

PERIMETER Focus:

Envisioning A New Urban CENTER



Perimeter Public Space Standards

Prepared for: the Perimeter Community Improvement Districts, DeKalb County and Fulton County
Prepared by: Urban Collage, Inc., URS Corp., and Roy Ashley & Assoc.— September 2003

PUBLIC SPACE STANDARDS

A VISION FOR PERIMETER

The Perimeter Focus Livable Center Initiative Plan, completed in January 2002, created a vision for what the Perimeter area could be. This document defines guidelines that will transform new and existing public spaces to achieve Perimeter's vision of a new mixed-use Atlanta Center, that has a balance of jobs and housing with safe and pleasant, multi-modal access to both.

The plan calls for a variety of options for both commuters and residents, including cycling, walking and pleasant access to transit, intended to create a holistic and completely functional environment for circulating within the Perimeter area. The vision outlines several goals for the Perimeter area, including the following that are addressed by the design guidelines in this document:

LAND USE:

- Create accessible public spaces linked by a comprehensive pedestrian/bicycle circulation system

TRANSPORTATION:

- Implement intersection and side-walk improvement program to create a safe environment for pedestrians

SENSE OF PLACE:

- Initiate Development Standards to ensure quality and consistency in the design of public space and streetscapes

Each existing and proposed road in Perimeter Center is designated as one of five street types: Boulevard, Thoroughfare, Avenue, Street or Pedestrian/Bicycle or Shuttle Connector Path. Public space standards are outlined for these five street types including elements that are consistent with the prescribed character of three different land use zones defined in the Livable Center Initiative process.

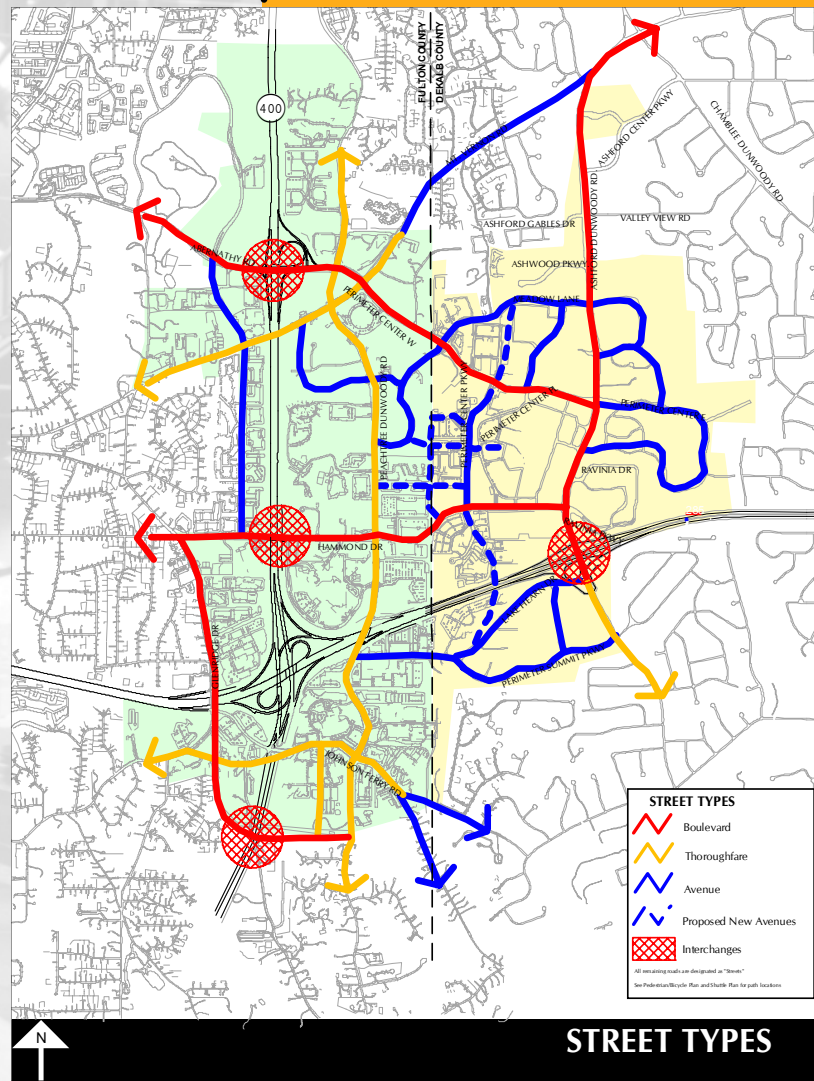


The Perimeter Framework Plan

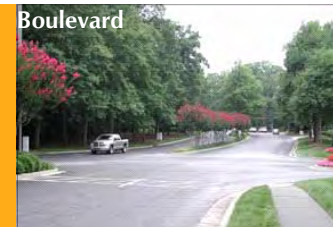
The Framework Plan above identifies these three land use zones. The High-Density Mixed-Use zone is described as office development, hotels and office-oriented retail. The Transit Village zone is the designated walkable urban core, and the Transitional zone is primarily made up of surrounding residential neighborhoods. In general, boulevards and thoroughfares provide regional access to the High-Density zones, avenues generate a destination-oriented "village" quality conducive to a "Town Center" in the Transit Village and the surrounding neighborhoods, and streets serve local residential areas in the Transitional zone.

