECTOS RECUPERACIÓN CALIDAD AMBIENTAL | | | | | | | | | | | | | | | | |
|  | 3,Plan Siembra y Conformación de Bordes | | 38 | 115 | 0 | | | | | | | 0 | 0 | 0 | 0,001 | |
|  | 4,Valoración y Recuperación Ambiental de Cerros | | 76 | 230 | 0 | | | | | | | | | | | |
| | | Cross-bedded Sandstone | 0 | 0 | 0 | | 0° | Escala X:1 a Y:1 | SINGLE STONE | 0 | 0 | 0 | 0 | 5 | | |
|  | 5,Integración Urbana del Río y Quebradas Afluentes | | 0 | 128 | 128 | | | | | | | 0 | 0 | 0 | 0,001 | |
|  | 6,Parque Regional Arví en Medellín | | 76 | 230 | 0 | 0,5 | 90° | 0,217 | | | | 0 | 0 | 0 | 0,4 | |
|  | 6,Parque Regional Arví | | | | | | | | | | | 0 | 0 | 0 | | |
|  | 73Parque de Occidente en Medellín | 10% cross | 85 | 255 | 0 | | | | | | | | | | | |
|  | 7,Parque de Occidente | Stationary front 3 | 0 | 0 | 0 | 12 | | | | | | | | | | |
|  | | ESRIgeologyUSGS 95-525 | 85 | 255 | 0 | 14 | 0° | | | | | | | | | |
| | | | | | | | | | DASHED 6.1 | 85 | 255 | 0 | 0 | 0,07 | | |
|  | 9,Conexiones Río Oriente - Occidente | | 170 | 255 | 0 | | | | | | | 0 | 0 | 0 | 0,001 | |
| PROYECTOS RESIGNIFICACIÓN URBANA | | | | | | | | | | | | | | | | |
|  | 10,Centro Tradicional y Representativo Metropolitano | | 0 | 0 | 0 | 1 | 45° | 0,17 | DASHED 6.1 | 255 | 0 | 0 | 0 | 5 | | |
|  | 11,Alpujarra | | 222 | 145 | 255 | | | | | | | 0 | 0 | 0 | 0,001 | |
| PROYECTOS DE GENERACIÓN DE EQUILIBRIO URBANO | | | | | | | | | | | | | | | | |
|  | 12,Sistema de Transporte Masivo de Mediana Capacidad | | | | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 7 |
|  | 13, Cable al Tambo 14,Pajarito15,La Aldea | | | | | | | | | | | DASHED 6.1 | 169 | 0 | 230 | 8 |
|  | 16,Ciclo Rutas Cra. 65 - 52 | | | | | | | 10 | DASHED 6.1 | 232 | 190 | 255 | 9 | | | |
|  | 17,A.U.I Áreas de Influencia de Metrocable 18,A.U.I Áreas de Influencia de Metroplus | | 255 | 237 | 235 | | | | | | | 230 | 0 | 169 | 3 | |
|  | 19,Centros de Equilibrio Norte y Sur | | 230 | 76 | 0 | | | | | | | DETACHMENT FAULT, 1st generation - Certain | 0 | 0 | 0 | 12 |
|  | 20,Centralidad Longitudinal del Río - Norte | | 230 | 191 | 0 | | | | | | | | 0 | 0 | 0 | 0,001 |
|  | 21,Centro de Equilibrio de Occidente | | 211 | 255 | 190 | | | | | | | DETACHMENT FAULT, 1st generation - | 0 | 0 | 0 | 12 |
|  | 22,Mejoramiento de Corredores Estructurantes | | 255 | 105 | 180 | | | | | | | | 0 | 0 | 0 | 0,001 |
|  | 23,Consolidación de Centralidades | | 255 | 140 | 0 | | | | | | | | 0 | 0 | 0 | 0,001 |
|  | 24,Nuevos Espacios Públicos y Equipamientos Zonales | Scrub 1 | 109 | 187 | 67 | | | | | | | | 76 | 115 | 0 | 4 |
| PLANES PARCIALES TRATAMIENTOS ESTRATÉGICOS | | | | | | | | | | | | | | | | |
|  | 25,Naranjal 26,Corazón de Jesús 27,Prado 28,San Lorenzo 29,Sevilla | | 120 | 68 | 68 | | | | | | | | 0 | 0 | 0 | 0,001 |
|  | 30,Suelo de Expansión | | 191 | 113 | 65 | | | | | | | SINGLE STONE | 0 | 0 | 0 | 6 |
| MEJORAMIENTO INTEGRAL DE BARRIOS | | | | | | | | | | | | | | | | |
|  | 31,Moravia 32,Primed Fase II y 33,Mejoramiento integral | | 255 | 255 | 0 | | | | | | | | 0 | 0 | 0 | 0,001 |
|  | Corredor Metropolitano de Servicios | 255 | 42 | 218 | 0,07 | 0 | 0,4 | 1,4 | VEIN-CONCEALED HIGHWAY RAMP | 0 | 255 | 194 | 10 | | | |
|  | Vias Existente | | | | | | | | | 255 | 0 | 0 | 2 | | | |
|  | Vias Proyectadas | | | | | | | | DASHED 6.1 | 255 | 0 | 0 | 2 | | | |
|  | LIMITE MUNICIPAL | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 | | | |
|  | LIMITE DE CORREGIMIENTO | | | | | | | | DASHED 1 LONG3 SHORT | 0 | 0 | 0 | 1 | | | |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 | | | |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 1 | | | |
|  | RÍO MEDELLÍN (RÍO) | | | | | | | | RAMP | 0 | 92 | 230 | 2 | | | |
|  | ESTACION METRO | 0 | 0 | 0 | 1,2 | | | | | | | | 0 | 0 | 0 | 1 |
|  | LINEA METRO | | | | | | | | | | | | 0 | 0 | 0 | 1 |
|  | ESTACION METROCABLE | 132 | 0 | 168 | | | | | | | | | 132 | 0 | 168 | 2 |
|  | LINEA METROCABLE | | | | | | | | | | | | 132 | 0 | 168 | 2,5 |
|  | VIAS | | | | | | | | | | | | 156 | 156 | 156 | 0,01 |
|  | ESTACION METROCABLE PROPUESTO | 132 | 0 | 168 | | | | | | | | | 132 | 0 | 168 | 2 |
|  | LINEA METROCABLE PROPUESTO | | | | | | | | DASHED 6.1 | 132 | 0 | 168 | 7 | | | |









