

# IMPLEMENTATION SUMMARY



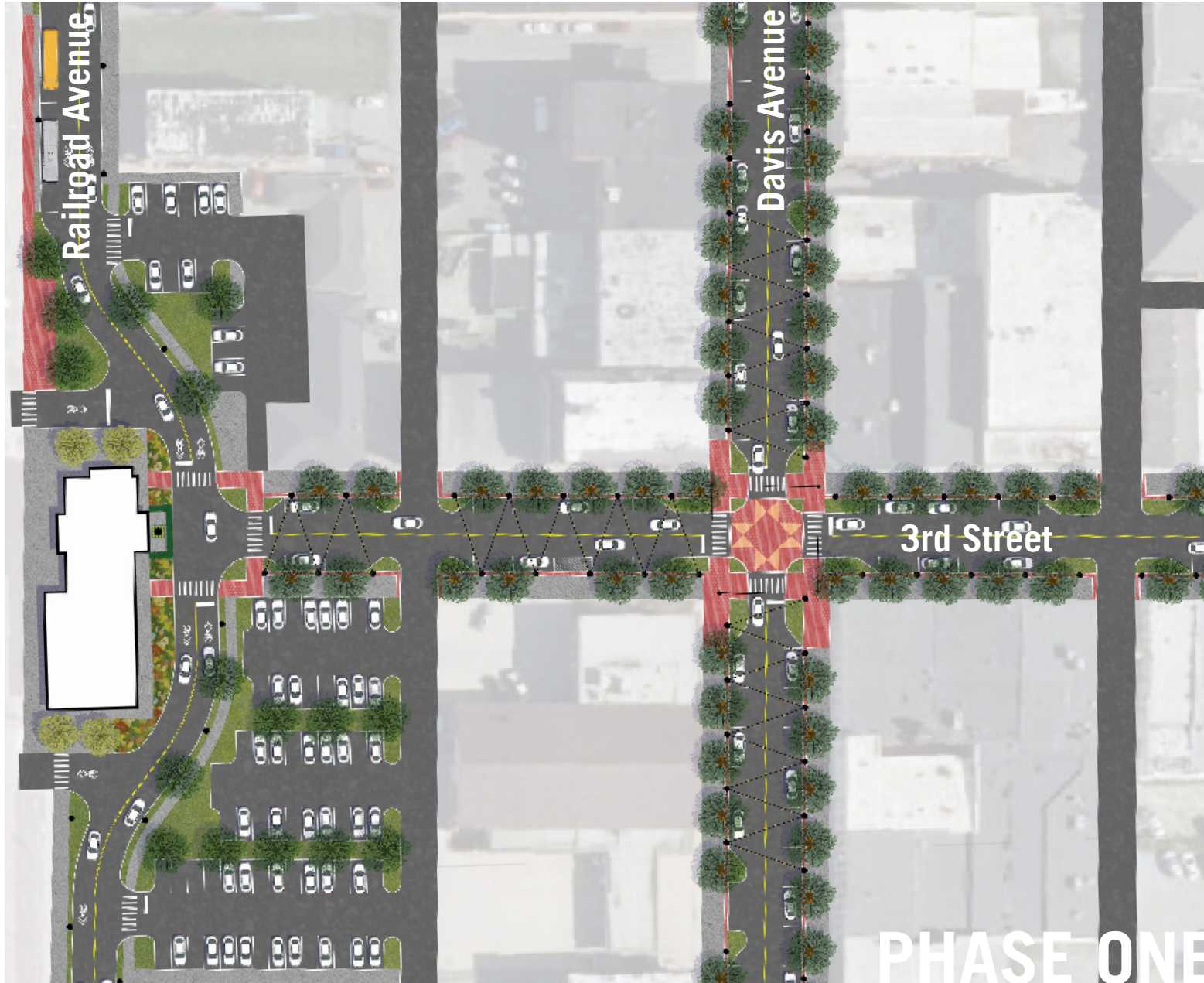
A phased approach was developed to break the overall concept into a manageable project for the City of Elkins to implement. A cost opinion has been developed for the first phase of the conceptual plan while noting phases are subject to change pending funding opportunities.

## PHASE ONE: Tablet Square and Elkins Commercial Core

- Pavement striping of lanes and parallel parking
- Sidewalk replacement
- Street tree replacement and custom Elkins tree grates
- Green infrastructure systems within bumpouts
- 2' Brick paver banding along sidewalk edge
- Brick paver sidewalks at intersections
- Street furniture
- Intersection at 3rd Street and Davis Avenue
- Catenary lighting along 3rd Street and Davis Avenue
- Parking reconfiguration at Tablet Square
- Landing plaza near bus parking at rail depot
- Landscape treatment at rail depot
- Rail depot clock
- Street lighting

## CONCEPTUAL RANGE OF COST: \$3.5M - \$4.6M

Preliminary cost estimates for the project have a 30% swing to account for contingencies in final design. It should be noted that these are cost estimates based on conceptual design and further estimating will be required as the plans are advanced. As the project encompasses a large area of downtown Elkins, unit costs were prepared for the city to utilize as future projects become available from the master plan. These are meant as a guide to help determine possible cost of future phases with an adjustment factor to use based on year to year inflation.



