LANDSCAPE GUIDELINES

HARDSCAPE

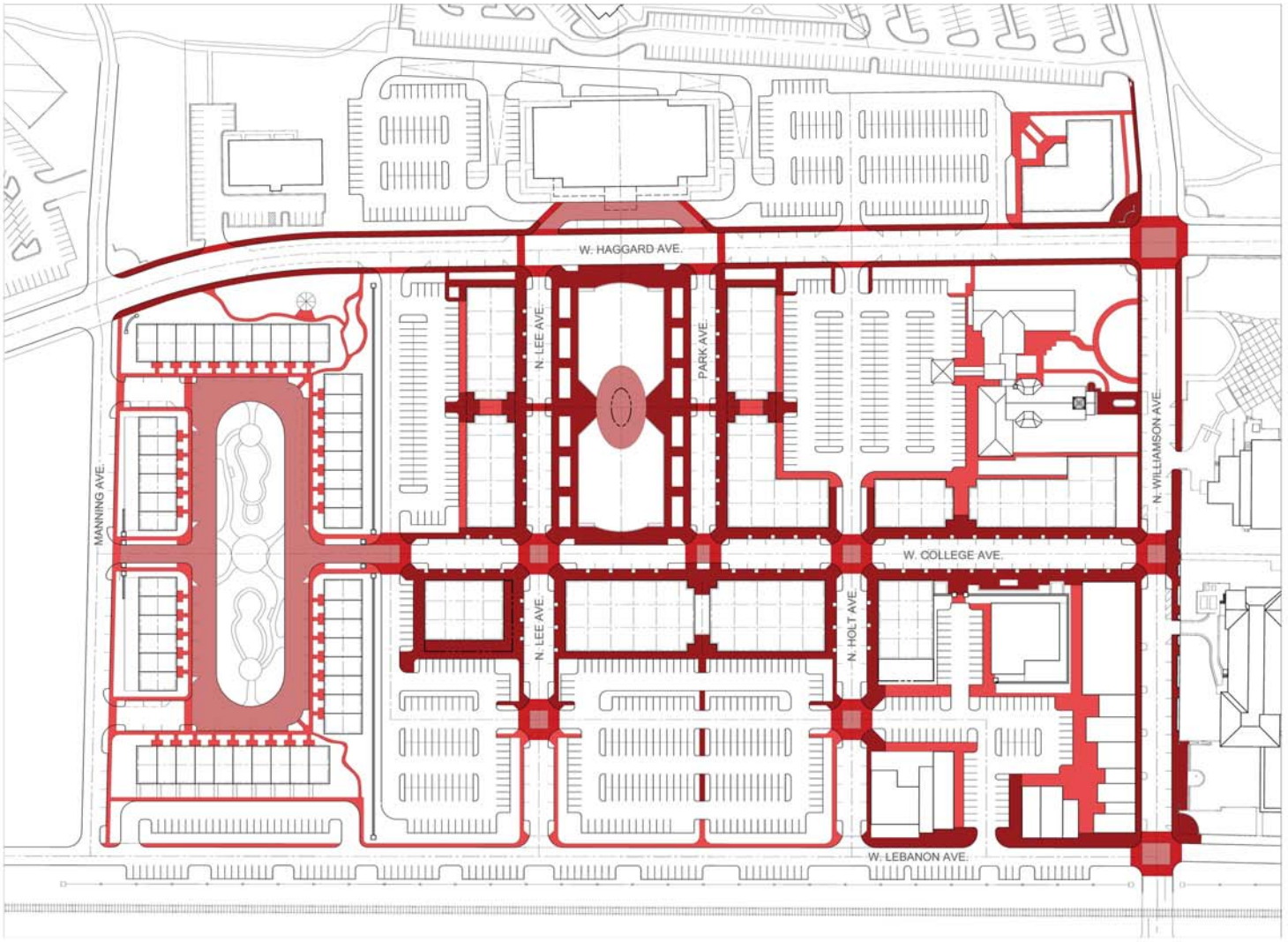
KEY

- Primary Circulation
- Secondary Circulation
- Crosswalks
- Specialty Pavement

The Hardscape throughout the town is conceptualized to reinforce the hierarchy of the spaces within the town center and the street network. It is also to assist in the creation of new and dynamic spaces that enhance the overall community environment.