MAPA FAJAS DE PROTECCIÓN A CORRIENTES NATURALES DE AGUA

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | OUTLINE | | | | |
|---|-------------------------------------|------------|-----|-----|-------|--------|------------|---------------------|-----|-----|-----|-------|
| | | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH |
|  | Retiro de 10 metros | 255 | 209 | 181 | | | | | 0 | 0 | 0 | 0,2 |
|  | Retiro de 15 metros | 255 | 255 | 0 | | | | | 0 | 0 | 0 | 0,2 |
|  | Retiro de 20 metros | 255 | 115 | 222 | | | | | 0 | 0 | 0 | 0,2 |
|  | Retiro de 25 metros | 89 | 255 | 131 | | | | | 0 | 0 | 0 | 0,2 |
|  | Retiro de 30 metros | 151 | 233 | 255 | | | | | 0 | 0 | 0 | 0,2 |
|  | Retiro de 60 metros | 58 | 52 | 247 | | | | | 0 | 0 | 0 | 0,2 |
|  | Perimetro Microcuenca | | | | | | | DASHED 6.1 | 0 | 115 | 76 | 1,5 |
|  | Drenaje Natural | | | | | | | | 10 | 147 | 252 | |
|  | Suelo Urbano | 250 | 250 | 210 | | | | | | | | |
|  | LIMITE MUNICIPAL | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | SINGLE STONE | 0 | 0 | 0 | 1 |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
|  | ESTACION METRO | 0 | 0 | 0 | 1,2 | | | | | | | |
|  | LINEA METRO | | | | | | | | 0 | 0 | 0 | 1 |
|  | ESTACION METROCABLE | 169 | 0 | 230 | | | | | 132 | 0 | 168 | 2 |
|  | LINEA METROCABLE | | | | | | | | 169 | 0 | 230 | 2,5 |
|  | VIAS | | | | | | | | 156 | 156 | 156 | 0,01 |

MAPA SISTEMA ESTRUCTURANTE GENERAL

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | OUTLINE | | | | | | | | |
|---|--|---------------------|-----|-----|-----|-------|--------|------------|--------|---------------------|---|----------------------------|-------|-----|-------|-------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACION | NOMBRE | R | G | B | WIDTH | | | |
| COMPONENTES ESTRUCTURANTES DEL SISTEMA DE ESPACIO PÚBLICO | | | | | | | | | | | | | | | | |
| 1. COMPONENTES NATURALES | | | | | | | | | | | | | | | | |
|  | Sistema Hidrográfico | | | | | | | | | | | 0 | 92 | 230 | 2 | |
|  | ECOSISTEMAS ESTRATÉGICOS | | 168 | 168 | 0 | | | | | | | 0 | 0 | 0 | 0,001 | |
| | | ESRI Default Marker | 204 | 204 | 204 | | | | | ESRI Default Marker | 0 | 0 | 0 | 0 | 20 | |
|  | ÁREAS DE IMPORTANCIA RECREATIVA Y PAISAJISTICA | | 153 | 255 | 153 | | | | | | | 0 | 0 | 0 | 0,4 | |
|  | CERROS TUTELARES | | | | | | | | | | | Wram Front 3 | | | | |
| 2. COMPONENTES ARTIFICIALES SISTEMA VIAL Y DE TRANSPORTE | | | | | | | | | | | | | | | | |
|  | Sistema Vial Propuesto | | | | | | | | | | | Road, Unpaved | 250 | 52 | 17 | 2 |
|  | Sistema Vial Existente | | | | | | | | | | | | 255 | 0 | 0 | 2 |
|  | ESTACION METROCABLE PROPUESTO | 169 | 0 | 230 | | | | | | | | | 169 | 0 | 230 | |
| | LINEA METROCABLE | | | | | | | | | | | | 169 | 0 | 230 | 8 |
|  | Metroplus | | | | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 8 |
|  | Tunel | | | | | | | | | | | | 255 | 0 | 0 | 2 |
| SISTEMA DE CENTRALIDADES | | | | | | | | | | | | | | | | |
|  | Centro Tradicional y Representativo Metropolitano | DASHED 4.1 | 0 | 0 | 0 | 1 | 135° | 0,17 | | | | | 255 | 0 | 0 | 5 |
|  | Centros de Equilibrio Norte, Sur y Occidente | | 255 | 211 | 127 | 2 | 90° | 0,17 | | | | NT FAULT, 1st generation - | 0 | 0 | 0 | 3 |
|  | Centralidades Zonales y corregimentales | | 255 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0,4 |
|  | Centralidad Suburbana Nivel 1 | | 255 | 127 | 127 | | | | | | | | 0 | 0 | 0 | 0,001 |
|  | Centralidad Proyectada o a Futuro | | | | | | | | | | | | 255 | 0 | 0 | 6 |
|  | Áreas para la preservación de las infraestructuras y elementos del sistema estructurante (API) | | 0 | 0 | 0 | 0,1 | 135° | 0,3 | | | | | 0 | 0 | 0 | 0,001 |
| PATRIMONIO CULTURAL | | | | | | | | | | | | | | | | |
|  | Bienes Inmuebles de Interés Cultural de la Nación y Áreas de Influencia Inmediata | | | | | | | | | | | BOUNDARY CITY | 0 | 38 | 115 | 2 |
| | | | 0 | 0 | 255 | 0,6 | 90° | 0,2 | | | | | | 0 | 0 | 0 |
|  | Bienes Inmuebles de Interés Cultural del Municipio | | 255 | 99 | 71 | | | | | | | BLACK | 0 | 0 | 0 | 0,6 |
| CLASIFICACIÓN DEL SUELO | | | | | | | | | | | | | | | | |
|  | Suelo Urbano | | 250 | 250 | 210 | | | | | | | | | | | |
|  | Suelo de Expansión | | 191 | 113 | 65 | | | | | | | SINGLE STONE | 0 | 0 | 0 | 6 |
|  | Suelo Rural | | 0 | 0 | 0 | 0,01 | 135° | | | | | 0,24 | | | | |
|  | Suelo Suburbano | | 255 | 191 | 145 | | | | | | | DASHED 6.1 | 0 | 0 | 0 | 2 |
|  | Suelo de Protección Rural | | 168 | 168 | 0 | | | | | | | | | | | |
|  | Zonas de Alto Riesgo no Recuperables | | 168 | 168 | 0 | | | | | | | | | | | |
| | | | 255 | 0 | 0 | 0,5 | 0° | 0,18 | | | | | | | | |
| | | 255 | 0 | 0 | 0,5 | 90° | 0,18 | | | | | | | | | |
|  | LIMITE MUNICIPAL | | | | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | LIMITE DE CORREGIMIENTO | | | | | | | | | | | DASHED 1 LONG3 SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 1 |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
|  | ESTACION METRO | 0 | 0 | 0 | 1,2 | | | | | | | | | | | |
|  | LINEA METRO | | | | | | | | | | | | 0 | 0 | 0 | 1 |
|  | ESTACION METROCABLE | | 169 | 0 | 230 | | | | | | | | 132 | 0 | 168 | 2 |
|  | LINEA METROCABLE | | | | | | | | | | | | 169 | 0 | 230 | 2 |
|  | VIAS | | | | | | | | | | | | 156 | 156 | 156 | 0,01 |





