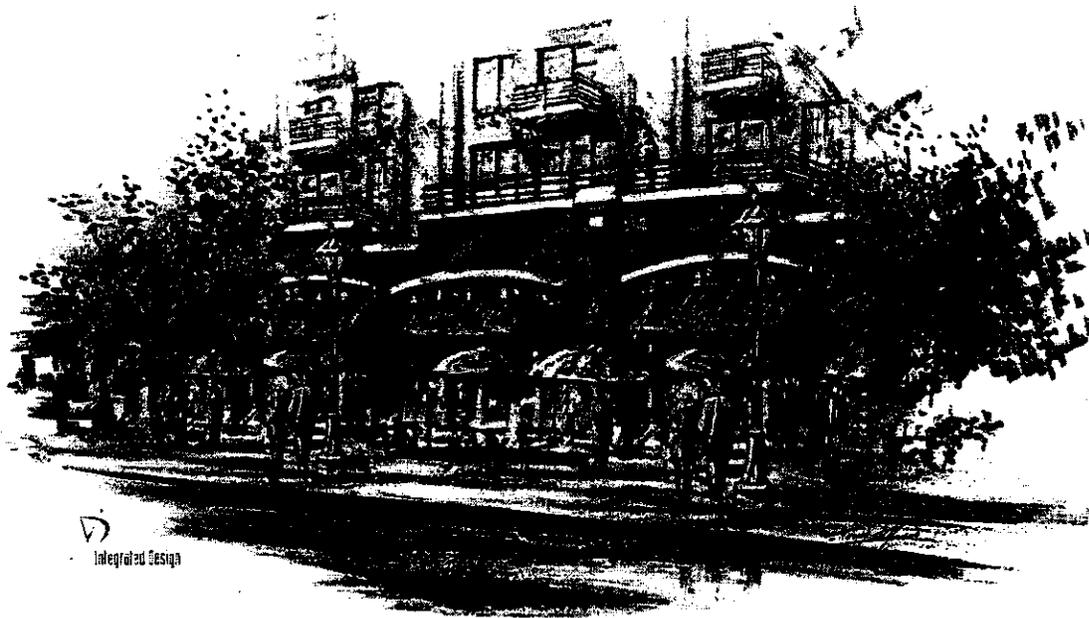


November 14, 2002  
ADOPTED: November 19, 2002

**Stanhope Center**  
**Pedestrian Business Overlay District**  
**Streetscape and Parking Plan**



 Integrated Design

**Prepared by:**

**Integrated Design, PA**  
**Stanhope Center**  
**Pedestrian Business Overlay District**  
**Streetscape and Parking Plan**

Stanhope Center is a proposed mixed-use development with residential, retail, office and recreational. The 7.01 acre development is bounded by:

- Hillsborough Street (north)
- Concord Street (west)
- Norfolk-Southern Railroad (south)
- Friendly Drive (east).

Use of the Pedestrian Business Overlay District enhances the ability to create a vibrant streetscape that is unique to this development. The Stanhope Center Streetscape and Parking Plan proposes streetscape modifications to existing streets, new public streets, new private streets, and integrates amenities that improve pedestrian quality and experience.

The applicant may request of City Council that certain existing public rights-of-ways and streets become private. These are:

- Concord Street, from Hillsborough Street south to the proposed round
- Cordial Drive is proposed as a private street.

A request will be made to abandon McKnight Street. A right-of-way exchange will be requested to remove a portion of the right-of-way encircling the cul-de-sac on Friendly Drive for new right-of-way along the Friendly Drive extension.

Stanhope Avenue will remain a public street as well as the proposed extensions of Concord Street and Friendly Drive. (See MP-1 for limits of right-of-way).

Streetscape elements, as described in this report, will be part of both the public and private street networks. The private streets and associated streetscape elements and appurtenances and streetscape elements and appurtenances within public streets will be held and maintained by a not-for-profit Property Owners Association established for the Stanhope Center development.

See Master Plan drawings for layout and locations of streetscape and parking plan.

No parking reductions are being requested. On- and off-site parking, landscaping, buildings and/or signage will not be made to conform to the Stanhope Center Streetscape and Parking Plan until the section or phase of the Master Plan is developed as defined in the PDD Master Plan. The provisions of the PBOD shall not take effect until the section is developed.

## **Hillsborough Street Streetscape and Parking Plan**

The mixed-use building, shown as Section C on the Master Plan, fronts onto the Hillsborough Street right-of-way. This building will have a maximum height of 40' and be three stories with ground level retail and apartments above.

### **Streetscape Elements**

Streetscape elements are per the University Village Streetscape Plan, dated 1986, and include:

#### ***On-street Parking***

On-street parallel parking spaces are planned for the Hillsborough Street frontage within the project limits and will comply with the City of Raleigh's design criteria for the proposed Hillsborough Street reconstruction plan.

#### ***Sidewalks***

The minimum unobstructed sidewalk width along Hillsborough Street is eight (8) feet. Sidewalks of varying widths (minimum 8') extend from the back of curb to the proposed building fronts. Portions of the sidewalks will be beyond the Hillsborough Street right-of-way. Brick paving material for sidewalks will be equal to wire-cut Cherokee flash pavers per the University Village Streetscape Plan.

#### ***Signage and Canopies***

Signage will be restricted to lettering displayed on the canopies or awnings, under-canopy signs and wall signs. No ground signs will be permitted.

Canopies and awning heights shall be a minimum of 9.0' above sidewalk grade. Canopies/awnings may or may not be backlit, may be retractable and will be made of canvass, vinyl or translucent materials. The colors will be compatible with the building materials and colors.

Under-canopy signs will be permitted for pedestrian identification of individual businesses. Under-canopy signs will be hung a minimum of 9.0', unobstructed, above the grade of the sidewalk, will not exceed a height of 12" and not exceed the width of the canopy.

Walls signs will be permitted. Total maximum wall sign area per establishment is two (2) square feet per linear foot of the side of the building facing any street or common area. Area of copy (height x length) of a wall sign will not exceed 75% of the total sign area.

Canopies/awnings and under-canopy signs, which extend into public rights-of-way, will require an encroachment permit from the City of Raleigh.

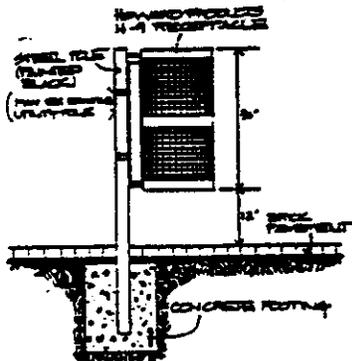
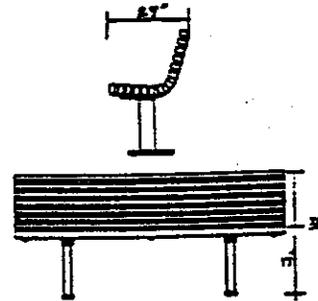
### ***Street Trees***

European Hornbeam is the recommended specie for street tree plantings. Trees will be planted at 2-1/2" – 3-1/2" caliper (measured 6" above grade). If overhead power lines are placed underground, as part of the Hillsborough Street Improvement Project, and before the trees are installed, the hornbeam may be substituted with Shumard Oak of a 3"-4" caliper.

Street trees will be installed at a rate of 1 tree per 50 lf of roadway frontage. Tree grates and guards for the street trees will be installed per the University Village Streetscape Plan.

### ***Street Furniture***

**Benches** will be provided at a minimum rate of 1/200 LF of sidewalk. The bench style will be compatible with Woodplay, Inc., Woodcrafters of Florida, or other manufacturers of similar style pieces. Benches will be per the University Village Streetscape Plan.