Primary Circulation is defined by those walks that accompany streets which are presently part of the fabric of the town and those streets which will make up the primary area of the new town center. The Primary circulations paths should be defined through the use of brick paving that matches the existing brick on N. Williamson Ave. and W. Haggard Ave. The brick to be used is a specialty blend created by Pine Hall Brick Company known as "Elon Burn Full Range". The brick is to be placed on a concrete base and sand setting bed. Walks are to be edged in a Pine Hall's Full Range Modular Brick. Primary walks are to vary in width based on the needs of the accompaning building use.

Secondary Circulation is defined as those walks that traverse areas which are not primary to creating a sense of place, but provide support to primary pedestrian circulation. These walks tie parking lots and alleys to the main town district. As funds allow, these walks may be solid brick as defined by the primary circulation walks, but may also be limited in their detailing. Secondary walks are envisioned as concrete with brick edging and dividers The exact scaling and rhythm of the dividers should be defined upon final construction documents as they relate to the buildings and other improvements

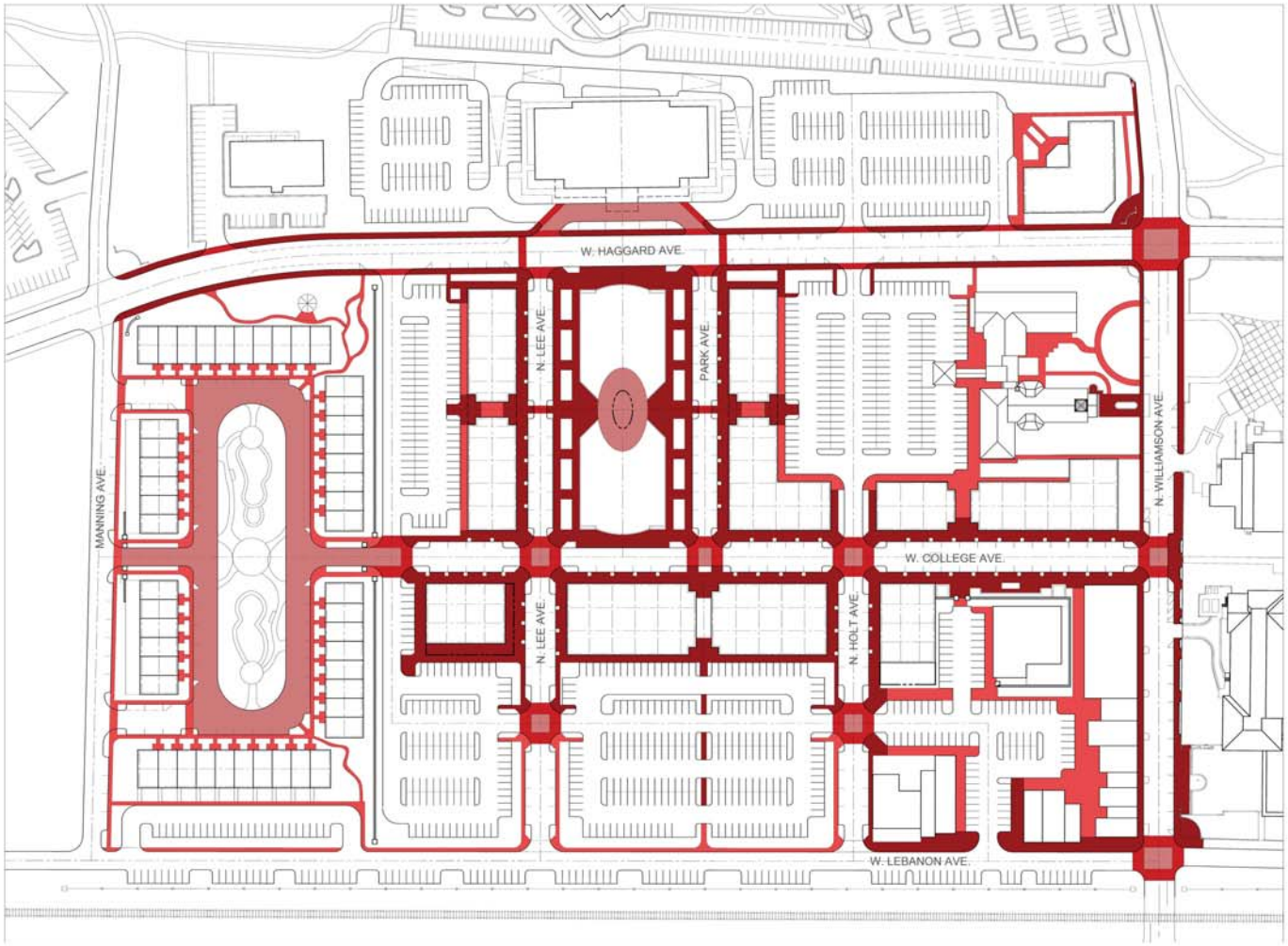


PEDESTRIAN AND VEHICULAR HARDSCAPE

PEDESTRIAN AND VEHICULAR HARDSCAPE

Crosswalks are to be constructed as allowed by local and state governing bodies. Under current conditions, creative and non-asphalt crosswalks are not allowed on state maintained roads. To achieve a creative solution, the town may need to take over the affected roads from the state. This is especially true for N. Williamson and W. Haggard Avenues. Crosswalks are envisioned in the master plan to be brick on concrete to match the brick sidewalks to which they connect. These may be edged in an alternative brick (white) or concrete band to hold and encase the brick so it does not shift with the movement of the adjoining asphalt. The brick or concrete band will also assist in the definition and limits of the walk by creating a contrasting tone against the red brick walks and the gray asphalt. Crosswalk width should be determined on a case by case basis as part of final construction documents. However the width should be no less than 6' on minor crosswalks and not exceed 20' on major crosswalks.