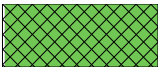

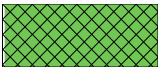


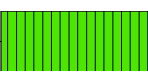

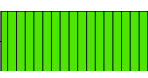





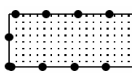
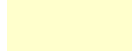





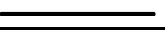



MAPA SISTEMA HABITACIONAL

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | | OUTLINE | | | | | | |
|--|---|-------------------|-----|-----|-----|-------|------------|------------|---------|--------------|---------------------|-----|-------|------|---|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH | | |
| NUEVOS DESARROLLOS HABITACIONALES | | | | | | | | | | | | | | | |
|  | En Suelo Urbano y de Expansión (% Suelo VIS) | | 179 | 179 | 179 | | | | | | 0 | 0 | 0 | 0,01 | |
|  | En Renovación Urbana (% Suelo para VIS) | | 168 | 0 | 132 | | | | | | 0 | 0 | 0 | 0,01 | |
|  | En Redesarrollo (% Suelo para VIS) | | 222 | 115 | 255 | | | | | | 0 | 0 | 0 | 0,01 | |
|  | En Consolidación (Lotes Propiedad del Estado) | | 168 | 112 | 0 | | | | | | 0 | 0 | 0 | 0,01 | |
| MEJORAMIENTO INTEGRAL DE BARRIOS | | | | | | | | | | | | | | | |
|  | Mejoramiento Integral | | 201 | 182 | 147 | | | | | | 0 | 0 | 0 | 1 | |
|  | Regularización y Legalización Urbanística | | | | | | | | | | | | | | |
|  | Áreas de Manejo Especial en Planes Parciales | 10% Crosshatch | 0 | 0 | 0 | 0,5 | 45° y 135° | 0,2 | | | 0 | 0 | 0 | 0,01 | |
|  | Consolidación Nivel 2 | | 255 | 208 | 120 | | | | | | 0 | 0 | 0 | 0,01 | |
|  | Cosolidación Nilvel 3 | | 240 | 160 | 0 | | | | | | 0 | 0 | 0 | 0,01 | |
| REASENTAMIENTO DE POBLACIÓN | | | | | | | | | | | | | | | |
|   | Zonas de Alto Riesgo no Recuperables | | 168 | 168 | 0 | | | | | | | | | | |
|  | | | 255 | 0 | 0 | 0,5 | 0° | 0,18 | | | | | | | |
|  | | | 255 | 0 | 0 | 0,5 | 90° | 0,18 | | | | | | | |
| Áreas de Actuaciones Urbanas Integrales: | | | | | | | | | | | | | | | |
|  | Metroplus | | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 8 | |
|  | LINEA METROCABLE | | | | | | | | | 169 | 0 | 230 | 2 | | |
|  | Parques Biblioteca | | 172 | 214 | 230 | | | | | | 0 | 0 | 0 | 0,01 | |
|  | Escuelas de Calidad EPM | | | | | | | | | | 172 | 214 | 230 | 2 | |
| HÁBITAT RURAL | | | | | | | | | | | | | | | |
|  | Consolidación Suburbana Nivel 2 (CN2) Cualificación y Dotación | | 255 | 208 | 120 | | | | | | 0 | 0 | 0 | 1 | |
|  | Consolidación Suburbana Nivel 3 (CN3) Generación | | 240 | 160 | 0 | | | | | | 0 | 0 | 0 | 1 | |
|  | LIMITE MUNICIPAL | | | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | | | SINGLE STONE | 137 | 90 | 68 | 5 |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
|  | ESTACION METRO | 0 | 0 | 0 | 1,2 | | | | | | | | | | |
|  | LINEA METRO | | | | | | | | | | 0 | 0 | 0 | 1 | |
|  | ESTACION METROCABLE | 169 | 0 | 230 | | | | | | | 169 | 0 | 230 | 2 | |
|  | LINEA METROCABLE | | | | | | | | | | 169 | 0 | 230 | 2,5 | |
|  | VIAS | | | | | | | | | | 156 | 156 | 156 | 0,01 | |
|  | ESTACION METROCABLE PROPUESTO | 169 | 0 | 230 | | | | | | | 169 | 0 | 230 | 2 | |
|  | LINEA METROCABLE PROPUESTO | | | | | | | | | | DASHED 6.1 | 169 | 0 | 230 | 7 |
|  | Tunel | | | | | | | | | | | 255 | 0 | 0 | |