**Trash receptacles** will be placed proximate to the bench locations. Receptacle style will be compatible with Howard Products, or other manufacturers of similar style pieces. Receptacles will appear per the University Village Streetscape Plan.

**Bike racks** will be provided at a rate of 1/20 on- and off-street parking spaces fronting Hillsborough Street within the Overlay District. Bike racks will be bollard style, per Stanhope Center Streetscape and Parking Plan, and accommodate two bicycles per bollard. Bike rack distribution will not be greater than 1 bike rack per 200 LF.

### ***Lighting***

Light pole design, height and luminaries will be similar to the Western Lighting Standards fixtures approved for the University Village Streetscape Plan.

## **Streetscape Maintenance**

The city will maintain the following streetscape elements:

- Curb and gutter
- Street paving
- Crosswalk striping and signals
- Bus stops
- On-street parking space striping
- Parking meters
- Street lights

A not-for-profit Property Owners Association established for the Stanhope Center development will maintain:

- Street trees, tree grates, and tree guards
- Trash receptacles
- Specialty lighting and lighting attached to buildings
- Benches.
- Encroachments within public right-of-way
- Sidewalks
- Awnings and canopies
- Bike racks
- Bollards

Individual businesses will maintain business signs.

## Stanhope Center Streetscape and Parking Plan

The streetscape plan for Stanhope Village is intended to evoke the industrial past. Streets within the Overlay District and subject to the Streetscape and Parking Plan are:

- Concord Street
- Stanhope Avenue
- Friendly Drive
- Cordial Drive

Elements of the streetscape are explained and then street areas described for application. Actual manufacturer specifications will be submitted prior to final review and approval.



### Sidewalks and Pedestrian Areas

Sidewalks intentionally vary in width and are a minimum of 5' wide. Specific minimum widths are noted per road section later in this report. The width variations define the pedestrian space. Functional pedestrian ways are narrower. Areas intended for pedestrian interaction are wider to facilitate this interaction.

A porous concrete interlocking paver, or similar paving material, is used for the sidewalk surface. Since sidewalk areas cover a significant area within the project, these pavers were chosen to address water quality and reduce development runoff. Color selection will be compatible with the color of the proposed buildings and

street pavers.

Pavement pattern will be running bond. A standard paver course will be used against building wall and curb. A double row of porous pavers in a color contrasting with both sidewalk and street will be used to mark both on- and off-street parking spaces. Edge restraints will be used in open space areas where no building or curb is present.

The running bond pattern permits a simple dovetail with the herringbone pattern of the street and parking areas.

Interlocking concrete porous pavers will be similar to Belgard Drainstone paver.

## Street Pavement

Interlocking concrete pavers will be used for travel lanes and parking bays. The pavers will be arranged in a herringbone pattern for greater strength of the interlocking capabilities. The color selected will be compatible with, yet distinct from the sidewalk pavers.

The color differences between sidewalk and street is planned to define traffic and pedestrian zones.

Interlocking concrete pavers will be similar to Belgard Holland Stone paver. All alternate pavement systems require approval by the City of Raleigh Transportation Director prior to installation.

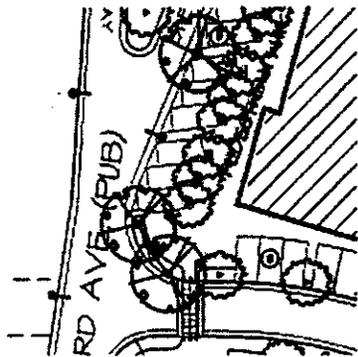


## Parking Areas

Parking may be provided as on-street, off-street and in a parking deck. The on-street and off-street parking may adjoin a private street or a public street as shown on the Master Plan drawings. Parking spaces shown on the Master Plan, as on-street public parking are illustrative. It is recognized that the Raleigh City Council approves the use of on-street public parking.

### *On-street Parking*

Parking bays will be flush to the sidewalk, enabling a multiple use of the bays for activities other than parking.

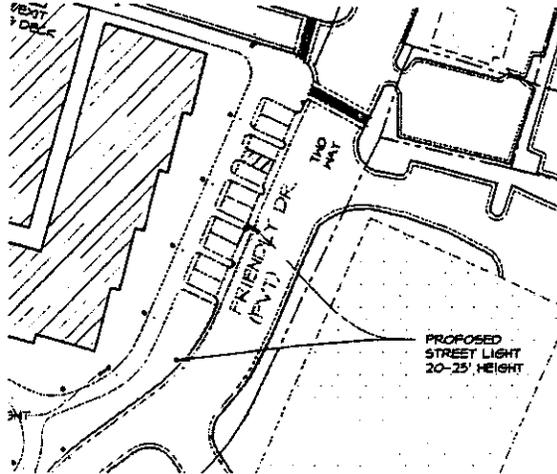


The spaces are clustered with a four-foot wide island separating the clusters. Each island is punctuated with a street tree or street light, defining the separation of the travel lane and parking bay. A three (3) foot concrete band, paralleling the travel lanes, is used to define the parking edge.

The on-street parking surface will be interlocking concrete pavers similar to Belgard Holland Stone paver, arranged in a herringbone pattern. The color and size of the pavers are the same as used for the street pavement. An alternate color will be used to "stripe" off-street parking spaces, as described under Sidewalks.

### ***Off-street Parking***

Off-street parking is provided along remaining streets within the development. Parking spaces are perpendicular to the travel lanes and configurations vary, depending on the orientation of the street use. The spaces are clustered and a four-foot wide island separates clusters. Each island is punctuated with a street tree or light pole defining the separation of the travel lane and parking bay.



All off-street parking surfaces, except for those located within the parking deck, will be interlocking concrete pavers similar to a Belgard Holland Stone paver, arranged in a herringbone pattern. The color and size of the pavers are the same as used for the street pavement. An alternate color will be used to "stripe" off-street parking spaces.

### ***Signage and Canopies***

Signage will be restricted to lettering displayed on the canopies or awnings, under-canopy signs and wall signs. No ground signs will be permitted.

Canopies and awning heights shall be a minimum of 9.0' above sidewalk grade. Canopies/awnings may or may not be backlit, may be retractable and will be made of canvass, vinyl or translucent materials. The colors will be compatible with the building materials and colors.

Under-canopy signs will be permitted for pedestrian identification of individual businesses. Under-canopy signs will be hung a minimum of 9.0', unobstructed, above the grade of the sidewalk, will not exceed a height of 12" and not exceed the width of the canopy.

Walls signs will be permitted. Total maximum wall sign area per establishment is two (2) square feet per linear foot of the side of the building facing any street or common area. Area of copy (height x length) of a wall sign will not exceed 75% of the total sign area.

Canopies/awnings and under-canopy signs, which extend into public rights-of-way, will require an encroachment permit from the City of Raleigh.

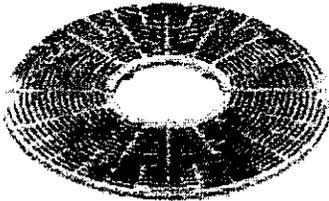
### ***Street Signs***

Street signage will consist of standard City of Raleigh street sign fastened to a 4-mil powder coated (dark green) aluminum tube post. The property owners association will maintain street signs and mounting poles.

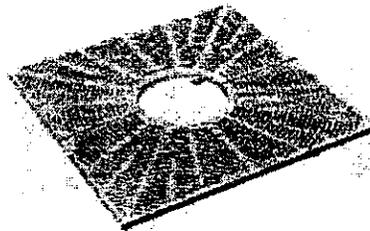
### ***Street Trees***

Shumard Oaks are the recommended street tree. Trees will be planted at a minimum 3"-4" caliper measured at 6" above grade. Street trees will be planted at a minimum of 1 per 50 LF of roadway.

