

DESIGN GUIDELINES

for

MEMORIAL DRIVE - CYNTHIA MCKINNEY PARKWAY





THE DeKALB COUNTY PLANNING DEPARTMENT



The Honorable Vernon Jones
Chief Executive Officer

Raymond R. White, Sr., AICP
Director

MEMORANDUM

Date: April 29, 2003
To: Distribution
From: Arthur Duncan, DD/A-SP *AD*
Subject: Memorial Drive Design Guidelines

Attached for your review and comments are Design Guidelines for Memorial Drive. Please forward all comments to me by May 15. Department comments are due to Public Works on May 16, 2003. Thanks for your cooperation.

Attachment

Distribution:

Raymond R. White, Planning Director (*no copy included*)
✓ Shari Strickland, DD/LR
Kevin Hunter, Planning Manager
David Bishop, Senior Planner/Urban Design

04/24/03 AD

Please put together a design team in the current Div. to review and prepare comments on these guidelines

DeKalb County, Georgia

A.S.A.P.

Thank you

(Signature)



P.S. Please include Long Range

Public Works Department
Transportation Division

4305/4307 Memorial Drive, Executive Square, Decatur, Georgia 30032

April 21, 2003

TO: Ray White, Director - Planning
Wayne Jones, Director - Development
Chris Morris, Director - Human and Community Development
Maria Mullins, Director - Economic Development

THRU: Ted Rhinehart, Director - Public Works

SUBJECT: Memorial Drive Design Guidelines

As part of the overall Memorial Drive Revitalization project, design guidelines have been developed for future improvements within the Memorial Drive right-of-way. The guidelines are intended to ensure that the different phases of the streetscape project, as well as future private developments, will contribute toward a pedestrian-friendly and aesthetically pleasing environment along the Memorial Drive Corridor. Please review the attached draft guidelines by May 16th so that we can incorporate any comments you may have into the final version. If you have any questions on this matter, please contact me at 404-508-3660 or David Pelton at 404-508-3623.

John Gurbal
John Gurbal
Acting Associate Director Public Works
Transportation

JG:dwp

Attachments

RECEIVED

APR 25 2003

DEKALB COUNTY
PLANNING DEPARTMENT

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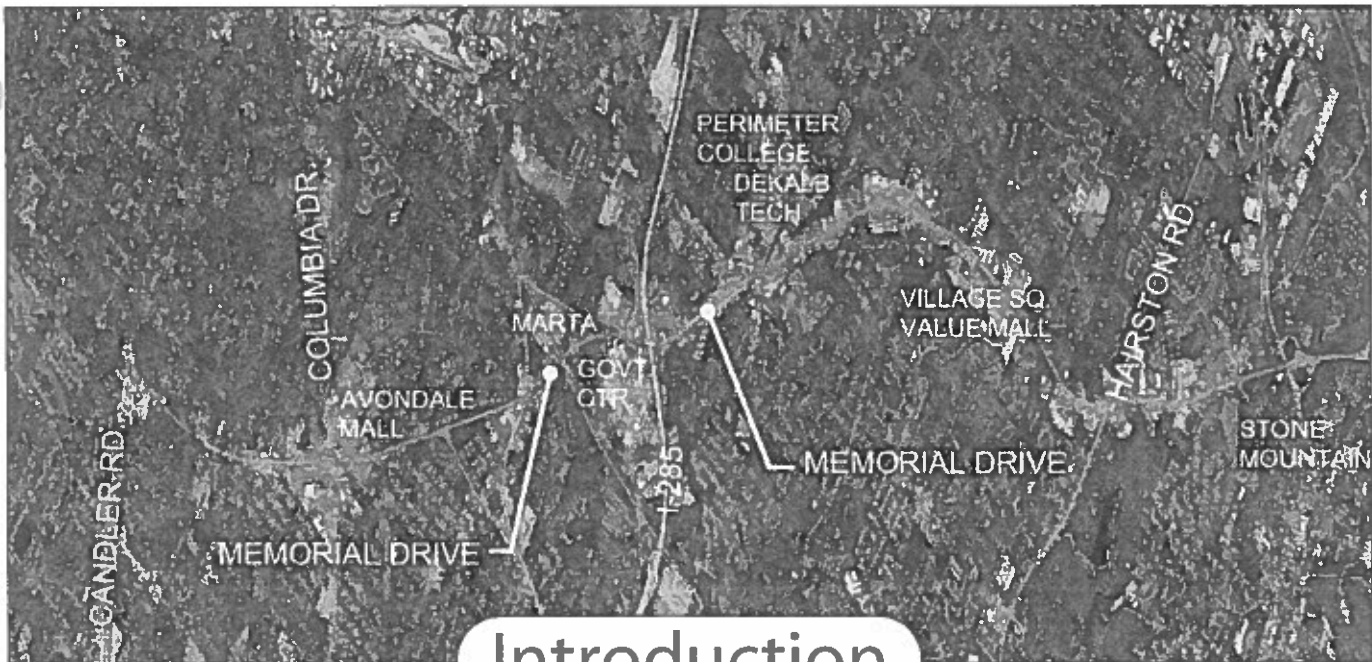