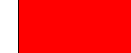












MAPA SISTEMA VIAL ESTRUCTURANTE MUNICIPAL

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | | OUTLINE | | | | | |
|--------------|--|------------|-----|-----|-----|-------|--------|------------|---------|----------------|-----|-----|-------|-------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH | |
| | Vias Existentes Urbanas | | | | | | | | | | | | | |
| | Vias Proyectadas Urbanas | | | | | | | | | DASHED 4.1 | 255 | 0 | 0 | 2,5 |
| | Vias Existentes Rurales | | | | | | | | | | 230 | 0 | 169 | 2,5 |
| | Vias Proyectadas Rurales | | | | | | | | | DASHED 4.1 | 230 | 0 | 169 | 2,5 |
| | Centralidad Zonal | | 255 | 0 | 0 | | | | | | | | | |
| | Centralidad Barrial | | 255 | 170 | 0 | | | | | | | | | |
| | Áreas para la preservación de las infraestructuras y elementos del sistema estructurante - Espacio público | | 152 | 230 | 0 | | | | | | | | | |
| | | | 0 | 0 | 0 | 0,5 | 135° | 0,5 | | | 0 | 0 | 0 | 0,4 |
| | Áreas para la preservación de las infraestructuras y elementos del sistema estructurante - Equipamientos Generales | | 190 | 232 | 255 | | | | | | 0 | 0 | 0 | 0,01 |
| | Áreas para la preservación de las infraestructuras y elementos del sistema estructurante | | 0 | 0 | 0 | 0,1 | 135° | 0,3 | | | 0 | 0 | 0 | 0,001 |
| | Suelo Urbano | | 250 | 250 | 210 | | | | | | | | | |
| | Suelo de Expansión | | 191 | 113 | 65 | | | | | | | | | |
| | Tunel | | | | | | | | | | 255 | 0 | 0 | |
| | LIMITE MUNICIPAL | | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
| | LIMITE DE CORREGIMIENTO | | | | | | | | | DASHED 1 LONG3 | 0 | 0 | 0 | 1 |
| | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | | LONG3SHORT | 0 | 0 | 0 | 1 |
| | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 1 |
| | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | | RAMP | 0 | 92 | 230 | 2 |
| | ESTACION METRO | 0 | 0 | 0 | 1,2 | | | | | | | | | |
| | LINEA METRO | | | | | | | | | | 0 | 0 | 0 | 1 |
| | ESTACION METROCABLE | 132 | 0 | 168 | | | | | | | 132 | 0 | 168 | 2 |
| | LINEA METROCABLE | | | | | | | | | | 132 | 0 | 168 | 2,5 |
| | VIAS | | | | | | | | | | 156 | 156 | 156 | 0,01 |
| | ESTACION METROCABLE PROPUESTO | 132 | 0 | 168 | | | | | | | 132 | 0 | 168 | 2 |
| | LINEA METROCABLE PROPUESTO | | | | | | | | | DASHED 6.1 | 132 | 0 | 168 | 7 |






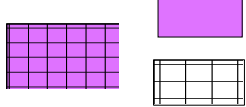


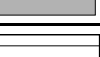



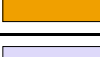


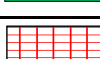

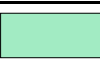

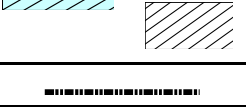

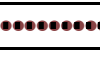


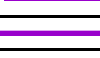
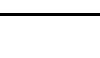