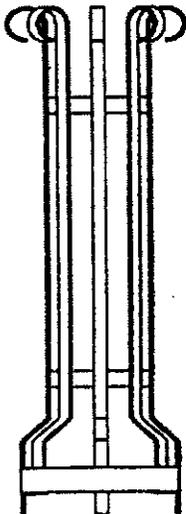
Flowering tree varieties include Crape Myrtle, Savannah Holly and Goldenrain Tree. Flowering trees will define limits of parking, frame sidewalk and create a pedestrian scale to the upper canopy of the landscape. Flowering trees will be planted at 2" caliper, as measured 6" above grade, or as multi-trunk, per species. Flowering trees will be planted at a minimum of 1 per 50 LF of roadway.



**Tree grates** will be either 48" circular or square, with 16" diameter expandable tree opening and 1/4" slot openings, similar to Neenah Foundry Company.



Configuration is determined by location within the Stanhope Center Streetscape and Parking Plan. Tree grates will be painted a dark green color.

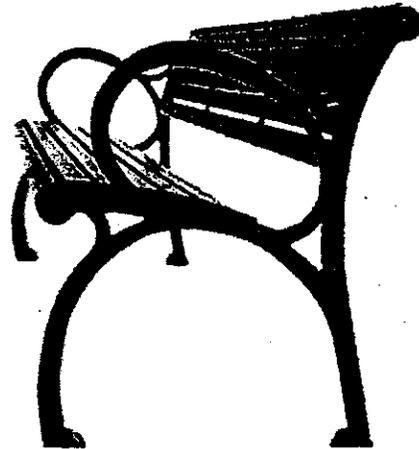


**Tree guards** will be installed and used in conjunction with tree grates. Tree guards will be similar to Canterbury International, be fabricated in steel and be painted a dark green to match the tree grate.

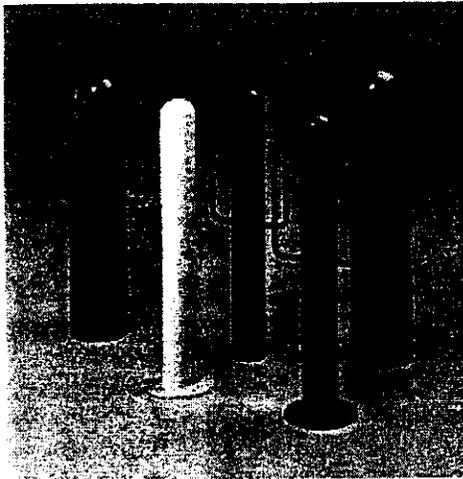
Tree grates and tree guards will be limited to tree plantings within the pedestrian way, along sidewalks and streets.

**Benches** will be provided at a rate of 1/200 LF sidewalk.

Benches, similar to the Planwell by Landscape Forms, will be surface mounted, 48" long with wood seat. Metal parts will be finished with powder coat in a dark green matte finish, similar to tree grates, tree guards, bollards, bike racks and light poles.



**Bicycle** storage includes a secured area within the parking deck and surface mounted bicycle racks.



**Bicycle racks** that are surface mounted will be provided at a rate of 1/20 parking spaces required for the non-residential uses within the Overlay District. Bike racks will be similar to XX and be placed within parking islands, and open space areas.

**Bollards** will be surface mounted and will be used to define pedestrian crossings.

Standard bike rack/bollard height is 36". Bollards/bike racks will be similar to Creative Pipe Inc. Bollard/Bike rack. Material is Schedule 40 round steel pipe, hot-dipped galvanized, powder coated. Color will be a similar dark green color to benches, light poles, tree grates and tree guards. Bike rack/bollards are surface mounted.

**Trash** receptacles will be located near seating. Trash receptacles will be similar to the standard receptacle designated for the University Village Streetscape Plan

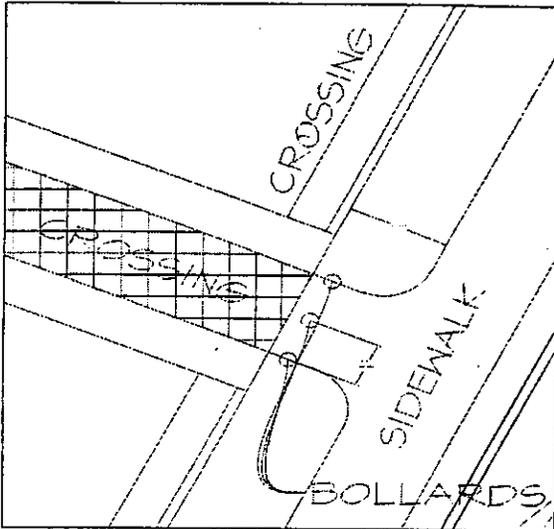
### **Lighting**

Light fixtures will be similar to the W. J. Whatley Inc. Park Model gooseneck style, 100w-250w, either M.H. or M.V, depending on location, height of pole and lumen requirements. All lighting will conform to local codes and ordinances.



Street lighting will utilize a 20-25' pole, plus height of the luminaries. Pedestrian lighting will utilize a 12-16' pole, plus height of the luminaries. Pole finishes will be powder coated and be a similar dark green color to benches, bike racks/bollards, tree grates and tree guards.

**Pedestrian street crossings** will be flush with the sidewalk. Crosswalks will be interlocking concrete pavers similar in color to the sidewalk material. Street crossings



SKETCH 2

will be 6' wide flanked by a 2" concrete bevel on either side to transition the walkway to street elevation. **Bollards** will be placed at the beginning and end of the crossing to alert the pedestrian to a potential conflict.

Pedestrian crossings and intersections will meet the MUTCD standards for reflectivity.

**Utility lines** will be located underground.

## Streetscape Maintenance

The city will maintain the following streetscape elements within public rights-of-way:

- Curb and gutter
- Crosswalk reflective striping
- Mechanized crossing signals
- Bus stops
- Parking meters
- Street lighting

A not-for-profit Property Owners Association established for the Stanhope Center development will maintain the following:

### Within public right-of-way:

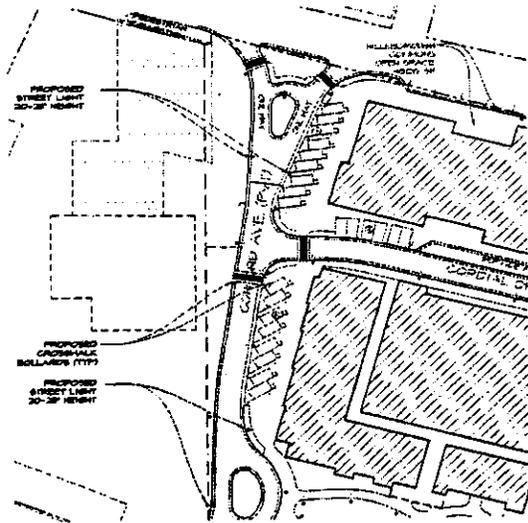
- Street pavement
- Street trees, tree grates, tree guards
- Trash receptacles
- Benches.
- Sidewalks
- Street signage
- Awnings and canopies
- Bike racks and bollards
- Encroachments

**Within private streets** (all items including the following):

- Curb and gutter and street pav't
- Street trees, grates and guards
- Trash receptacles
- Street lighting, specialty lighting and lighting attached to buildings
- Benches
- Sidewalks
- Street signage
- Bike racks and bollards
- Awnings and canopies

## Stanhope Center Streetscape and Parking Plan Areas

### Concord Street, the "Main Street" of Stanhope Village



Two-blocks long, Concord Street will remain a public right-of-way and have a 24' back-to-back pavement width. 4' wide tree islands will separate angled on-street parking bays. Parking bays and islands will be within the public right-of-way. Sidewalks will be an average of 15' wide. Streetscape elements will be constructed along the east side.