Specialty Pavement is defined by areas that require and call for pavement treatments above and beyond that which is either brick or concrete. These areas of pavement should be defined as part of the final design of the various areas. Specialty Pavements may be stone, granite setts, brick, patterned brick, decorative concrete or other such materials.



PEDESTIRAN AND VEHICULAR HARDSCAPE

HARDSCAPE

PEDESTRIAN AND VEHICULAR HARDSCAPE

Walk and Design Detailing and construction should be characterized as follows:

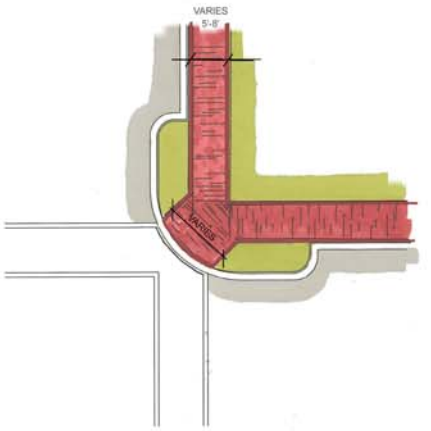
Gathering Areas – A minimum width of 20' should be considered at the two ends of the Town Commons and all other areas of gathering such as the center of the park, other linear parks or pocket parks that may be developed in the future

1. TYPICAL SIDEWALK

The typical walk should vary in width from 5' to 8'. For the most part a 5' walk should be constructed for areas where traffic will be minimal and on the back edges of the town center. This is an industry standard that should not be reduced Small alleys, back yard walks, and any minor cut-through may include narrower walks to provide an intimate scale and allow the opportunity for planting to soften the scale of the space. Wider walks up to 8' should be constructed in areas of high traffic that are not associated with retail, office or other fixed uses.

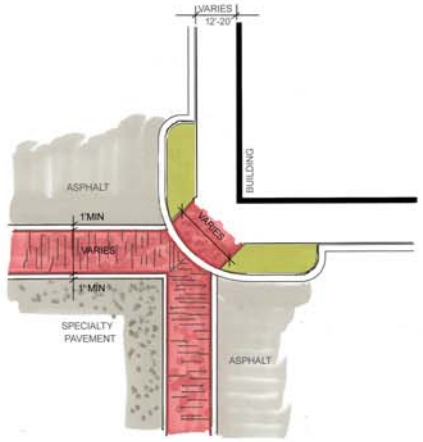
2 TYPICAL BRICK CROSSWALK

All crosswalks should, at a minimum, have painted lines This includes crosswalks in parking lots and at minor intersections. This act will reinforce the pedestrian nature of the town center. Each crosswalk should be sized appropriately for the traffic volume. If possible, crosswalks should be sized at a minimum of 6' for minor crossings with an 8' width as the norm. Larger widths up to 20' in areas of high traffic should be considered. The use of brick or other materials should be strongly encouraged to reinforce the pedestrian nature of the space, but must be coordinated with all appropriate governing bodies.