Priority Public Space Projects:





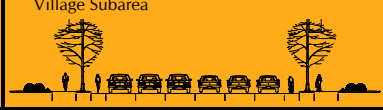

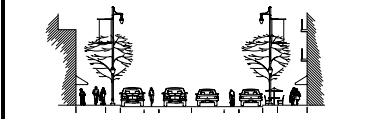

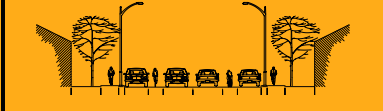


Ashford Dunwoody
Hammond Drive
Meadow Lane
Medical Center
Mt. Vernon Road
Peachtree Dunwoody
Perimeter Center Parkway
Perimeter Center West

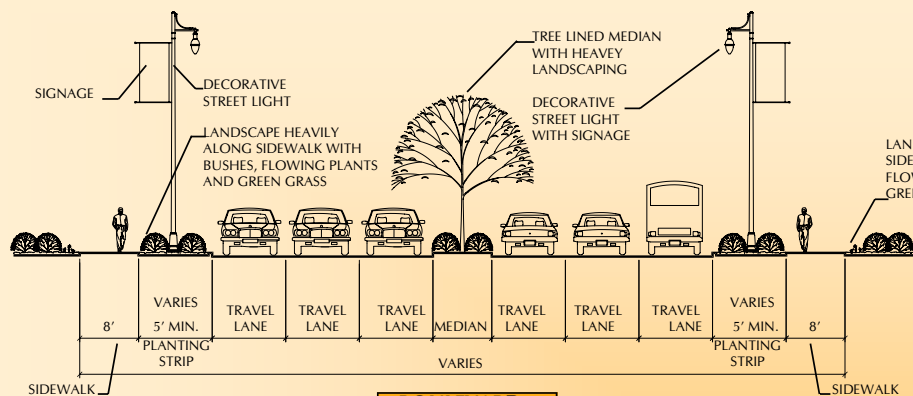


STREET TYPES

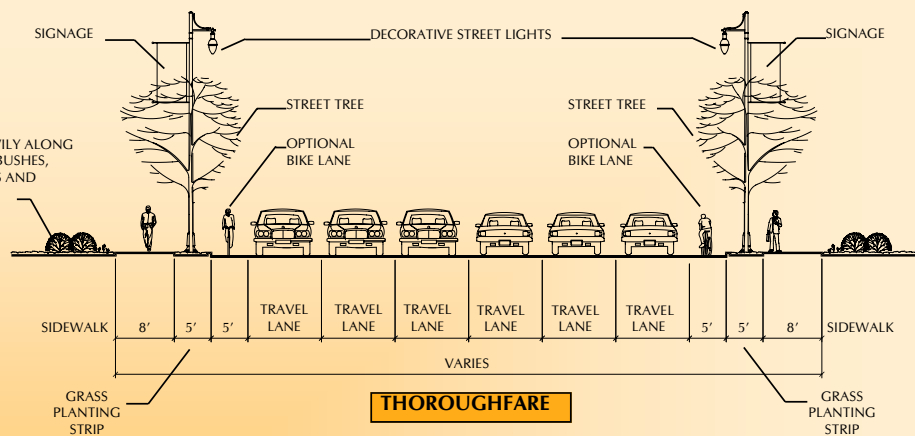


STREET TYPES

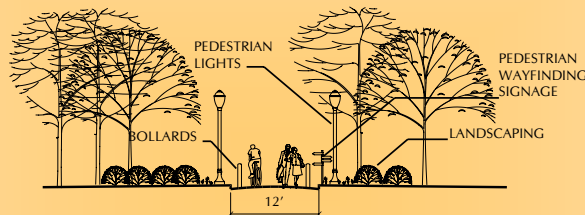
	OVERALL CHARACTERISTICS	EXAMPLES WITHIN PERIMETER C.I.D.	URBAN DESIGN/ STREETScape TREATMENTS	TRAFFIC/TRANSPORTATION TREATMENTS	ASSOCIATED DEVELOPMENT PATTERNS
Boulevard 	<ul style="list-style-type: none"> Primary route for commuters (heavy traffic) Existing or planned connection to interstate system Primary connections to other regions outside of the Perimeter area Less traveled by pedestrians 	<ul style="list-style-type: none"> Abernathy Road Ashford Dunwoody Road Perimeter Center West Glennridge Drive Hammond Drive 	<ul style="list-style-type: none"> Heavy landscaping Tree-lined medians 8-foot minimum sidewalks separated from travel lanes by 5-foot minimum planting strip Meandering, curvilinear sidewalks acceptable next to open space Decorative street lights 	<ul style="list-style-type: none"> Multiple travel lanes Dedicated turn lanes (including right in-out lanes) Consolidate access points (minimize curb cuts) No on-street parking On-street bike routes difficult Intersection treatments favor vehicular traffic but accommodate pedestrians 	<ul style="list-style-type: none"> Primarily high density office development Preferred access to parking from Avenues or Thoroughfares Possible Transit Overlay in Transit Village Subarea 
Thoroughfare 	<ul style="list-style-type: none"> Secondary route for commuters Minimal connection to interstate system Secondary connections to other regions outside of the Perimeter area Connections to Boulevards Less traveled by pedestrians 	<ul style="list-style-type: none"> Johnson Ferry Road Mt. Vernon Road (portion) Peachtree Dunwoody Road 	<ul style="list-style-type: none"> 8-foot minimum sidewalks separated from travel lanes by 5-foot minimum planting strip Meandering, curvilinear sidewalks acceptable next to open space No medians Decorative street lights Street Trees 	<ul style="list-style-type: none"> Multiple travel lanes Dedicated turn lanes (minimize right in-out lanes) Consolidate access points (minimize curb cuts) No on-street parking On-street bike routes allowed Intersection treatments balance vehicular and pedestrian traffic 	<ul style="list-style-type: none"> Primarily high density office and residential development Preferred access to parking from Avenues Possible Transit Overlay in Transit Village Subarea 