Initially, buildings will only front the east side of Concord Street and parking and sidewalks may only be installed on the east side. The Stanhope Village Small Area Plan anticipates mixed-use buildings fronting both sides of Concord Street, completing the streetscape envelope, if participation by the property owner to the west is available.

Section C will front the east side of Concord Street. This building will be mixed-use with ground floor retail and apartments above. The building will be a maximum of 40' tall and have three stories. The building will be constructed to the edge of the 15' wide sidewalk with windows and shop fronts facing onto Concord Street (see Hillsborough Commons for description of Hillsborough Street frontage).

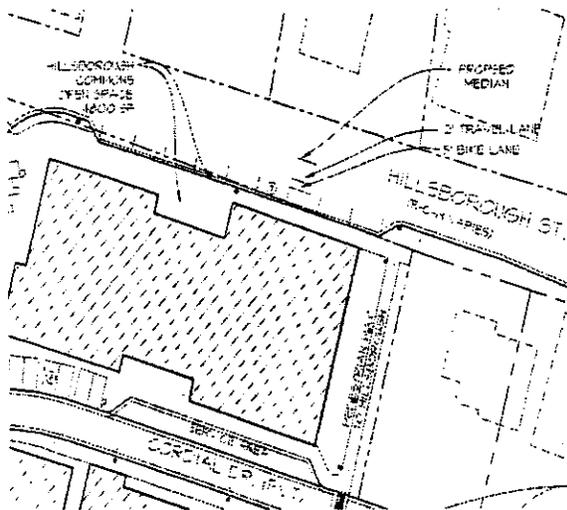
Section B will front the east side of Concord Street. This building will be mixed-use with ground floor retail/office uses fronting Concord Street. The building will have a maximum height of 70' and be five stories. The building will be constructed to the edge of the 15' sidewalk with ground level retail/office uses opening directly onto Concord Street. Apartments will be located on the upper floors. This building is part of a building wrap that surrounds an eight story parking deck. The parking deck will not exceed 70 feet with the possible exceptions of the elevator penthouse; stair enclosures and lighting that will be directed down or away from Stanhope Avenue.

The commercial segment of Concord Street terminates at a round about. This project will construct a modified round about forming a focal point for the termination of the commercial segment of Concord Street.

The streetscape for Concord Street includes the following elements:

- Porous interlocking concrete pavers for sidewalks; average 15' wide between parking and building fronts
- Interlocking concrete pavers for travel lanes and on-street parking; herringbone pattern
- Angled on-street parking bays
- Street level canopies and awnings; heights shall be a minimum of 8.0' above sidewalks; require encroachment permit from the City of Raleigh if Concord Street is dedicate right-of-way
- Benches at a ratio of 1/200 LF
- Street trees with tree grates and guards; require planting permit from the City of Raleigh Forester if Concord Street is dedicate right-of-way
- Flowering trees with tree grates and guards; require planting permit from the City of Raleigh Forester if Concord Street is dedicate right-of-way
- Bicycle racks at a ratio of 1/20 car parking required for retail contained in Building C and 1/2 retail space contained in Building B
- Trash receptacles at bench locations
- Bollards at street crossing locations
- Pedestrian street crossings at grade to the adjoining sidewalks
- Utility lines located underground

### Hillsborough Commons



Hillsborough Commons is that portion of private open space on the north side of Section C adjacent to the Hillsborough Street right-of-way, and the east end of Section C. The area east of Section C connects Hillsborough Street with the proposed parking deck to the south (Section B). The connector area also serves as a utility corridor.

Streetscape elements within the private sector of Hillsborough Commons include:

- Brick paving material for sidewalks adjacent to the Hillsborough Street right-of-way will be equal to wire-cut Cherokee flash pavers per the University Village Streetscape Plan. This sidewalk will vary in width from 8' to 28'.
- Interlocking concrete porous paver sidewalk along the east end of Section C; 8' minimum width

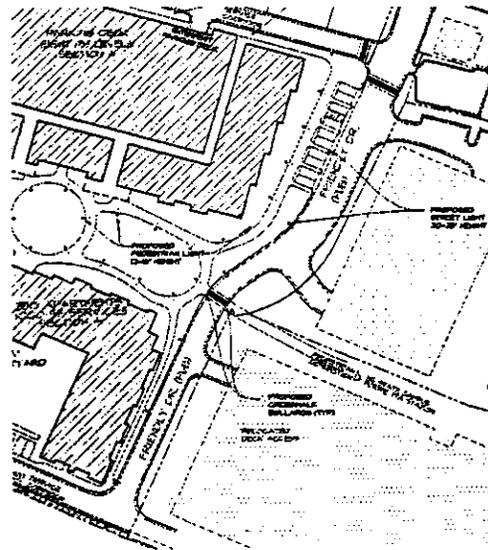
- Flowering tree plantings, tree grates and guards along the east end of Section C
- Street tree plantings, tree grates and guards along the Hillsborough frontage (See Hillsborough Streetscape and Parking Plan)
- Pedestrian scale lighting along the east end of Section C
- Street lighting along Hillsborough Street (See Hillsborough Streetscape and Parking Plan)
- Benches at a ratio of 1/200 LF of sidewalk along the east end of Section C
- Bike racks at 1 per 20 car parking required for Building C, less already provided on Hillsborough Street
- Trash receptacles; one per Hillsborough frontage (Hillsborough Streetscape and Parking Plan) and one per the east end of Section C
- Pedestrian street crossings at grade to the adjoining sidewalks
- Bollards at street crossing locations

### Friendly Drive

Friendly Drive forms the eastern boundary of the development. The proposed parking deck on Cordial Drive is accessible to Friendly Drive.

Friendly Drive is currently signalized at the intersection with Hillsborough Street. Redevelopment plans for Hillsborough Street indicate a full round about proposed at this same location.

Friendly Drive is the auto-oriented street within the development. Serving a utilitarian purpose, Friendly Drive allows both cars and delivery vehicles to access the development without creating pedestrian conflicts. The University Tower and Dan Allen parking decks are accessed from Friendly Drive.



Friendly Drive will maintain the current 41' back-to-back pavement width from the intersection with Cordial Drive to the intersection with the access from the University Tower parking deck. At this point, the roadway width will transition to a 24' back-to-back pavement section at the north side of the pedestrian crossing. Paving material will change from asphalt pavement to interlocking concrete block pavers south of the pedestrian crossing adjacent to the Dan Allen parking deck.

Friendly Drive then extends southward to the proposed intersection with the Concord Street extension

Friendly Drive will remain a public road for the entire length. A request will be made to City Council to do a right-of-way exchange that will eliminate the portion of existing

right-of-way encompassing the Friendly Drive cul-de-sac for a right-of-way extension along the extension of Friendly Drive.

The proposed right-of-way will extend 5' beyond the back of curb for new roadway sections.

Right-of-way width along existing sections of roadway will vary from a minimum of 5' beyond back of curb to 5' beyond off-street parking spaces (west side of Friendly Drive) and current right-of-way locations (east side of Friendly Drive).

Sidewalks, with a minimum width of 5', are proposed along the west side of Friendly Drive. No sidewalks are anticipated along the east side of Friendly Drive. The University Tower parking deck and the Dan Allan parking deck borders the east side of Friendly Drive.

