

Buffers

Gray Farms Master Planned Community is a unique development in that it has a wide range of uses randomly located throughout the project. This has created a challenge and a unique design opportunity. There are many types of buffers used in the Gray Farms Project. These buffers range from location of Land Use Areas, Open Space and Trails, Road Design, and Fencing.

Land Use Area

The Commercial Area has been located on the corner of Main Street (SR-73) and 2300 West. Both of these roads are Major Collectors, and create a viable opportunity for Commercial Uses. The Commercial Area is a buffer to the Higher Density Uses in the Condominium Area and Town Homes.

The Condominium Area is located East of the Commercial Area along Main Street (SR-73). South of the Commercial Area along 2300 West is the Town Home Area. These areas are used to create a buffer between the higher uses of the Commercial Area and the Single Family Lots.

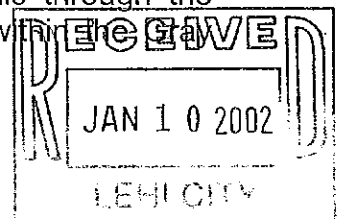
The Single Family Lots have been arranged to provide a mixture of housing types. The larger 10,000 Sq. Ft. lots have been arranged closer to the perimeter of the project. The 8,000 Sq. Ft. and 6,000 Sq. Ft. lots located closer to the interior of the project. This allows for a 6,000 Sq. Ft. lot to be adjacent to an 8,000 Sq. Ft. lot and across the street to a 10,000 Sq. Ft. lot. This will encourage a variety of housing types creating a better sense of community within the Single Family Area.

Open Space and Trails

The Open Space in the Gray Farms Development has been spread through out the project allowing for easy access for all of the residences. The Open Space creates buffers between the various areas. These areas range in widths from 75' to 120' allowing for a wide range of uses.

There is a North-South Open Space corridor from Main Street (SR-73) through the Condominium Area on the North and through the Single Family Area to the South. There is an East-West Open Space corridor between the Town Home Area and Single Family Area along 2300 West. This corridor continues eastward to 1700 east. These Open Spaces provide view corridors deep into the project from the perimeter creating an open feeling.

Included in the Open Space are Pedestrian Pathways. Two types of pathways are incorporated into the project roadside trails and paved trails through the Open Space. These trails offer an alternative mode of travel within the Gray Farms Development.



Road Design

The roads though out the Gray Farms Development have a 56'-0" right-of-way and 34'-0" of asphalt paving. Traditional roads have a cross section of 2'-0" of curb and gutter, 4'-0" landscape park-strip, 4'-0" concrete sidewalk, and a 1'-0" protection strip on each side of the road. In the Gray Farms development, the 34'-0" asphalt road meanders within the 56' right-of-way. This creates a traffic calming effect, and adds interest to the roadways.

A main feature in the road design is the landscaped traffic circles. These function as traffic calming features, visual site line barriers, and landscape enhancers. Crosswalks have also been incorporated into the road design. As the roadside trail traverses the road there is a difference in texture, alerting automobile drivers of a trail crossing and encouraging pedestrians to use designated crossings.

The sidewalk is located on one side of the road. This allows the sidewalk to meander within an 18'-0" plus landscape area, thus creating a pedestrian friendly roadside trail. This also allows sufficient areas to provide berms and enhanced landscaping. Throughout the development there are various connections between the roadside trail and the linear open spaces.

Fencing

Fencing is an important aspect in the creation of an Open Space. Both of the major view corridors from Main Street (SR-73) and 2300 West have three rail vinyl fences. This eliminates the visual barrier of a solid fence, allowing passerbys to see into the development. Areas of higher density, adjacent to Open Space, will also have a three rail fence and increased set backs from the road. Fencing between the commercial areas and the residential areas can be either a solid masonry fence, or a solid vinyl fence depending on the commercial use.

Security

Having view corridors from the roadways allows for neighbors and city public safety personnel to see deep into the parks and trails. This aids substantially with neighborhood safety issues by having more eyes on the watch.