Avenue 	<ul style="list-style-type: none"> Destination-oriented "main-streets" Highly traveled by pedestrians Generally coincides with MARTA or proposed LRT locations Reduced traffic speeds designed to discourage cut-through traffic No direct connections to interstate system 	<ul style="list-style-type: none"> Barfield Road Crestline Parkway Crown Pointe Parkway Lake Hearn Drive Meadow Ln. / Central Pkwy. Mt. Vernon Road (portion) Perimeter Center East Perimeter Center North Perimeter Center Parkway Perimeter Center Place Perimeter Summit Parkway 	<ul style="list-style-type: none"> 10-foot minimum sidewalks separated from travel lanes by 5 foot minimum "furniture zone" Decorative pavers used on sidewalks Decorative street lights Pedestrian lights Street trees Tree grates Pedestrian signage 	<ul style="list-style-type: none"> One or two travel lanes in each direction Minimal dedicated turn lanes (no right in-out lanes) Reduced speeds and frequent signals On-street bike routes allowed Intersection treatments favor pedestrian traffic 	<ul style="list-style-type: none"> Moderate density mixed-use residential and office development with ground floor retail Possible Transit Overlay in Transit Village Subarea 
Street 	<ul style="list-style-type: none"> More residentially-oriented Local traffic only, no cut-through traffic Very slow speeds 	<ul style="list-style-type: none"> Byrnwyck Road Ridgeview Road Vernon Woods Drive 	<ul style="list-style-type: none"> 6-foot minimum sidewalks where possible (can be up against the street – i.e. no planting strip required) Basic street lights 	<ul style="list-style-type: none"> Single travel lanes in each direction Possible traffic calming measures Neighborhood bike routes Minimize opportunities for intersecting with Primary Thoroughfares On-street parking allowed On-street bike routes allowed No intersection treatments 	<ul style="list-style-type: none"> Primarily low to moderate density residential development 
Shuttle Connector Ped/Bicycle Path 	<ul style="list-style-type: none"> Not for everyday vehicular traffic Off-road Multi-use paths for bikes, pedestrians, joggers, etc. Designed to connect office and residential developments to transit stations and to broader trail systems Dedicated travel lanes for shuttles and busses only (segregated from other travel) 	<ul style="list-style-type: none"> Perimeter Trail 	<ul style="list-style-type: none"> 12-foot minimum width for Multi-Use paths Meandering paths acceptable 12- foot minimum width for bus lanes Stamped concrete and bollards where paths intersect other roads Landscape features Pedestrian signage Pedestrian lights 	<ul style="list-style-type: none"> Careful intersection treatments where Multi-Use paths cross streets 	<ul style="list-style-type: none"> Future development should plan to accommodate opportunities for easements at key locations 