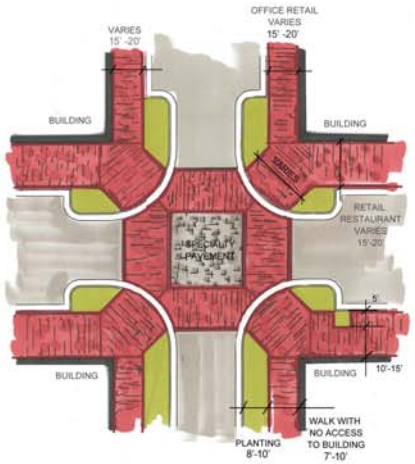


TYPICAL SIDEWALK

WALK AT TOWN COMMONS EDGE



TYPICAL BRICK CROSSWALK



TYPICAL BRICK INTERSECTION

3. WALK AT TOWN COMMONS EDGE

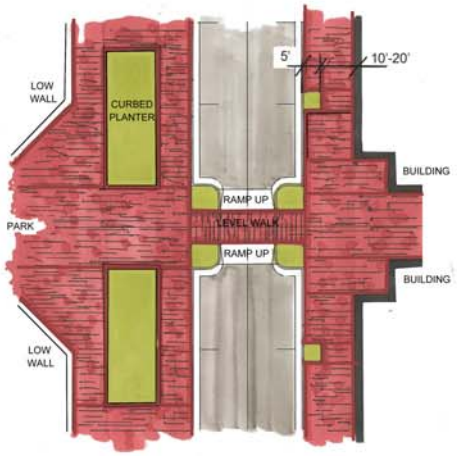
Along the edge of the Town Commons there is envisioned a large walk which is divided by large tree planters. The walk closest to the curb should be a minimum of 10' wide to allow for pedestrian movement while allowing for automobile door swings The planting between the two walks should be a minimum of 15' wide to allow for large scale tree plantings. A raised curb edge should be considered as part of the planter design to control the plantings and mulch. The inner walk is envisioned to provide a walking surface associated with the Town Commons. A low seat wall is conceptualized to provide seating opportunities which look back toward the associated buildings and define the lawn edge of the Town Commons.

4. TYPICAL BRICK INTERSECTION AND WALK WIDTHS AT BUILDINGS

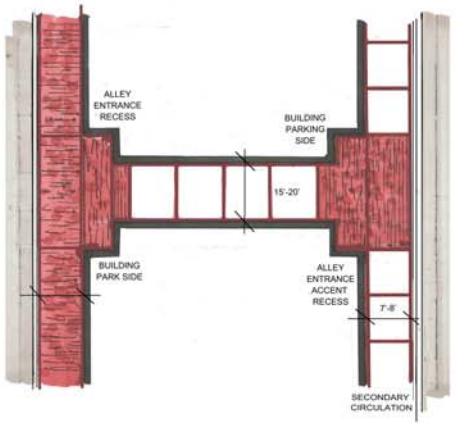
Intersections and Walks are conceptualized to use brick pavers as previously discussed having widths that correspond with the anticipated traffic volume. If brick is used in the intersections, it should match that of the walks. The edges should be held in place with white brick or concrete banding, a minimum of 1' wide. This banding will hold the brick in place against the flexible asphalt paving. In the center of these intersections, an opportunity is provided for the use of granite cobblestones to slow traffic, or graphic interpretations, to provide interest. For primary circulation walks a minimum width of 15' and a maximum of 20' should be considered along storefronts and where plantings or tree wells are placed along the curb. A width of 20' or wider should be considered where restaurants will be using the sidewalk as part of the dining area. However, this should be a general rule and not a fixed distance. Narrower walks create congestion which provide opportunities for dynamic and interesting social interaction. Narrow walks should be allowed on building sides which provide little or no access into the buildings.

1 RAISED MID-BLOCK CROSSWALKS

Within the mid-block of Lee and Park Ave. there is envisioned a crosswalk that allows pedestrian traffic to pass from parking at the rear of the associated buildings to new "Town Commons". This pedestrian crossing may be constructed in one of two ways. The crosswalk may be at road grade, which will allow for traffic to move smoothly down the two roads. Alternately, these crosswalks might better service the pedestrian experience by raising the crosswalk to sidewalk level. Construction of the walks in this manner will slow the vehicular traffic down to give priority to the pedestrian experience when crossing these two streets.