Streetscape elements for Friendly Drive include:

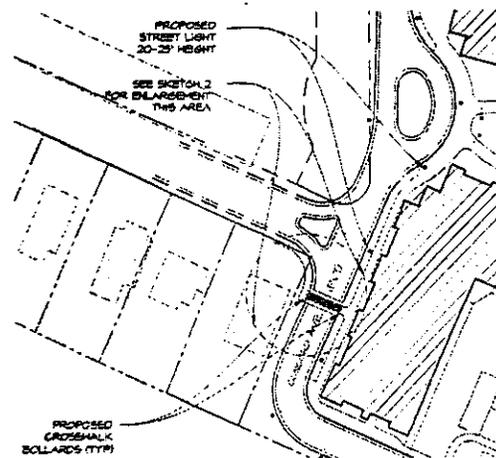
- Street tree plantings, grates and guards
- Flowering tree plantings, grates and guards
- Street lighting
- Benches at a ratio of 1/200 LF sidewalk
- Interlocking concrete porous paver sidewalk: 5' minimum width
- Pedestrian street crossings at grade to the adjoining sidewalks
- Bike racks provided at 1 per 20 car parking required for 1/2 the retail contained in Building B and Building A
- Bollards at street crossing locations
- Perpendicular off-street parking within the 41' back-to-back section, to be included with the right-of-way for Friendly Drive

Any plantings within the right-of-way will require a permit from the City of Raleigh Forester.

### Concord Street extension

Concord Street will be extended southward from the roundabout then easterly along the southern boundary to connect with the Friendly Drive extension. Concord Street will be a public right-of-way through this section.

The Concord Street extension provides service vehicle access to Building A and an alternate vehicular access from Stanhope Village to the NC State Campus.



Sidewalks, with a minimum width of 5', are proposed along the east and north sides of Concord Street extension. The south side is adjacent to the Norfolk-Southern Railroad, and no sidewalk is anticipated.

Streetscape elements include:

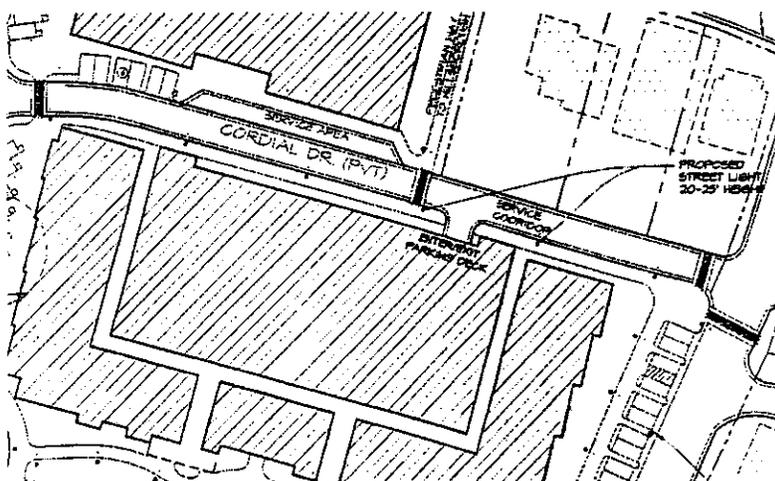
- Interlocking concrete pavers for travel lanes and on-street parking; herringbone pattern
- Perpendicular off-street parking
- Street trees, grates and guards
- Flowering trees, grates and guards
- Street lighting
- Porous interlocking concrete pavers for the sidewalk; 5' minimum width
- Pedestrian street crossings are at grade to the adjoining sidewalks
- Bollards at street crossing locations
- Bike racks provided at 1 per 20 car parking required for retail within Building A

Any plantings within the right-of-way will require a permit from the City of Raleigh Forester.

### **Cordial Drive**

Cordial Drive, which connects Friendly Drive to Concord Street, provides access to the parking deck and functions as a service corridor to the bordering retail spaces. This road is proposed as a private street.

The majority of residential and retail parking will be contained in a multi-level (8 story) parking deck. The deck is within 200' of the buildings it is intended to serve. The deck is accessed from Cordial Drive.



A five-story building will wrap three sides of the parking deck. This wrap will front on Concord Street (see Concord Street), Stanhope Commons open space and Friendly Drive (see Friendly Drive).

An 8' wide sidewalk is planned for the full length of the south side of Cordial Drive. A

Stanhope Center / PBOD/MVSHV  
22 August 2002  
Revised 3 October 2002  
Revised 14 October 2002  
Revised 24 October 2002  
Revised 28 October 2002  
Revised 14 November 2002

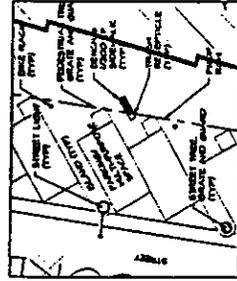
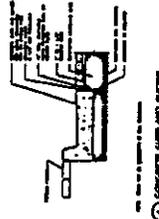
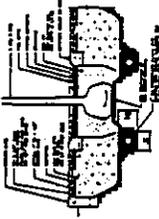
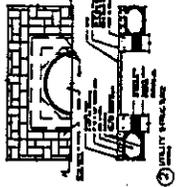
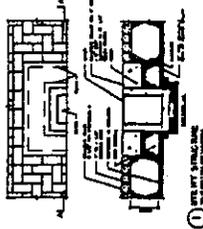
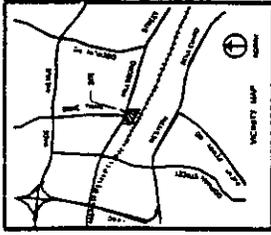
portion of the north side of Cordial Drive is not within the project area and no sidewalks will be constructed in this area. The pedestrian access from the proposed parking deck to Hillsborough Street (Hillsborough Commons) is accessed from Cordial Drive.

Streetscape elements include:

- Interlocking concrete porous pavement sidewalk (min. 8' wide)
- Street lighting
- Sidewalk trees, grates and guards
- Pedestrian street crossings at grade to the adjoining sidewalks
- Bollards at street crossing locations
- Bike storage within the parking deck
- Perpendicular off-street parking

The attached are the Landscape Master Plan (MP-3) and Streetscape Plan (MP-3A).



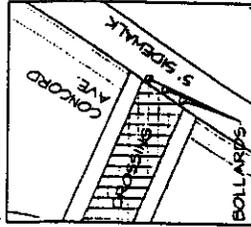


**STREETSCAPE AND  
PARKING PLAN**

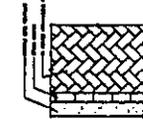
SCALE: 1" = 30'