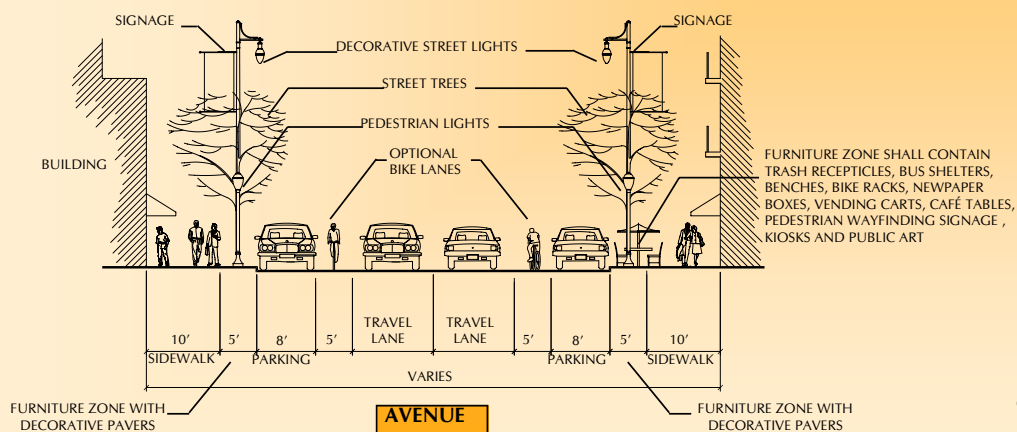
BOULEVARD



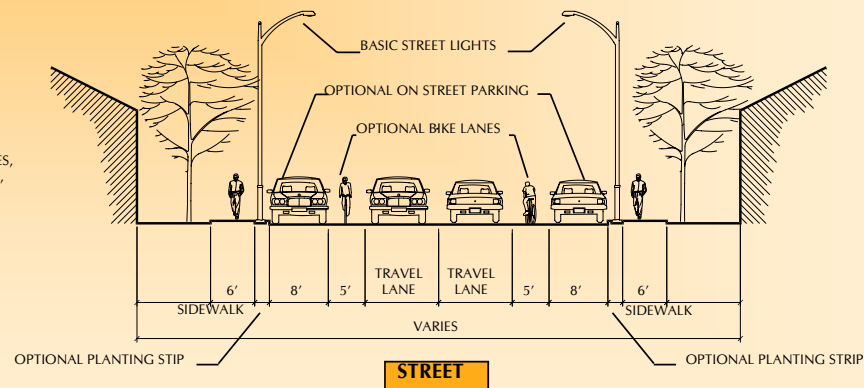
THOROUGHFARE



PEDESTRIAN / BICYCLE PATH and SHUTTLE CONNECTOR PATH

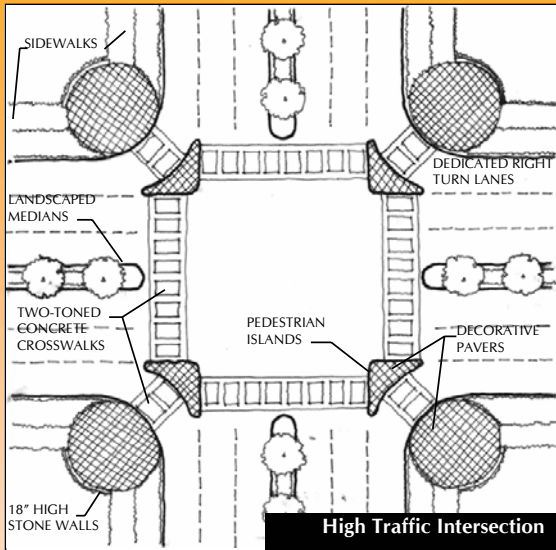


AVENUE



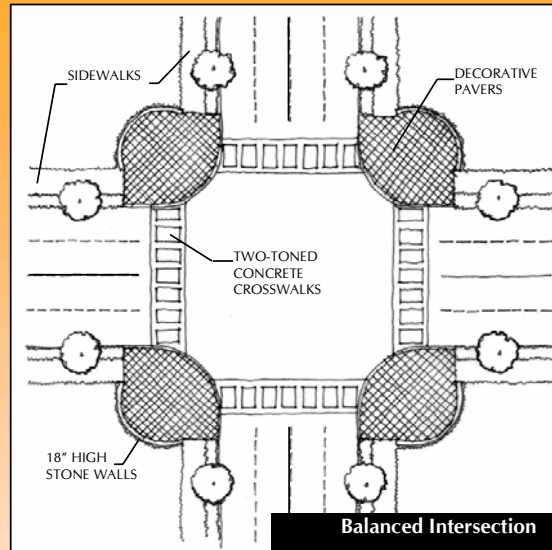
STREET





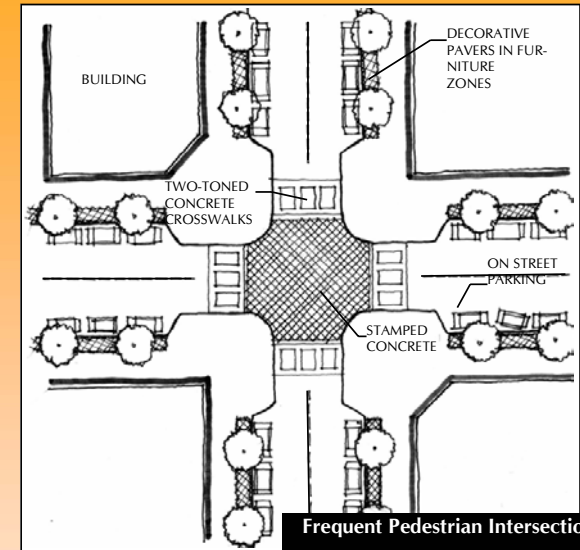
High Traffic Intersection

- Intersection signalization favors vehicular traffic but accommodates pedestrians
- Dedicated turn lanes
- Typical for the following intersections:
 - Boulevard / Boulevard
 - Boulevard / Thoroughfare



Balanced Intersection

- Intersection signalization balances vehicular and pedestrian traffic
- No dedicated turn lanes
- Typical for the following intersections:
 - Thoroughfare / Thoroughfare
 - Thoroughfare / Avenue
 - Thoroughfare / Path

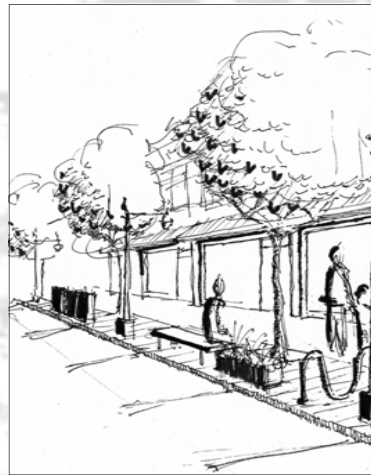


Frequent Pedestrian Intersection

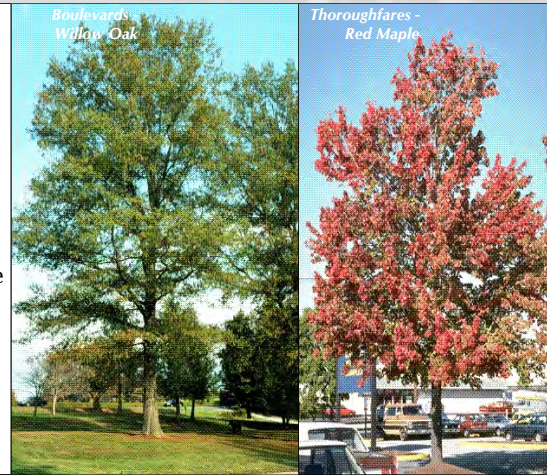
- Intersection treatments favor pedestrian traffic
- No dedicated turn lanes
- Typical for the following intersections:
 - Avenue / Avenue
 - Avenue / Street
 - Avenue / Path



LANDSCAPING