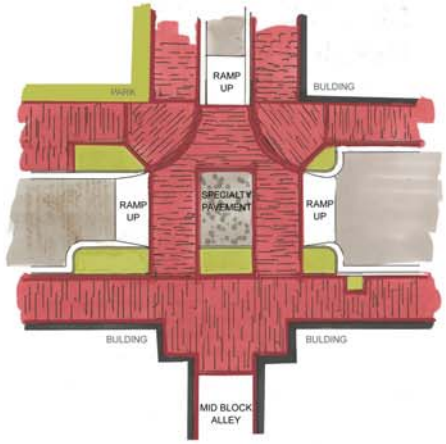
RAISED MID BLOCK CROSSWALK



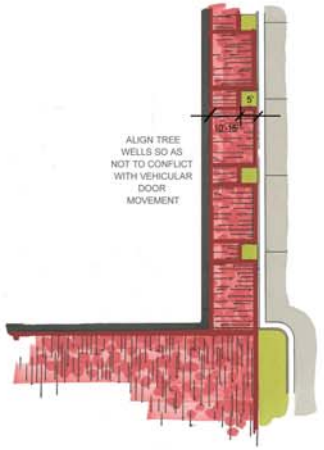
MID BLOCK ALLEY CONNECTION

2 ALLEY CROSSWALK

Likewise the mid-block alley crosswalk experience may be constructed as either a raised walk or an at grade crosswalk. A final decision on this matter will best be determined as the town expands and as circumstances dictate



ALLEY CROSSWALK



TREE WELLS AND WALKS

3 MID-BLOCK ALLEY CONNECTION

Mid-Block Alleys should be constructed as secondary circulation patterns to provide interest to the pedestrian experience. However, as funds allow, these walks may also be brick or an alternate richer material. In all cases the ends of the mid-block alleys should be accented with a carpet of brick to greet the pedestrian, accentuate the entrance to the mid-block access and tie the primary walks to this entrance sequence at the parking lot. Sidewalks along the face of the parking lots should be a minimum of 7' and preferably 8' to allow for adaquate pedestrian flow unaffected by automobile bumper overhangs

4 TREE WELLS AND WALKS

Along sidewalks with parking and street trees, the use of tree wells and tree grates should strongly be encouraged. Spacing of the trees should be so as to not affect the automobile door swings as well as the location of future parking meters. In that most tree grates are 5' X 5', the walk should therefore be a minimum of 15' wide to allow 10' of pedestrian flow. Sidewalk widths of 20' or wider should be considered for areas where restaurants will use the sidewalk for outdoor seating and dining, or where retail space will use the walk for outdoor displays.