MAPA SUELO DE PROTECCIÓN AREAS DE IMPORTANCIA RECREATIVA Y PAISAJÍSTICA Y CERROS TUTELARES

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | OUTLINE | | | | | | |
|---|--|------------------------|-----|-----|-----|-------|------------|------------------|---------------------|---------------------|-----|-----|-------|----|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH | |
| 1- SUELO DE PROTECCIÓN | | | | | | | | | | | | | | |
|  | Áreas de Aptitud Forestal | | 168 | 168 | 0 | | | | | 0 | 0 | 0 | 0,01 | |
|   | Zonas de Alto Riesgo no Recuperables | | 168 | 168 | 0 | | | | | | | | | |
| | | | 255 | 0 | 0 | 0,5 | 0° | 0,18 | | | | | | |
| | | | 255 | 0 | 0 | 0,5 | 90° | 0,18 | | | | | | |
|  | Retiros a corrientes naturales de agua | | 168 | 168 | 0 | | | | | 0 | 0 | 0 | 0,01 | |
|   | Reserva Natural de la Sociedad Civil "Montevivo" | | 111 | 198 | 83 | | | | | 0 | 0 | 0 | 0,01 | |
|   | | 10% Crosshatch | 0 | 0 | 0 | 0,5 | 45° y 135° | 0,2 | | 0 | 0 | 0 | 0,01 | |
|  | Suelo de protección | | 76 | 230 | 0 | | | | | 110 | 110 | 110 | 0,4 | |
|   | Suelo de protección y Areas de importancia recreativa y paisajística | | 76 | 230 | 0 | | | | | 110 | 110 | 110 | 0,4 | |
|   | | 10% Simple hatch | 0 | 0 | 0 | 1 | 90° | 0,2 | | 0 | 0 | 0 | 0,001 | |
|  | Área de Reserva Forestal Parque Ecológico Piedras Blancas | | 38 | 115 | 0 | | | | | 0 | 0 | 0 | 0,01 | |
|  | Área de Amortiguamiento Parque Ecológico Piedras Blancas | 10% Simple hatch | 0 | 0 | 0 | | 45° | 0,17 | | 0 | 0 | 0 | 0,4 | |
|  | Ecosistemas Estrategicos | ESRI Default Marker | 225 | 225 | 225 | 16 | | | | ESRI Default Marker | 0 | 0 | 0 | 16 |
| 2-AREAS DE IMPORTANCIA RECREATIVA Y PAISAJÍSTICA (Uso social obligado) | | | | | | | | | | | | | | |
|  | Areas de importancia recreativa y paisajística | | 153 | 255 | 153 | | | | | 0 | 0 | 0 | 0,4 | |
| 3- CERROS TUTELARES | | | | | | | | | | | | | | |
|  | Cerros Tutelares | Cross-bedded Sandstone | 0 | 0 | 0 | | 0° | Escala X:1 a Y:1 | SINGLE STONE | 0 | 0 | 0 | 5 | |
|  | Suelo Urbano | 250 | 250 | 210 | | | | | | | | | | |
|  | LIMITE MUNICIPAL | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 | |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 | |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 1 | |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 | |
|  | ESTACION METRO | 0 | 0 | 0 | 1,2 | | | | | | | | | |
|  | LINEA METRO | | | | | | | | | 0 | 0 | 0 | 1 | |
|  | ESTACION METROCABLE | 169 | 0 | 230 | 1,2 | | | | | | | | | |
|  | LINEA METROCABLE | | | | | | | | | 169 | 0 | 230 | 2 | |
|  | VIAS | | | | | | | | | 156 | 156 | 156 | 0,01 | |



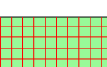
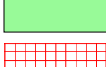
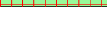

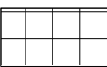
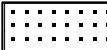



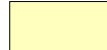
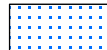










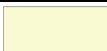
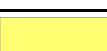






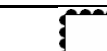









MAPA SISTEMA DE TRANSPORTE PÚBLICO MASIVO




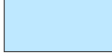
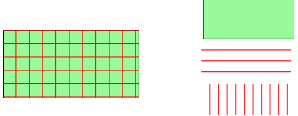















| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | | OUTLINE | | | | |
|---|---|------------|-----|-----|-----|-------|--------|------------|---------------------|-----|-----|-----|-------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH |
|  | Transporte Masivo de Mediana Capacidad (TMMC) | | | | | | | | SINGLE STONE | 158 | 86 | 0 | 5 |
|  | Zona de Influencia Directa del Metro y del TMMC | | 255 | 248 | 247 | | | | | 0 | 0 | 0 | 0,4 |
|  | Suelo de Expansión | | 191 | 113 | 65 | | | | | | | | |
|  | Centro Tradicional y Representativo Metropolitano | DASHED 4.1 | 0 | 0 | 0 | 1 | 135° | 0,17 | | 255 | 0 | 0 | 5 |
|  | Centralidades Zonales y corregimentales | 255 | 0 | 0 | | | | | | 0 | 0 | 0 | 0,4 |
|  | Centralidad Proyectada o a Futuro | 255 | 0 | 0 | 6 | | | | | | | | |
|  | LIMITE MUNICIPAL | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | SINGLE STONE | 137 | 68 | 68 | 6 |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
|  | ESTACION METRO | 0 | 0 | 0 | 1,2 | | | | | | | | |
|  | LINEA METRO | | | | | | | | | 0 | 0 | 0 | 1 |
|  | ESTACION METROCABLE | 132 | 0 | 168 | | | | | | 132 | 0 | 168 | 2 |
|  | LINEA METROCABLE | | | | | | | | | 132 | 0 | 168 | 2,5 |
|  | VIAS | | | | | | | | | 156 | 156 | 156 | 0,01 |
|  | ESTACION METROCABLE PROPUESTO | 132 | 0 | 168 | | | | | | 132 | 0 | 168 | 2 |
|  | LINEA METROCABLE PROPUESTO | | | | | | | | DASHED 6.1 | 132 | 0 | 168 | 7 |