Figure 1 - Location Map

Introduction

Site Location

The DeKalb County Economic Development Authority has targeted an 8-mile section of Memorial Drive stretching from Candler Road east to Stone Mountain Park as a center for economic revitalization. Creating a streetscape that is both safe and attractive for people walking, biking, or traveling in cars or buses is key to the economic viability of the Memorial Drive Corridor. These streetscape guidelines are written to define a workable and positive direction for future development in both the public and private sectors that capitalizes on the strengths of the area and creates a memorable place for people to live, work and play.

Existing Conditions

Memorial Drive itself is a state highway (SR 154) widely used by commuters who live east of the City of Atlanta. It ranges in width, having six travel lanes and up to three turn lanes. Much of the corridor has a concrete median down the center preventing left turns except at intersections. Major intersections along the corridor include Candler Road (SR 155), Columbia Drive, Covington Road (SR 154), Covington Highway (SR 278), I-285, Rockbridge Road, Rays Road, Hambrick Road, and North Hairston Road.

Land use adjacent to the road includes - from most to least extensive - commercial, residential, institutional and transportation development. Residential development is predominantly multi-family. Institutional

development includes various churches, the Tupac Shakur Center, East Campus School, and a large complex of DeKalb County facilities concentrated just inside I-285 close to the Kensington MARTA Station. DeKalb Tech and DeKalb Perimeter College have no visual presence but are very close to the road.

Currently, aging sprawl development predominates in the Memorial Drive Corridor

This development is characterized by

- 1) overextended retail development, much of which stands vacant;
- 2) a streetscape designed for the efficient movement of cars with little consideration for the experience of pedestrians;
- 3) an absence of public gathering spaces;
- 4) a lack of connectivity between the elements that make up the streetscape;
- 5) a lack of vertical definition of the streetscape; and
- 6) an abundance of signs, pavement and one-story building with little architectural interest. In short, long stretches of poor visual character do little to make the corridor memorable and legible, or easy to negotiate for newcomers.

The Memorial Drive Corridor also has strengths:

- 1) high levels of bus ridership make the area a good candidate for bus rapid transit (BRT);
- 2) high levels of occupancy in apartments can result in more “eyes on the street” and consequently higher levels of safety and a livelier sense of community where pedestrian networks exist;
- 3) a growing market for residents who want affordable housing with good access to

Decatur, Avondale Estates, downtown Atlanta and Hartsfield Airport;

- 4) parks, schools and neighborhoods close to the corridor which could be connected to it more effectively;
- 5) distinctive native vegetation behind developed parcels and in several pockets flanking the road;
- 6) its association with nearby Stone Mountain, one of the most distinctive physiological features in the region; and
- 7) areas of potential development that could create memorable places and give rhythm and greater coherence to the trip through the corridor.

The guidelines address ways in which elements in the streetscape – buildings, lighting, hardscape, landscaped areas, site amenities, and signage – can be arranged in order to create a safe, attractive, memorable and coherent corridor conducive to economic revitalization.