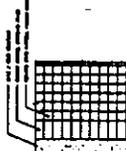
SKETCH 1



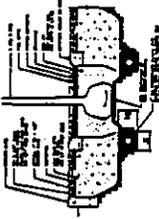
SKETCH 2



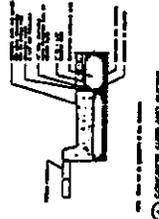
SKETCH 3



SKETCH 4



SKETCH 5



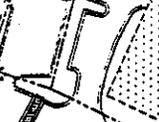
SKETCH 6



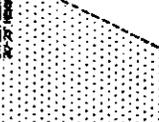
SKETCH 7



SKETCH 8



SKETCH 9



SKETCH 10



SKETCH 11



SKETCH 12



SKETCH 13



SKETCH 14



SKETCH 15



SKETCH 16



SKETCH 17



SKETCH 18



SKETCH 19



SKETCH 20



SKETCH 21



SKETCH 22



SKETCH 23



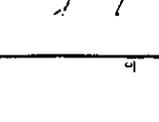
SKETCH 24



SKETCH 25



SKETCH 26



SKETCH 27



SKETCH 28



SKETCH 29



SKETCH 30



SKETCH 31



SKETCH 32



SKETCH 33



SKETCH 34



SKETCH 35



SKETCH 36



SKETCH 37



SKETCH 38



SKETCH 39



SKETCH 40



SKETCH 41



SKETCH 42



SKETCH 43



SKETCH 44



SKETCH 45



SKETCH 46



SKETCH 47



SKETCH 48



SKETCH 49



SKETCH 50



SKETCH 51



SKETCH 52



SKETCH 53



SKETCH 54



SKETCH 55



SKETCH 56



SKETCH 57



SKETCH 58



SKETCH 59



SKETCH 60



SKETCH 61



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SKETCH 89



SKETCH 90



SKETCH 91



SKETCH 92



SKETCH 93



SKETCH 94



SKETCH 95



SKETCH 96



SKETCH 97



SKETCH 98



SKETCH 99



SKETCH 100



SKETCH 101



SKETCH 102



SKETCH 103



SKETCH 104



SKETCH 105



SKETCH 106



SKETCH 107



SKETCH 108



SKETCH 109



SKETCH 110



SKETCH 111



SKETCH 112



SKETCH 113



SKETCH 114



SKETCH 115



SKETCH 116



SKETCH 117



SKETCH 118



SKETCH 119



SKETCH 120



SKETCH 121



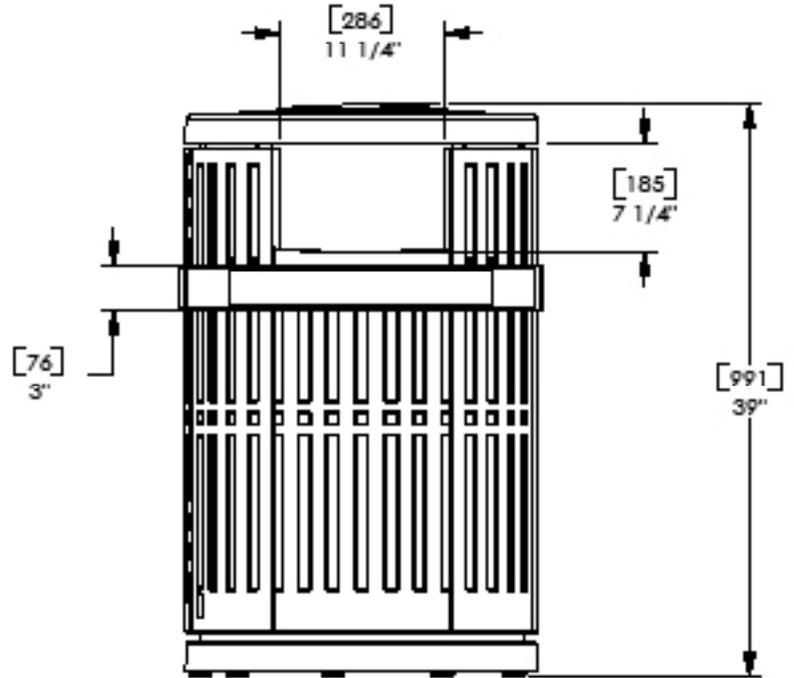
SKETCH 122



SKETCH 123

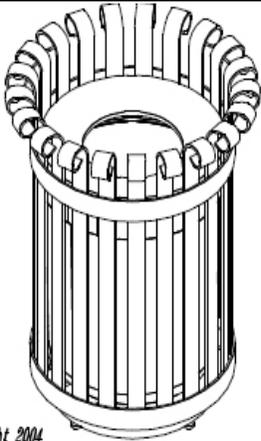


## Proposed Trash Receptacle



Manufacturer: Landscape Forms  
 Color: Anodized Finish  
 Style: Chase Park  
 Description: 24in Diameter / 36 Gallon Side  
 Opening Litter  
 Notes: 61% Recycled Material  
 100% Recyclable

## Current Trash Receptacle - Stanhope Center Streetscape Plan



right 2004

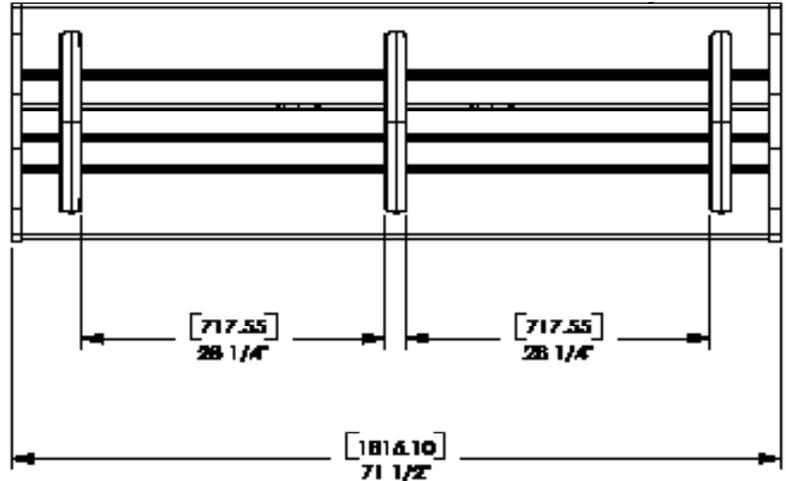
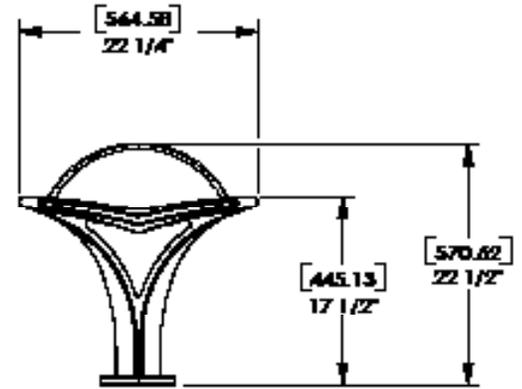
Existing Streetscape Plan Trash Receptacle  
 Victor Stanley Concourse Series S-21

This design is simple, easy to empty, and similar to the already-common receptacles on the University Campus.

This contemporary style was selected because it is designed and built to meet the rigors of urban spaces. This design features a hinged door that swings open for easy trash removal. The closed top was requested by both the parks and recreation department and the maintenance staff to keep rain water out of the trash receptacle. This product is made from 61% recycled material and is 100% recyclable. Landscape Forms powder coat finish contains no heavy metals and has extremely low VOCs.

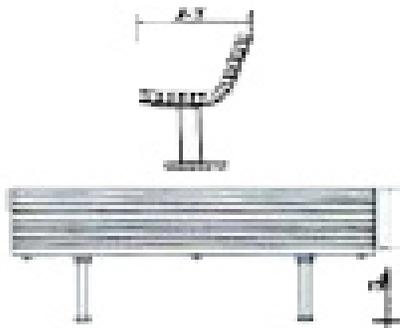


## Proposed Bench



Manufacturer: Landscape Forms  
 Color: Anodized Finish  
 Style: Austin  
 Description: Flat Bench - Cantilever -  
 2 End Arms / 1 Center Arm  
 Notes: 48% Recycled Material  
 100% Recyclable

## Current Bench - Stanhope Center Streetscape Plan



Existing Streetscape Plan Bench  
 Woodplay, Inc.