- Street trees shall be planted 40' on-center within the street furniture zone or planting strip
- Space trees equally between street lights
- New street trees should be a minimum of 12' high and 4" caliper (10' high, 3" caliper for trees under overhead utility lines)
- Street trees along Boulevards shall be Willow Oaks (Chionanthus virginicus (fringetree) under overhead utility lines)
- Street trees along Thoroughfares shall be Maples (Crape Myrtle, Kousa Dogwood under overhead utility lines)
- Each Avenue shall use one of the following street trees: Chinese Elm or Zelkova (Autumalis Cherry, Okame Cherry or Redbud under overhead utility lines)



Street Trees



- Planting strips and landscaped areas along public right of ways should generally be well landscaped with shrubs and flowering plants requiring minimum maintenance and water
- Suggested plantings include: Daylily, Otto Luyken, Carissa Holly and Monkey Grass
- Plant grasses that do not require regular irrigation to appear green for the majority of the year

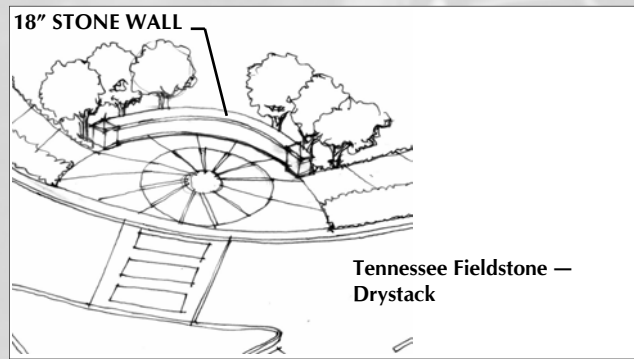


Bushes and Other Landscaping
Image Source: Trees, Shrubs and Ground Covers II, Horticopia, Inc., 1998.