# ELKINS

STREETSCAPE  
MASTER PLAN

EXECUTIVE SUMMARY

Prepared by:



# INTRODUCTION



In an effort to continue the beautification of downtown Elkins, city officials hired GAI Consultants, Inc. Community Solutions Group in September 2022 to develop a vision for multiple streetscape improvement projects within the downtown commercial core, as well as adjacent transitional and residential blocks. The study area of the master plan is contained by the perimeter streets of Railroad Avenue, 1st Street, John Street, and State Route 33 (Randolph Avenue), in addition to the internal street network maintained by the city and residents.

Streetscape enhancements were developed to encourage design consistency within the urban area of Elkins while promoting the cultural character of the city. Additionally, the improvements within the public realm will assist in the overall effort to revitalize the downtown core, improve the local economy, and help attract new businesses and visitors while increasing the quality of life for Elkins residents.

The master plan report includes analysis, concepts, materials pallet, and recommendations for streetscape improvements.

The plan also include more general recommendations within the streetscape hierarchy and provides a revised approach to Tablet Square at the Rail Depot. The master plan creates a vision for future development within Downtown Elkins and helps to create a safe, aesthetic, and functional approach to streetscape design which the city can implement throughout the years as funds become available.

The design team was led by a stakeholder group of Elkins city officials including:

- Jessica Sutton, City Clerk
- Melody Himes, Operations Assistant
- Mike Kesecker, Operations Manager

The design team would like to give a special thank you to the continued partnership of Elkins Main Street, and all those who participated in our public meetings and open communication throughout the development process of the Elkins Streetscape Master Plan.

# OVERVIEW



The project framework map builds upon the downtown assets and incorporates design strategies that support the vision for the streetscapes of Downtown Elkins to meet the needs of the individual street typologies.

A mix of street typologies is envisioned for Downtown Elkins to respond to the diverse roles and responsibilities of different streets. Davis Avenue, 3rd Street, and Railroad Avenue are designated to as Commercial Core streets. The character of these streets are unified to become the primary places for the community to gather, shop, celebrate, and play. Design elements of the commercial core bolster a distinct sense of place and identity that is uniquely Elkins. At the intersection of 3rd Street and Davis Avenue, a unique paver design containing elements of the City's quilted emblem is used alongside distinctive brick detailing and wider sidewalks to further unify the streetscape. Together they connect many of downtown's historic and community destinations for visitors and residents. The following breakdown of street typologies provides definition to the study area and how the enhancements were recommended.

## Commercial Core

Davis Avenue, 3rd Street, and Railroad Avenue are characterized by high-density buildings and a mix of larger-scale uses such as office and service buildings.

## Transitional Block

Randolph Avenue, Kerens Avenue and 5th Street, among others, serve to connect Downtown Elkins to its surroundings.

## Residential Block

Local Streets like 1st Street and John Street are characterized as predominantly residential land use and mostly serve local traffic.

Gateways to downtown are identified as key locations for signage that offer a sense of arrival. Together, they serve as key nodes for a unique downtown, and are meant to bring the visitor into the downtown area. Additionally, this framework also lays out a strategy for an integrated network of multi-modal mobility. Facilities for all modes of travel are enhanced and expanded so that pedestrians, bikers, transit riders, and drivers become equal users of the street right-of-way. While the existing urban framework of Elkins provides excellent space for enhanced bike facilities and efficient automotive traffic flow, the enhancements proposed within the master plan show how Elkins can become a model city promoting better West Virginia streetscapes.

# STREETSCAPE TYPOLOGIES



COMMERCIAL CORE



## Commercial Core: Creating an active and attractive urban center

- Introduce new materials to fit within the historic urban center of Elkins
- Use consistent materials and finishes throughout the area to promote a cohesive downtown
- Improve lighting to create and enhance safety and security
- Continue to utilize street furniture to allow for break points, outdoor dining opportunities, and trash collection
- Develop safer and more functional streets with lane differentiation at Rail Depot and utilize green infrastructure at intersections

TRANSITIONAL BLOCKS



## Transitional Block: Provide connection and consistency

- Blend commercial core streetscape features into the transitional areas through brick details, lighting, and plantings where room exists
- Maintain and reintroduce vegetated buffers between sidewalk and roadway
- Add more streetscape vegetation consistent with recommendations from the full master plan document
- Narrow drive entry openings to 24'-0" maximum to limit the width of pedestrian conflicts along the sidewalk
- Provide consistent sidewalks along all roadways

RESIDENTIAL BLOCKS



## Residential Block: Maintain and enhance

- Maximize sidewalk widths to 6'-0" where possible
- Replace sidewalk where walking hazards exist
- Review mature vegetation for life span and quality
- If mature trees are in need of removal, a replacement tree shall be put back in its place from the recommended street tree list within the full master plan document
- Install consistent streetscape lighting within residential areas
- Consider brick replacement in areas where brick is in poor condition

## COMMERCIAL CORE



## TRANSITIONAL BLOCKS



## RESIDENTIAL BLOCKS