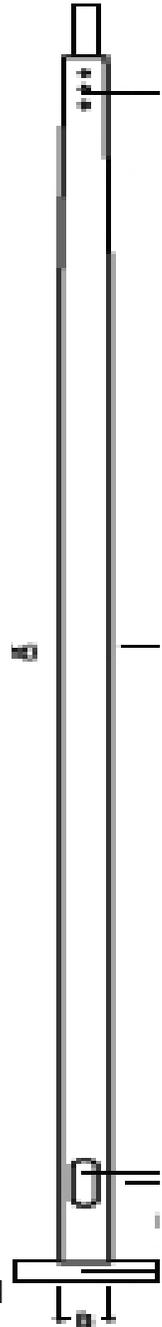
This type of bench was selected because it is simple, yet attractive, durable, and commonly available from a variety of manufacturers in this style.

This design was selected because of its balance of contemporary style and simplicity. This product is made from 48% recycled material and is 100% recyclable. Landscape Forms powder coat finish contains no heavy metals and is a hard yet flexible finish that resists rusting, chipping, peeling and fading.



## Proposed Pedestrian and Street Lighting

Manufacturer: Beta Lighting  
 Color: Silver Bronze  
 Style: The Edge Round Luminaire  
 Description: LED Light  
 Pole Manufacturer: RTS Round Tapered Steel  
 Pole Color: Unfinished Steel  
 Pole Height: 30' for street lights, 16' for pedestrian lights



### Current Pedestrian-Storefront Light Stanhope Center Streetscape Plan

Existing Storefront and  
 Pedestrian Lighting  
 Western Lighting Standards  
 If used consistently throughout the  
 district, this light standard can  
 become a unifying design element  
 along the street. The lights were  
 chosen because they did not recall  
 any particular historic style, and were adapted both to con-  
 temporary architecture and traditional building styles.



Luminaire Size 20" Dia  
 Diffuser - Holographic Lens  
 Overall Height - 38" x 64" Projection  
 Max. Wattage - 175 Watt Mercury Vapor

This contemporary pole and  
 was selected by the City  
 because the linear arm is  
 manufactured of wall extruded  
 aluminum and offers a more  
 contemporary transition between  
 luminaire and pole. The simple  
 elegance allows it to transform  
 appearance while blending  
 seamlessly into the architectural  
 environment.



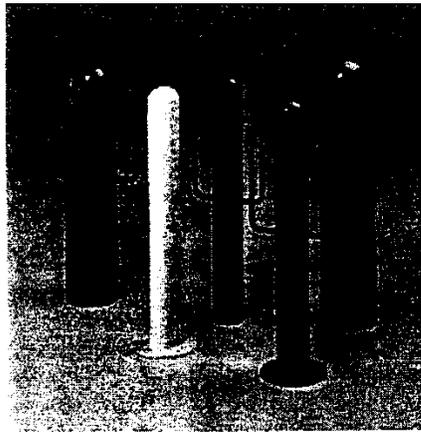
## Proposed Bike Rack



Manufacturer: Landscape Forms  
Color: Stainless Steel  
Style: Flo Bike Rack  
Notes: 91% Recycled Material  
100% Recyclable

This design was selected because of its contemporary style and simplicity. This product is made of 91% recycled material and is 100% recyclable. This design is similar in character to the existing bike racks on Hillsborough Street.

### Current Bike Rack - Stanhope Center Streetscape Plan

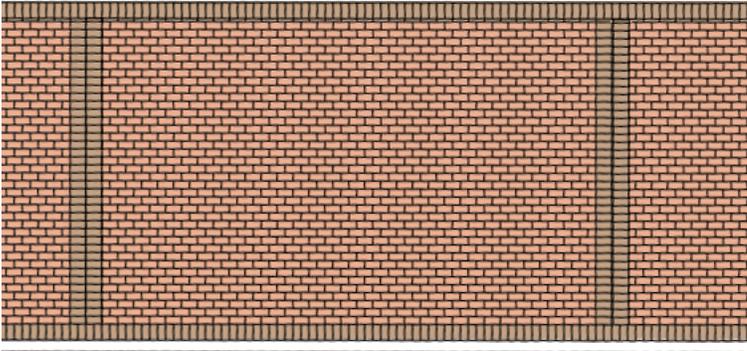


Bike racks will be bollard style, per Stanhope Streetscape and Parking Plan, and accommodate two bicycles per bollard. Bike rack distribution will not be greater than 1 bike rack per 200 LF.

This contemporary design was selected because of its simple arching form and can accommodate all bicycle types..

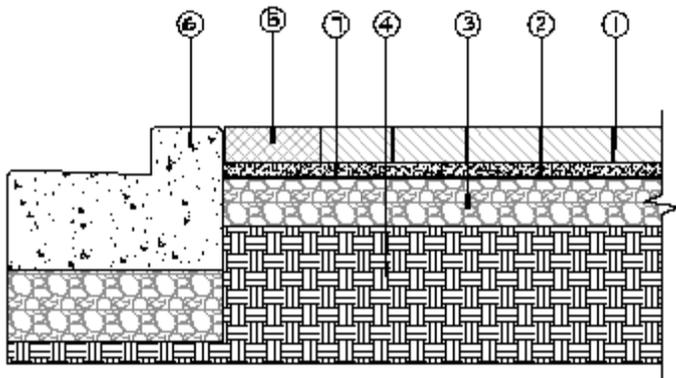


# Proposed Sidewalk Construction



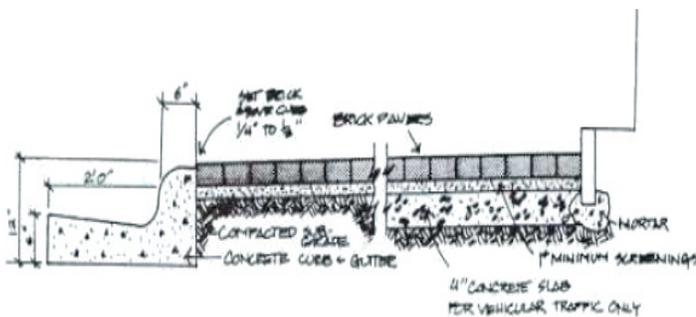
FIELD PAVER  
Pine Hall Brick  
Brick specification:  
PATHWAY RED PAVER

ACCENT PAVER  
Pine Hall Brick  
Brick specification:  
ENGLISH EDGE  
DARK ACCENT PAVER



- ① 3/8" X 1 1/8" X 2 1/4" PEDESTRIAN RATED BRICK PAVER FIELD - RUNNING BOND, PATHWAY RED
- ② 2" SAND SETTING BED
- ③ 4" COMPACTED STONE BASE
- ④ COMPACTED SUBGRADE
- ⑤ CONTINUOUS BRICK PAVER ACCENT BAND  
3/8" X 1 1/8" X 2 1/4" BRICK PAVER BAND - DOUBLE SOLDIER COURSE, ENGLISH EDGE DARK ACCENT (REF SPECS)
- ⑥ CONCRETE CURB AND GUTTER (REF ROADWAY PLANS)
- ⑦ GEOTEXTILE FABRIC - (REF SPECS)