MAPA TRATAMIENTOS E INTERVENCIONES

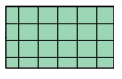







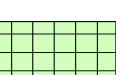




















| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | OUTLINE | | | | | | |
|---|---|------------------|-----|-----|-----|-------|----------|------------|--------|---------------|-----|-----|-------|---|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH | |
| TRATAMIENTOS | | | | | | | | | | | | | | |
|  | Consolidación Nivel 1 (CN1) | | 255 | 238 | 186 | | | | | 0 | 0 | 0 | 1,2 | |
|  | Consolidación Nivel 2 (CN2) | | 255 | 208 | 120 | | | | | 0 | 0 | 0 | 1,2 | |
|  | Consolidación Nivel 3 (CN3) | | 240 | 160 | 0 | | | | | 0 | 0 | 0 | 1,2 | |
|  | Conservación (C) | | 91 | 194 | 194 | | | | | 0 | 0 | 0 | 1,2 | |
|  | Mejoramiento Integral (MI) | | 201 | 182 | 147 | | | | | 0 | 0 | 0 | 1,2 | |
|  | Redesarrollo Primer Grupo (RED) | | 222 | 115 | 255 | | | | | | | | | |
| | | 10% Crosshatch | 0 | 0 | 0 | 0,2 | 0° Y 90° | 0,17 | 0 | 0 | 0 | 0 | 0,3 | |
|  | Redesarrollo Segundo Grupo (RED) | | 222 | 115 | 255 | | | | | 0 | 0 | 0 | 1,2 | |
|  | Renovación (R) | | 168 | 0 | 132 | | | | | 0 | 0 | 0 | 1,2 | |
|  | Desarrollo (D) | | 178 | 178 | 178 | | | | | 0 | 0 | 0 | 1,2 | |
|  | Areas de Manejo Especial | 10% Simple hatch | 0 | 0 | 0 | 0,4 | 0° | 0,1 | 0 | 0 | 0 | 0,4 | | |
| INTERVENCIONES | | | | | | | | | | | | | | |
|  | Consolidación Suburbana Nivel 1 (CSN1) | | 255 | 238 | 186 | | | | | 0 | 0 | 0 | 0,5 | |
|  | Consolidación Suburbana Nivel 2 (CSN2) | | 255 | 208 | 120 | | v | | | 0 | 0 | 0 | 0,5 | |
|  | Consolidación Suburbana Nivel 3 (CSN3) | | 240 | 160 | 0 | | | | | 0 | 0 | 0 | 0,5 | |
|  | Generacion de Actividades Forestales (GAF) | | 222 | 217 | 250 | | | | | 0 | 0 | 0 | 0,5 | |
|  | Preservación Activa (PA) | | 250 | 218 | 197 | | | | | 0 | 0 | 0 | 0,5 | |
|  | Preservación Estricta (PE) | | 0 | 184 | 92 | | | | | 0 | 0 | 0 | 0,5 | |
|  | Recuperación (RE) | 10% Crosshatch | 230 | 0 | 0 | 0,5 | 0° y 90° | 0,1 | 0 | 0 | 0 | 0,5 | | |
|  | Redesarrollo (RD) | | 222 | 115 | 255 | | | | | 0 | 0 | 0 | 0,5 | |
|  | Restauración de Actividades Rurales (RAR) | | 162 | 235 | 195 | | | | | 0 | 0 | 0 | 0,5 | |
|  | Areas para la Preservación de infraestructuras y Elementos del Sistema Estructurante. (API) | | 204 | 255 | 255 | | | | | | | | | |
| | | 10% Simple hatch | 0 | 0 | 0 | 0,4 | 45° | 0,17 | 0 | 0 | 0 | 0 | 0,4 | |
|  | LIMITE MUNICIPAL | | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | PERÍMETRO URBANO | | | | | | | | | LONG3SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | | SINGLE STONE | 137 | 68 | 68 | 6 |
|  | Perímetro Suelo Suburbano | Dashed 4:4 | 0 | 0 | 0 | 1,2 | | | | | | | | |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | | 0 | 92 | 230 | 2 | |
|  | ESTACION METRO | | 0 | 0 | 0 | 1,2 | | | | | | | | |
|  | LINEA METRO | | | | | | | | | 0 | 0 | 0 | 1 | |
| | ESTACION METROCABLE | | 169 | 0 | 230 | | | | | 169 | 0 | 230 | 2 | |
| | LINEA METROCABLE | | | | | | | | | 169 | 0 | 230 | 2,5 | |
| | VIAS | | | | | | | | | 156 | 156 | 156 | 0,01 | |