SOFTSCAPE

STREET TREES

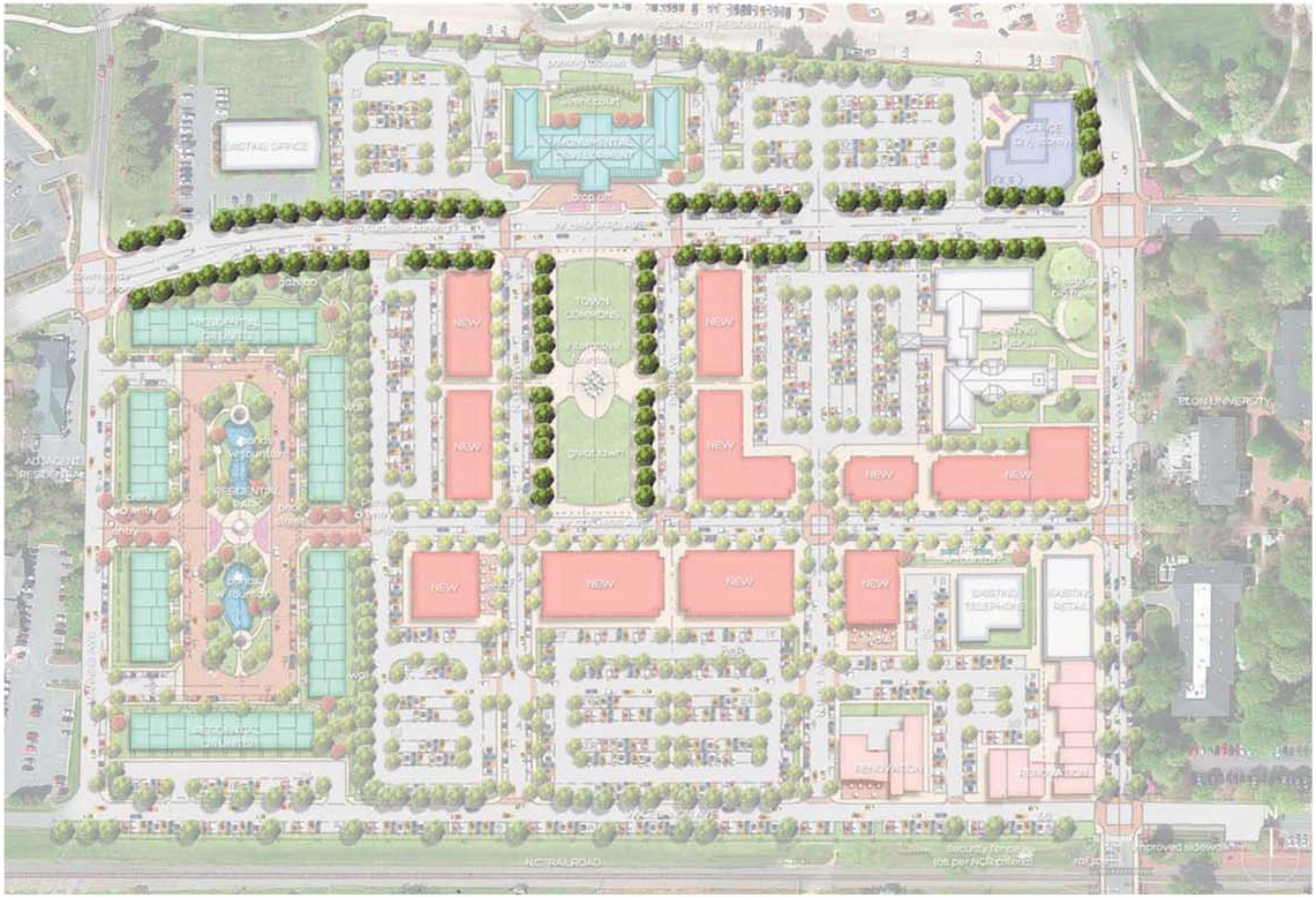
To provide shade, closure, and a sense of place, large street trees are to be added along the sides of W. Haggard Ave. and on the inner edges of N. Lee Ave. and Park Ave. The trees on N. Williamson should be replaced with Oaks or a new species found in the Building Frontage Palette. In keeping with the history of Elon, these trees should be a variety of Oak tree. Preferred species should be White Oak (Quercus alba) or Northern Red Oak (Quercus rubra). These species have large leaves. If maintenance issues are of concern then alternate species of Willow Oak (Quercus phellos) or Pin Oak (Quercus palustris) may be subsituted. Trees should be planted at a minimum caliper of 3" with a preferred caliper of 5"-6". Spacing should be 30'-40' on center which will, in time, provide a canopy over the roads.

NORTHERN RED OAK

WILLOW OAK

PIN OAK

WHITE OAK



STREET TREES

BUILDING FRONTAGE TREES

Perhaps the most critical tree selection for the downtown is the species which will be placed along the street edge between the buildings and the street. The species should be tolerant of limited root space found in the envisioned tree wells. Trees should be able to withstand pedestrian traffic and other physical abuse, while providing a pleasing canopy to the pedestrian experience. The tree selection should be such that it allows visual access to the storefronts from the street. The ideal canopy would be vase shaped with a high branching pattern. Preferred species include: Chinese Pistache (Pistacia chinesis), Northern Golden Raintree (Koelreuteria paniculata), Golden Raintree (Koelreuteria bipaniculata), Honey Locust (Gleditsia triacanthos), Japanese Flowering Apricot (Prunus Mume), Purple Leaf Plum (Prunus cerasitera), or Zelkova (Zelkova serrata)