- Medians shall be landscaped with Shrubs, groundcovers and Crape Myrtle trees
- Space trees 15' on-center

Medians

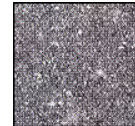


Tennessee Fieldstone — Drystack

Walls



Landscape Forms
Rosa Planter
42", 36", 30" or 24" diameter
Polyethylene - Freestanding



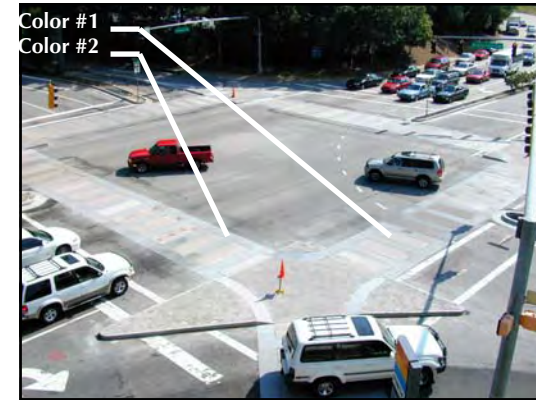
Color:
Millstone

- Decorative Planters may be used to enhance pedestrian environments

Planters

PAVEMENTS

- All intersections shall have two-toned concrete crosswalks
L-M Scofield Concrete
Color #1: Sun Baked Clay (Color #5238)
Color #2: Autumn Beige (Color #0288) - to be used as the border color



Concrete Crosswalks



Decorative

- Decorative pavers should be used as accents along concrete sidewalks, particularly on Avenues
- Old Town Blend Pavers shall be used at High Traffic and Balanced intersections as illustrated



Desert Stone Paverstone
Holland Parkway Series
Color: Desert Stone
4" x 8" x 3/8"

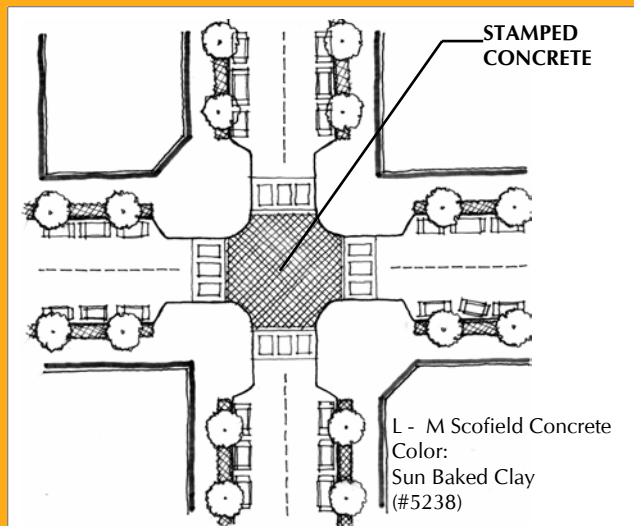


Old Town Blend Paverstone
Holland Parkway Series
Color: Old Town Blend
4" x 8" x 3/8"

Concrete Sidewalks and Decorative Pavers



Multi-Use Path Materials



- Stamped concrete should be used at intersections to signify highly used pedestrian crossings to motorists
- Stamped patterns may vary for each intersection

Stamped Concrete Intersections



- Bus shelters should be located at all shuttle and bus stations
- **Landscape Forms**
Kaleidoscope 2-post straight, offset canopy with solid panels
▪ Presidio seating with backs
Finish: Grotto Powdercoat

Bus Shelters



- **Urban Accessories**
DG5
Finish: Raw Cast Grey Iron
- Bollards should be surface mounted where ped. / bike paths intersect other roads

Bollards



- **Landscape Forms**
Pi Rack
embedded
Finish: Grotto Powdercoat
- Space 36" on-center

- Bike racks should be located at transit stops and other destinations centers

Bike Racks



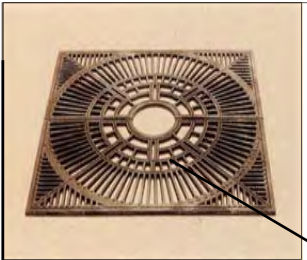
- **Landscape Forms**
Presidio Collection
PD3001-BS-22
Finish: Grotto Powdercoat
- OR
- **DuMor Site Finishes**
Bench 137-60
Finish: Black

Benches



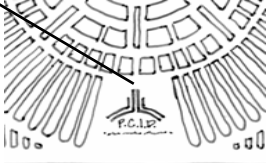
- **Landscape Forms**
Presidio Collection
PD5001-26-30
Surface Mount
Finish: Grotto Powdercoat
- OR
- **Fairweather Site Furnishings & Accessories**
TR -14 (w/o rain shield)
Finish: Black