## Current Sidewalk Construction - Stanhope Center Streetscape Plan



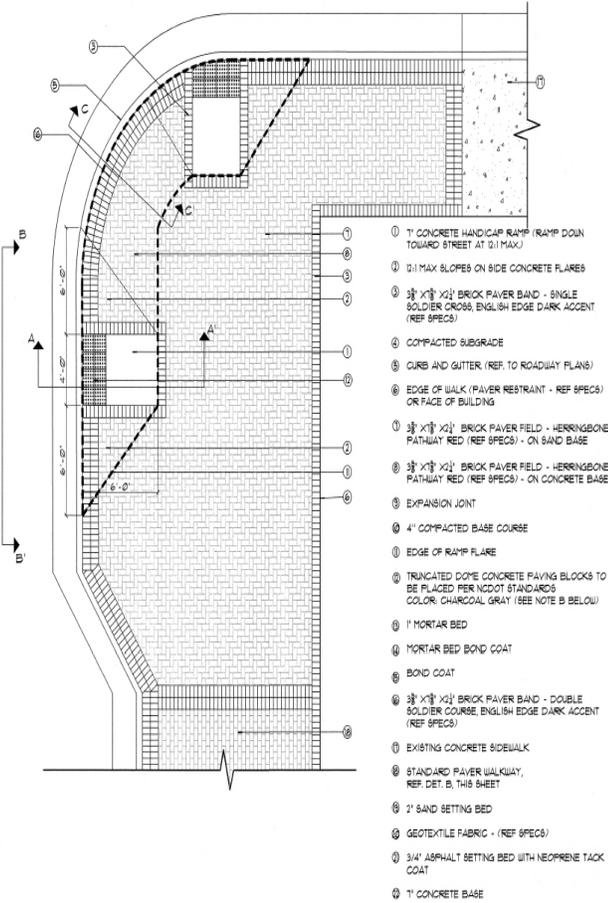
Existing Sidewalk Construction  
Pine Hall Brick

Brick specification:  
WIRE-CUT CHEROKEE FLASH PAVERS, or equivalent

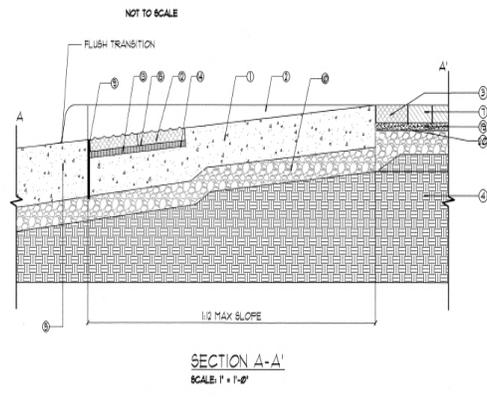
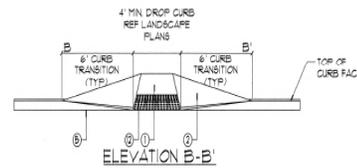
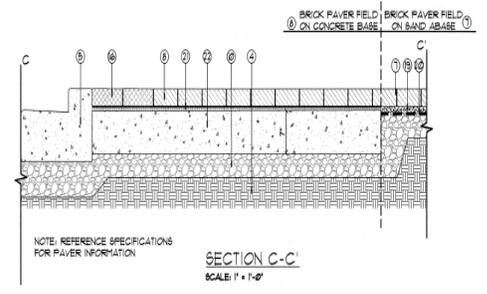
This design was selected because it closely resembles the current University Village Streetscape Plan. This design provides a connection between the north and south sides of the street. The selected Pathway Red paver is a match for the paver chosen for the University Village Streetscape Plan which is no longer available.



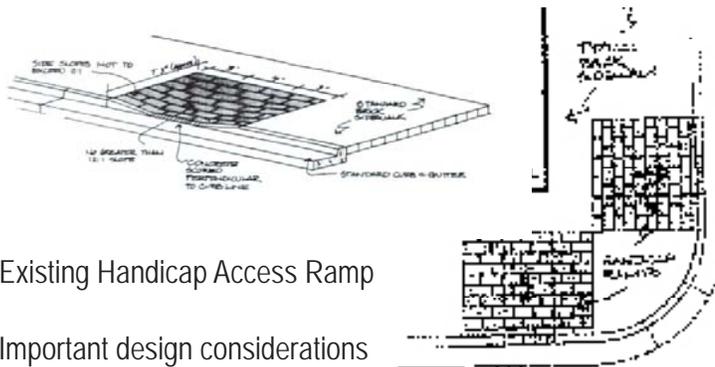
# Proposed Handicap Access Ramps



**GENERAL NOTES:**  
 A. REFERENCE ROADWAY/STREETSCAPE PLANS FOR LOCATIONS OF CURB-CUT RAMPS  
 B. INSTALL TILES PER MANUFACTURERS RECOMMENDATIONS  
 C. TRANSITION CURB FROM FLUSH DROP TO 6\"/>



## Current Handicap Access Ramps - Stanhope Center Streetscape Plan



This design was selected to meet the current NCDOT standards for ADA accessibility. The ADA approved polymer concrete detectable warning tiles aid visually handicapped identify edge of street.

### Existing Handicap Access Ramp

- Important design considerations for handicap access ramps include the following:
- Scoring at curb edge to aid visually handicapped identify edge of street
  - Adequate drainage to avoid ponding at bottom of ramp, and subsequent ice hazard
  - Avoid steep slopes, sudden "lumps" or other possible hazards to the non-handicapped as well as the handicapped



## Proposed Recommended Species



**PANACHE SHUMARD OAK**  
(*Quercus shumardii* 'QSFTC')

Location: Hillsborough Street  
Shape: Rounded  
Foliage: Lustrous Dark Green  
Fall Color: Red



**HIGHBEAM OVERCUP OAK**  
(*Quercus lyrata* "QSFTC")

Location: Hillsborough Street  
Shape: Uniform, Dense,  
Dominant Leader  
Foliage: Dark Green  
Fall Color: Yellow-Orange



**'VALYNOR' TRIDENT MAPLE**  
(*Acer buergerianum* 'Valynor')

Location: Hillsborough Street  
Shape: Uniform, tight upright  
Foliage: Dark Green  
Fall Color: Red

### Current Recommended Species - Stanhope Center Streetscape Plan

European Hornbeam is the recommended specie for street tree plantings. Trees will be planted at 2-1/2"-3-1/2" caliper (measured 6" above grade). If overhead power lines are placed underground, as part of the Hillsborough Street Improvement Project, and before the trees are installed, the hornbeam may be substituted with a Shumard Oak of a 3"-4" caliper.

These species were selected in collaboration with the City Urban Forester and the Parks and Recreation Staff for their shape, size, and adaptation to urban settings. These trees will provide much needed shade along Hillsborough Street and will provide variety and help to unify the two sides of the street.



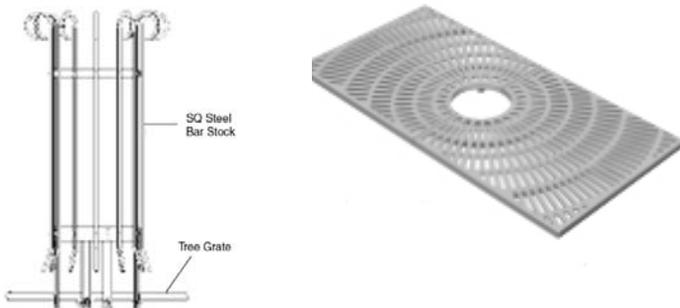
## Proposed Tree Pits

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Tree Grate specifications to remain unchanged

No tree guards to be used in the area subject to streetscape plan

### Current Tree Grates and Guards - Stanhope Center Streetscape Plan



Existing Tree Grates and Guards  
Neenah Foundry

Tree grates are necessary to give the young tree access to oxygen while still allowing the space to be available for pedestrian traffic on a congested sidewalk. Three guards are necessary to protect the tree trunk from vandalism and from damage caused by bicycle locks.

Tree guards are not specified as part of the amended streetscape plan due to the often adverse impact of items chained to tree guards on the health of trees.