HONEY LOCUST

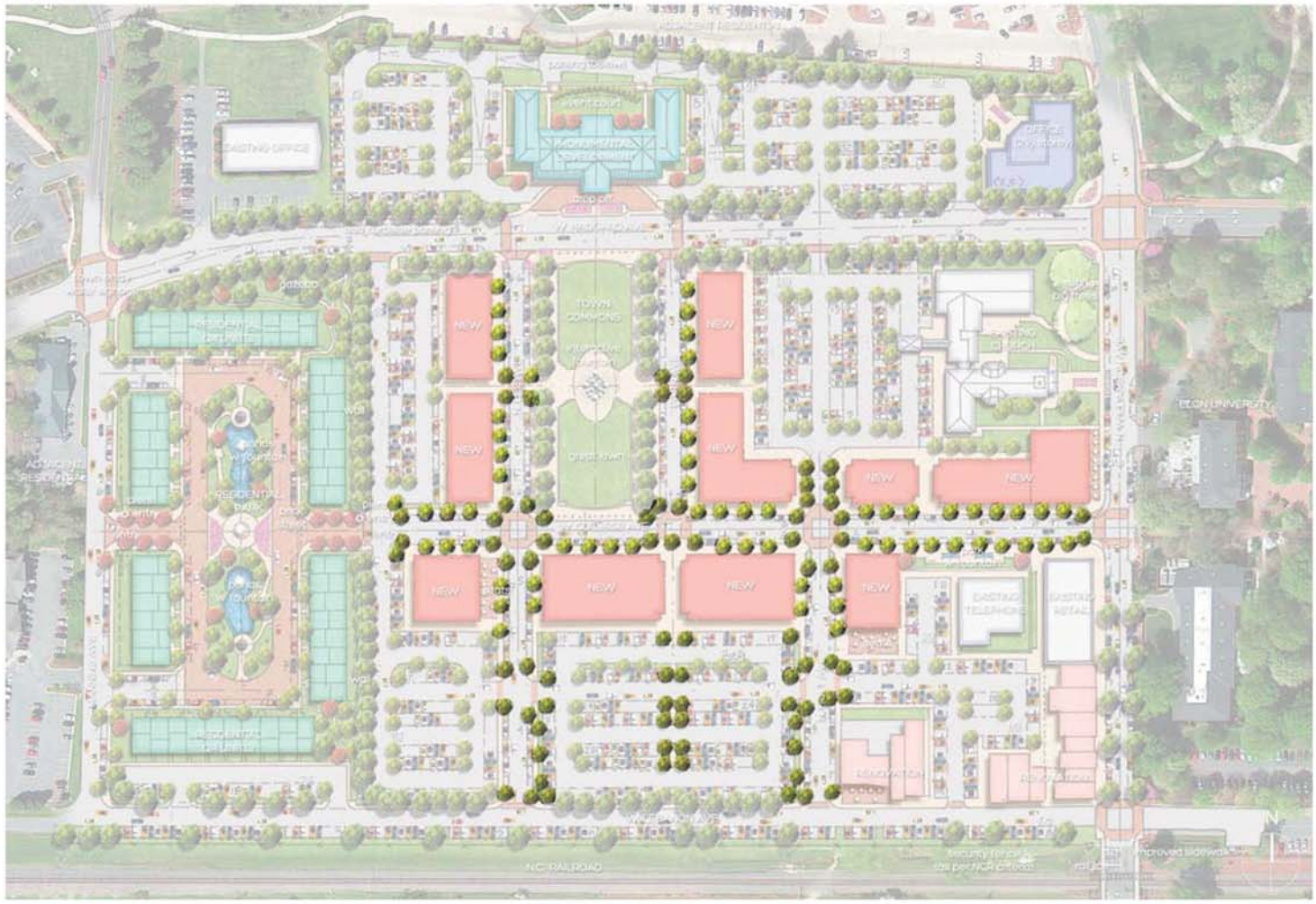
CHINESE PISTACHE

GOLDEN RAINTREE

FLOWERING APRICOT

PURPLE LEAF PLUM

ZELKOVA



BUILDING FRONTAGE TREES

SOFTSCAPE

PARKING LOT EDGE AND ISLAND TREES

Large shade trees should be planted along the boundary and within the all parking lots to provide shade and assist in cooling the lots. Parking islands within the lots should be designed to control traffic and provide opportunities for storm water infiltration. A variety of species should be considered so as not to create a monoculture which might be susceptible to disease.. Varied species also provide interest in color and scale.. Additional lower level ornamentals trees should be planted for color and texture as well as provide direction to pedestrian and vehicular circulation patterns.