Trash Receptacles



- **Urban Accessories**
Eco
4' x 4' Square
Finish: Raw Cast Iron
- OR
- **East Jordan Iron Works**
Model 8674 ADA

- P.C.I.D. logo should be embedded into grates



Tree Grates



- **Columbia Cascade**
Cycloops
2170-7-C
embedded
Finish: Black Powdercoat

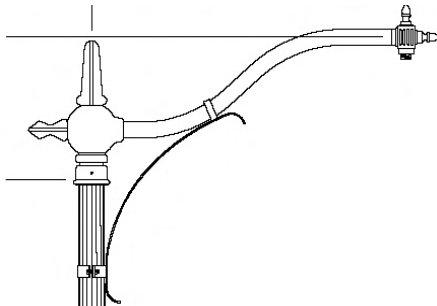
- Street lights and pedestrian lights shall be spaced 40' on-center
- Space evenly between street trees
- If both street lights and pedestrian lights are used, alternate between trees



- Luminaire
- 150watt
 - **High Pressure Sodium Cooper Generation ACN Post Top Fixtures**
 - Color: Special Order Dark Green
 - Manufacturer: Cooper

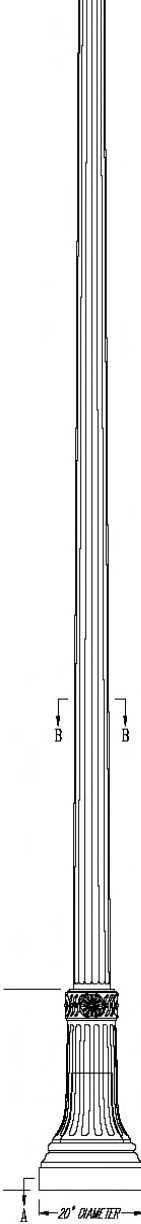
- Pole
- 12' Mounting Height
 - **General Electric Aluminum Poles**
 - Haight-Ashbury Fluted Shaft
 - Anchor Base
 - Color: Special Order Dark Green
 - Manufacturer: General Electric

Pedestrian Lights



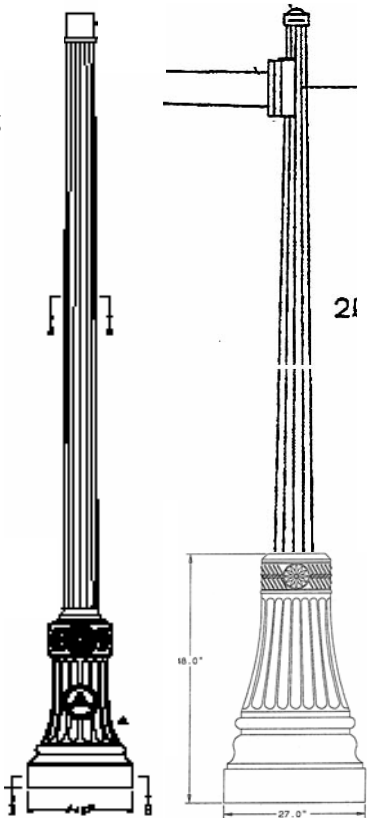
- Luminaire
- 400watt
 - **High Pressure Sodium King "Tear Drop" Decorative Roadway Fixtures**
 - Color: Special Order Dark Green
 - Manufacturer: King

- Pole
- 30' Mounting Height
 - **Hapco Aluminum Poles**
 - Base Mounted
 - Color: Special Order Dark Green
 - Manufacturer: Hapco



Street Lights

- Lamp Post Specifications
- **SBNH16.5-W Steel**
 - Color: Dark Green
 - Manufacturer: Spring City Elec. Mfg. Co.