MAPA USOS GENERALES DEL SUELO

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | | OUTLINE | | | | | |
|---|---|------------------------|-----|-----|-----|-------|----------|------------------|-----------------|--------------|-----|-----|-------|-------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH | |
| Usos Suelo Rural, Protección y Suburbano | | | | | | | | | | | | | | |
|  | Forestal Protector | | 152 | 250 | 152 | | | | | | 0 | 0 | 0 | 0,4 |
|  | Forestal Protector-Productor | | 143 | 189 | 143 | | | | | | 0 | 0 | 0 | 0,4 |
|   | Forestal Protector (Zona de Alto Riesgo No Recuperable) | | 152 | 250 | 152 | | | | | | | | | |
|  | 10% Crosshatch | | 255 | 0 | 0 | 0,4 | 0° y 90° | 0,001 | | | | | | |
|  | Zona de Riesgo Recuperable | 10% Simple hatch | 255 | 0 | 0 | 0,001 | 45° | 0,1 | | | | | | |
|  | Reserva Natural de la Sociedad Civil "Montevivo" | 10% Crosshatch | 0 | 0 | 0 | 0,01 | 0° y 90° | 0,42 | | | 0 | 0 | 0 | 0,001 |
|  | Zona de Reserva P. Ecológico Piedras Blancas | Cross-bedded | 0 | 0 | 0 | | 0° | Escala X:3 a Y:4 | | | 0 | 0 | 0 | 0,01 |
|  | Areas de Amortiguamiento P.E.P.B | 10% Simple hatch | 0 | 0 | 0 | 0,5 | 45° | 0,42 | | | 0 | 0 | 0 | 0,01 |
|  | Agropecuario | | 181 | 124 | 83 | | | | | | 110 | 110 | 110 | 0,4 |
|  | Explotación de Materiales | | 225 | 225 | 225 | | | | | | 110 | 110 | 110 | 0,4 |
|  | Uso Mixto | | 255 | 255 | 190 | | | | | | 0 | 0 | 0 | 0,4 |
|  | Equipamientos Generales Rurales | Cross-bedded Sandstone | 115 | 178 | 255 | | | | | | 0 | 0 | 0 | 0,01 |
|  | Equipamientos Locales Rurales | Cross-bedded | 190 | 232 | 255 | | | | | | 0 | 0 | 0 | 0,01 |
|  | Centro Veredal | | 201 | 0 | 219 | | | | | | 0 | 0 | 0 | 0,4 |
|  | Centralidad veredal Futuro | | 255 | 0 | 0 | 9 | | | | | | | | |
|  | Uso Mixto Urbano - Rural | | 240 | 230 | 139 | | | | | | 0 | 0 | 0 | 0,4 |
|  | Centro Suburbano Nivel 1 | | 255 | 127 | 127 | | | | | | 0 | 0 | 0 | 0,4 |
|  | Centro Suburbano Nivel 2 | | 255 | 130 | 0 | | | | | | 0 | 0 | 0 | 0,01 |
|  | Centro Suburbano Nivel 1 Futuro | | 255 | 0 | 0 | 9 | | | | | | | | |
|  | Centro de Equilibrio Occidente | | | | | | | | | Warm Front 4 | 0 | 0 | 0 | 13 |
|   | Corredores Rurales | Dashed 4:1 | 0 | 0 | 0 | 0,01 | 0° | 5,1 | | | 0 | 0 | 0 | 0,4 |
| | | Dashed 4:1 | 0 | 0 | 0 | 0,01 | 90° | 5,1 | | | 0 | 0 | 0 | 0,4 |
| Usos Suelo Urbano y de Expansión | | | | | | | | | | | | | | |
| Áreas Residenciales | | | | | | | | | | | | | | |
|  | Residencial Tipo 1 | | 250 | 250 | 210 | | | | | | 130 | 130 | 130 | 0,001 |
|  | Residencial Tipo 2 | | 255 | 255 | 115 | | | | | | 130 | 130 | 130 | 0,001 |
|  | Residencial Tipo 3 | | 238 | 130 | 238 | | | | | | 0 | 0 | 0 | 0,4 |
| Áreas y Corredores de Actividad Múltiple | | | | | | | | | | | | | | |
|  | Centro Tradicional y Representativo Metropolitano | DASHED 4.1 | 0 | 0 | 0 | 1 | 135° | 0,17 | | | 255 | 0 | 0 | 5 |
|  | Áreas y Corredores de Actividad Múltiple de Cobertura Zonal | | 255 | 0 | 0 | | | | | | 110 | 110 | 110 | 0,4 |
|  | Áreas y Corredores de Cobertura Barrial | | 255 | 190 | 232 | | | | | | 0 | 0 | 0 | 0,4 |
|   | Corredor Barrial Avenida 34 Futuro | | 255 | 190 | 232 | | | | | | | | | |
| | | SINGLE STONE | | | | | | | | | 137 | 68 | 68 | 5 |
|  | Centros de Equilibrio Norte y Sur | | | | | | | | | Warm Front 4 | 0 | 0 | 0 | 13 |
| Áreas y Corredores con Usos Especializados | | | | | | | | | | | | | | |
|  | Salud, Ciencia y Tecnología | | 0 | 230 | 169 | | | | | | 0 | 0 | 0 | 0,01 |
|   | Educación | Dashed 4:1 | 255 | 0 | 197 | 0,01 | 0° | 5,1 | VEIN-CONCEAL ED | 255 | 0 | 197 | 2 | |
| | | Dashed 4:1 | 255 | 0 | 197 | 0,01 | 90° | 5,1 | | | | | | |
|   | Salud | Dashed 4:1 | 255 | 170 | 0 | 1,5 | 45° | 5,1 | VEIN-CONCEAL ED | 255 | 170 | 0 | 7 | |
| | | Dashed 4:1 | 255 | 170 | 0 | 1,5 | 135° | 5,1 | | | | | | |
|   | Recreación | Dashed 4:1 | 255 | 85 | 0 | 0,01 | 45° | 5,1 | VEIN-CONCEAL ED | 255 | 85 | 0 | 4 | |
| | | Dashed 4:1 | 255 | 85 | 0 | 0,01 | 135° | 5,1 | | | | | | |
|  | Corredor Especializado | | 255 | 170 | 0 | | | | | | 0 | 0 | 0 | 0,4 |
|  | Corredor Metropolitano de Servicios | | | | | | | | VEIN-CONCEAL ED | 0 | 255 | 194 | 10 | |