ASH

DOGWOOD

CREPE MYRTLE

REDBUD

RED MAPLE

SUGAR MAPLE

WILLOW OAK

PARKING LOT EDGE AND ISLAND TREES

BUFFER TREES

Buffer Trees are to be considered along the railroad tracks and between the town center and the multi-family residential property. This buffer planting may be evergreen or deciduous planting material, depending on the final configuration of the site. Evergreens to consider include: Southern Magnolia (Magnolia grandiflora), Nellie Stevens Holly (Ilex X Nellie Stevens) or Foster Holly (Ilex X Fosteri). Deciduous material options include Oaks (Quercus), Maples (Acer), Ash (Fraxinus) or Elm (Ulmus)


SOUTHERN MAGNOLIA


NELLIE STEVENS HOLLY

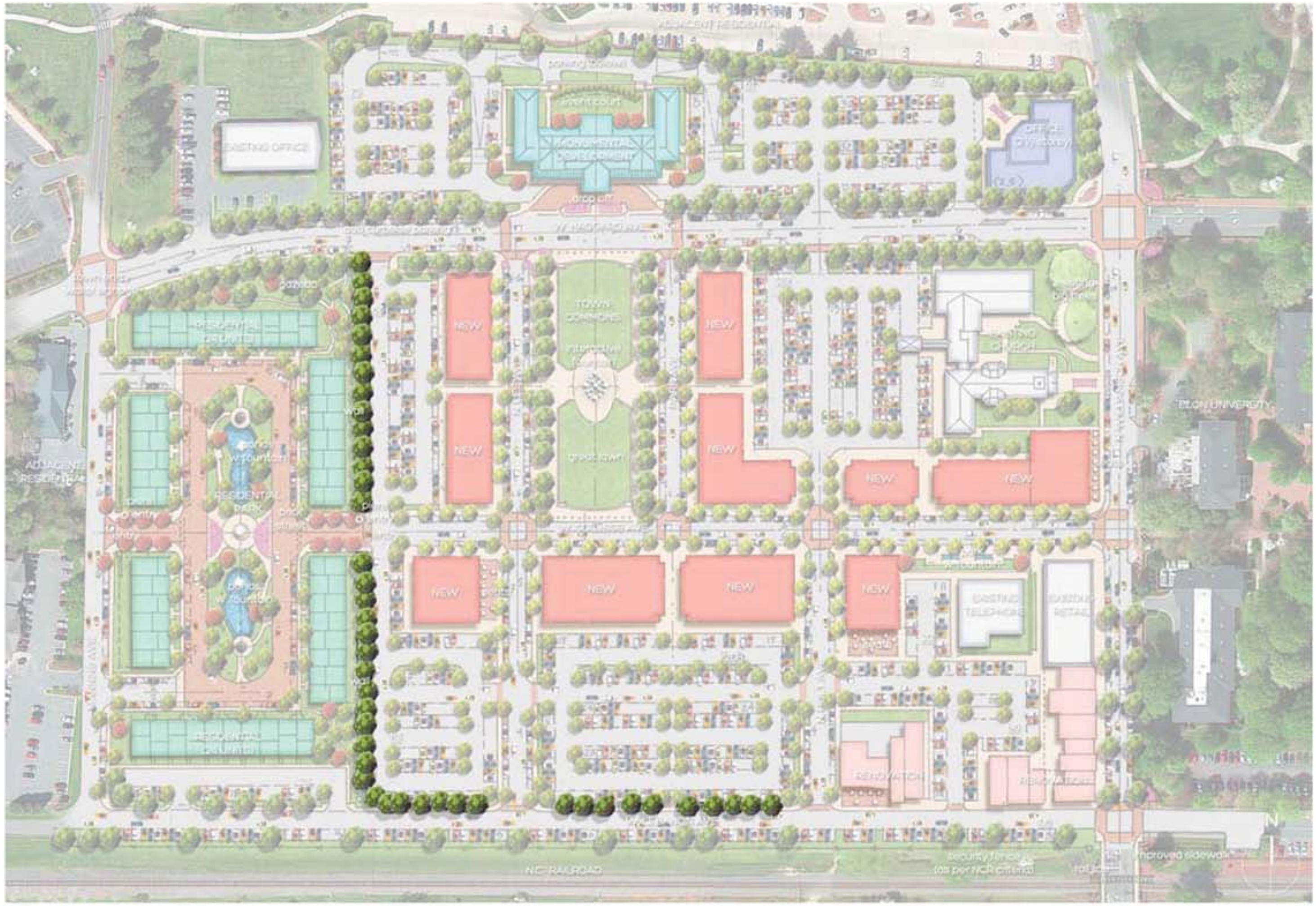

FOSTER HOLLY


WILLOW OAK


ELM


MAPLE


ASH



BUFFER TREES