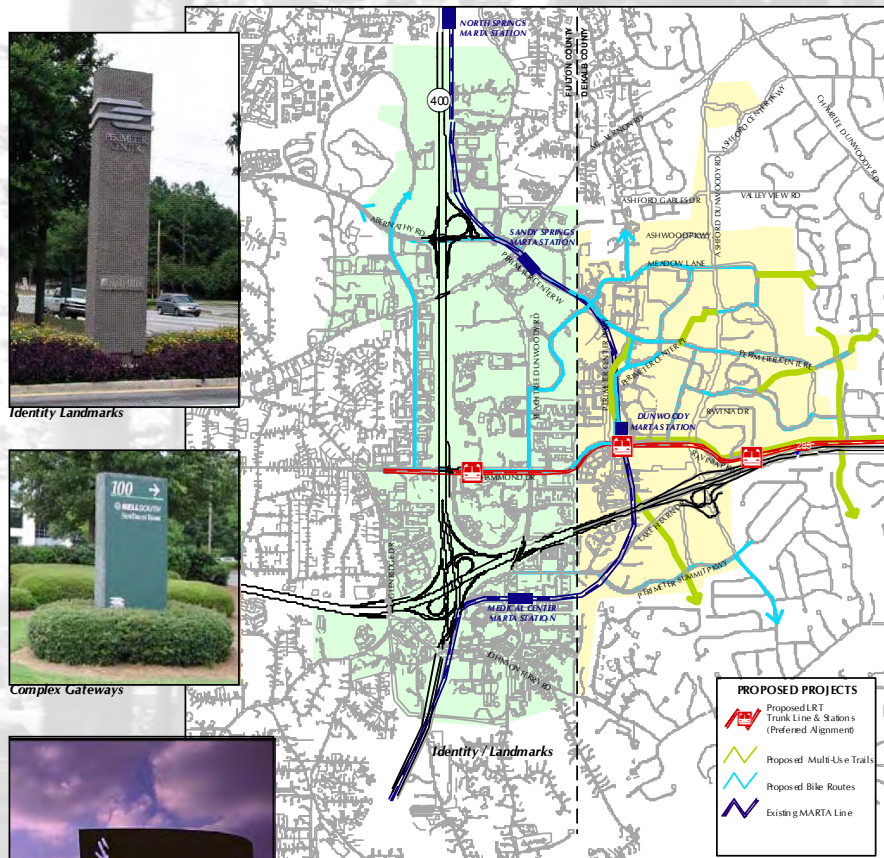
Pedestrian Signal Pole Traffic Signal Arm



Illuminated Sign

- Illuminated Sign
- **LED Illuminated Street Sign**
 - 19" Height
 - 48"/72"/96" Width
 - Manufacturer: Southern Manufacturing

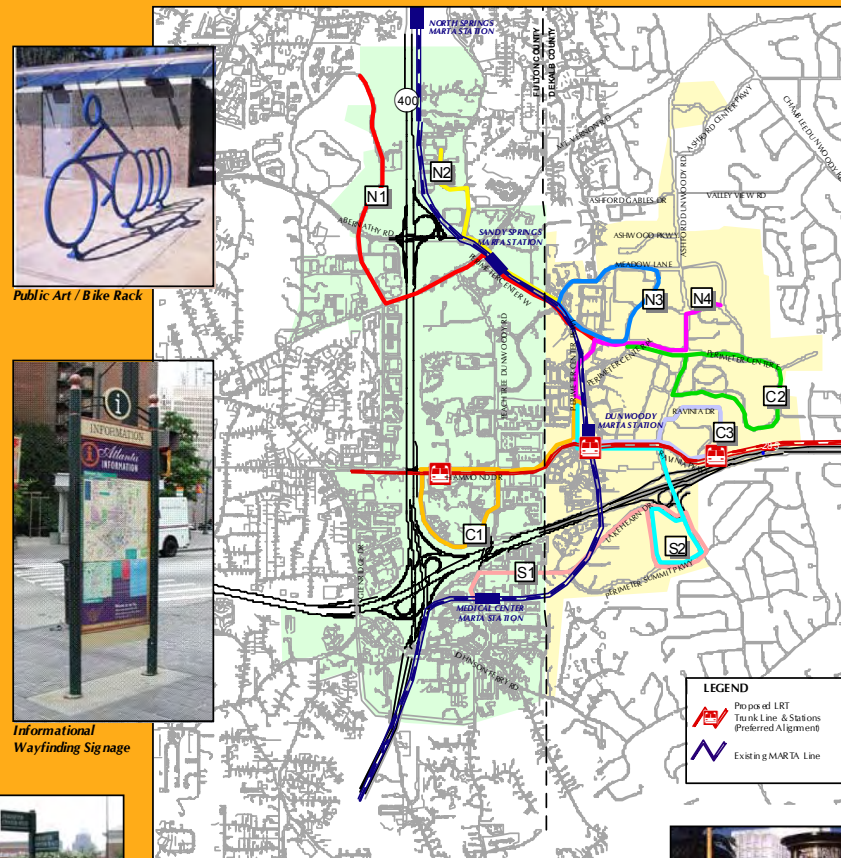
Intersection Improvements



PEDESTRIAN AND BICYCLE PLAN

The Pedestrian and Bicycle Plan illustrates a proposed network of on-street bicycle lanes and off-road multi-use bicycle and pedestrian paths that connect surrounding neighborhoods to public spaces.

- Pedestrian streetscapes shall incorporate public art and wayfinding signage



SHUTTLE PROPOSAL

The Shuttle Proposal plan shows proposed routes for 9 different shuttles that will provide transit throughout the Perimeter area and to and from Perimeter's three MARTA stations.

- Removable kiosks shall be coordinated with all transit stops
- Transit stops should have concentrations of street furniture, wayfinding signage, public art and other pedestrian amenities



Kiosks