| | | | | | | | | | | | | | | | |
|---|-------------------------------------|------------------|-----|-----|-----|-------|-----|---|--|---------------------|------------|-----|-------|------|---|
|  | Producción de Gran Empresa | | 131 | 112 | 255 | | | | | 0 | 0 | 0 | 0,4 | | |
|  | Producción en Consolidación | | 187 | 150 | 255 | | | | | 0 | 0 | 0 | 0,4 | | |
|  | Equipamientos Generales o de Ciudad | | 115 | 178 | 255 | | | | | 0 | 0 | 0 | 0,4 | | |
|  | Equipamientos Locales | | 190 | 232 | 255 | | | | | 0 | 0 | 0 | 0,4 | | |
|  | Zona de Alto Riesgo no Recuperable | | 152 | 250 | 152 | | | | | 0 | 0 | 0 | 0,4 | | |
| | | | 255 | 0 | 0 | 0,001 | 0° | 5 | | | | | | | |
| | | | 255 | 0 | 0 | 0,001 | 90° | 5 | | | | | | | |
|  | Zona de Riesgo Recuperable | 10% Simple hatch | 230 | 0 | 0 | 0,5 | 45° | 3 | | | | | | | |
|  | Espacio Público | | 152 | 230 | 0 | | | | | 0 | 0 | 0 | 0,001 | | |
|  | Explotación Transitoria | Hollow | 255 | 0 | 0 | 2 | | | | | | | | | |
|  | LIMITE MUNICIPAL | | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 | |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | | DASHED 1 LONG SHORT | 0 | 0 | 0 | 1 | |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | | SINGLE STONE | 137 | 90 | 68 | 5 | |
|  | RÍO MEDELLÍN (RÍO | | | | | | | | | HIGHWAY | 0 | 92 | 230 | 2 | |
|  | ESTACION METRO | 0 | 0 | 0 | 1,2 | | | | | | | | | | |
|  | LINEA METRO | | | | | | | | | | 0 | 0 | 0 | 1 | |
|  | ESTACION METROCABLE | 169 | 0 | 230 | | | | | | | 169 | 0 | 230 | 2 | |
|  | LINEA METROCABLE | | | | | | | | | | 169 | 0 | 230 | 2,5 | |
|  | VIAS | | | | | | | | | | 156 | 156 | 156 | 0,01 | |
|  | ESTACION METROCABLE PROPUESTO | 169 | 0 | 230 | | | | | | | 169 | 0 | 230 | 2 | |
|  | LINEA METROCABLE | | | | | | | | | | DASHED | 169 | 0 | 230 | 7 |
|  | Tunel | | | | | | | | | | DASHED 6.2 | 255 | 0 | 0 | |

MAPA ZONIFICACIÓN DE MANEJO CERROS TUTELARES

| CONVENCIONES | DESCRIPCIÓN | FILL COLOR | | | | | | | OUTLINE | | | | |
|---|---|----------------|-----|-----|-----|-------|----------|------------|---------------------|-----|-----|-----|-------|
| | | NOMBRE | R | G | B | WIDTH | ANGULO | SEPARACIÓN | NOMBRE | R | G | B | WIDTH |
|    | Consolidación de borde en alto riesgo no recuperable | | 156 | 214 | 181 | | | | | 110 | 110 | 110 | 0,014 |
| | | 10% Crosshatch | 0 | 0 | 0 | 0,5 | 0° y 90° | 0,5 | | 0 | 0 | 0 | 0,5 |
|  | Recuperación ambiental y paisajística | | 56 | 168 | 0 | | | | | 110 | 110 | 110 | 0,4 |
|    | Recuperación ambiental y paisajística en alto riesgo no recuperable | | 48 | 217 | 79 | | | | | 0 | 0 | 0 | 0,4 |
| | | 10% Crosshatch | 0 | 0 | 0 | 0,5 | 0° y 90° | 0,5 | | 0 | 0 | 0 | 0,5 |
|  | Recuperación para la conservación | | 168 | 168 | 168 | | | | | 110 | 110 | 110 | 0,4 |
|    | Recuperación para la conservación en alto riesgo no recuperable | | 211 | 255 | 190 | | | | | 0 | 0 | 0 | 0,4 |
| | | 10% Crosshatch | 0 | 0 | 0 | 0,5 | 0° y 90° | 0,5 | | 0 | 0 | 0 | 0,5 |
|  | Preservación | | 255 | 190 | 232 | | | | | 110 | 110 | 110 | 0,4 |
|  | Patrimonio cultural e histórico | | 230 | 0 | 169 | | | | | 110 | 110 | 110 | 0,4 |
|  | Protección del patrimonio histórico y cultural | | 245 | 122 | 122 | | | | | 110 | 110 | 110 | 0,4 |
|  | Consolidación de espacio público | | 0 | 255 | 0 | | | | | 110 | 110 | 110 | 0,4 |
|  | Consolidación de borde | | 255 | 255 | 145 | | | | | 110 | 110 | 110 | 0,4 |
|  | Desarrollo urbanístico | | 192 | 114 | 66 | | | | | 110 | 110 | 110 | 0,4 |
|  | Uso intensivo | | 230 | 152 | 0 | | | | | 110 | 110 | 110 | 0,4 |
|  | Sin Zonificación | | 101 | 163 | 160 | | | | | 110 | 110 | 110 | 0,4 |
|  | Suelo Urbano | | 250 | 250 | 210 | | | | | | | | |
|  | LIMITE MUNICIPAL | | | | | | | | BOUNDARY CITY | 0 | 0 | 0 | 1 |
|  | PERÍMETRO URBANO ACUERDO 46 DE 2006 | | | | | | | | DASHED 1 LONG3SHORT | 0 | 0 | 0 | 1 |
|  | PERÍMETRO SUELO DE EXPANSIÓN | | | | | | | | SINGLE STONE | 0 | 0 | 0 | 1 |
|  | RÍO MEDELLÍN (RÍO ABURRÁ) | | | | | | | | HIGHWAY RAMP | 0 | 92 | 230 | 2 |
|  | ESTACION METRO | | 0 | 0 | 0 | 1,2 | | | | | | | |
|  | LINEA METRO | | | | | | | | | 0 | 0 | 0 | 1 |
|  | ESTACION METROCABLE | | 169 | 0 | 230 | 1,2 | | | | | | | |
|  | LINEA METROCABLE | | | | | | | | | 169 | 0 | 230 | 2 |
|  | VIAS | | | | | | | | | 156 | 156 | 156 | 0,01 |