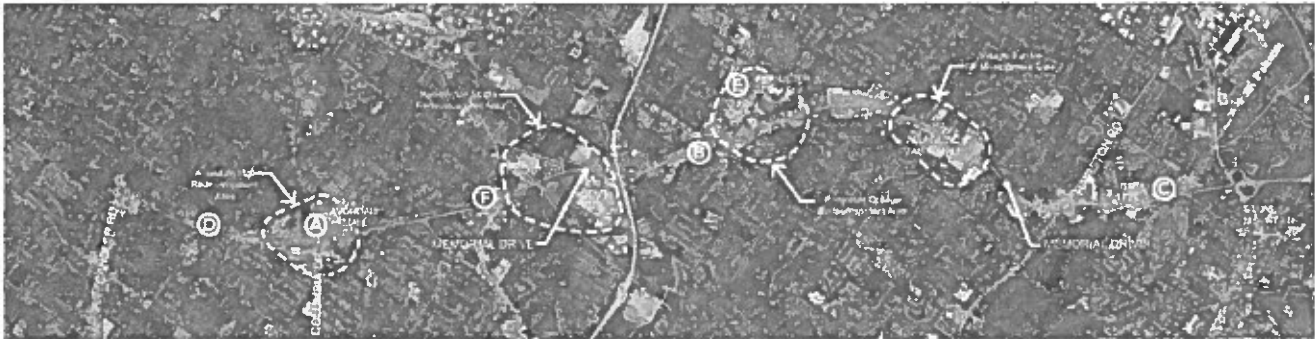
Avondale Mall stands vacant, as do many other smaller retail developments in the Corridor.



Signs, cars, pavement and one-story building with little architectural interest are plentiful in the Corridor.



Pole mounted signs and power poles are the only vertical elements giving definition to the edge of the roadway in most developed areas.



Residential areas, with apartments facing the road and subdivisions just beyond a curtain of trees are most plentiful in the western portion of the Corridor.

The native tree canopy in undeveloped areas represents one of the greatest assets of the area.



The streetscape at Perimeter College represents the kind of quality public space that could be designed as a part of making better connections between institutions and the Corridor.



Desire lines all along the road show that many pedestrians need a system of continuous sidewalks.

Purpose

Figure 2 - Existing Conditions

The purpose of this document is to provide a guide to DeKalb County and developers who wish to re-develop commercial areas or develop new commercial, residential or mixed use developments within the Memorial Drive Corridor. The guidelines can be used in implementing the Robert Charles Lesser Corridor study by including them within a new overlay zoning district to promote the Memorial Drive Action plan, or by the acquisition of right-of-way for future streetscape projects.

By implementing these guidelines, DeKalb's Memorial Drive will become a more desirable place to do business and provide for a more pedestrian friendly commercial corridor.

Process

These guidelines are based on site visits to the area, information provided by County officials, and a charette held with some of the residents and other stakeholders in the corridor. They are also based on findings in the Memorial Drive Action plan as prepared by Robert Charles Lesser and Company and plans proposed by Urban Collage for the area surrounding the Kensington MARTA Station. (See Figure 2: Existing Conditions Map)

Who Should Use The Guidelines

Property owners, developers, merchants, designers, Georgia D.O.T. and county staff are expected to use the standards developed in this manual for any new construction relating to new development or public infrastructure projects within the 8-mile corridor in DeKalb County. Unified application of the guidelines will insure consistency in design of future projects within the public-right-of-way.

How To Use The Guidelines

This manual gives property-owners guidance in the design of streetscape improvements within any existing or required right-of-way. Two development zone types are identified within the corridor, urban and suburban zones. The urban zones are defined as the four development target areas in the Action Plan prepared by Robert Charles Lesser. The four target “urban” areas are proposed to be live-work, high-density mixed-use developments. The guidelines call for expanded streetscape areas as part of their typical larger development schemes. The suburban zones refer to the remainder of the corridor, which include several commercial and residential zoning classifications.

DeKalb County will be responsible for insuring any proposed private projects in the Memorial Drive corridor adhere to the guidelines through zoning and site development reviews. The county will also need to coordinate any public efforts or improvements to adhere to the design concepts as well.

Approach

Guidelines cover two different approaches to streetscape: an urban approach for the nodes identified by Robert Charles Lesser & Company in the 2000 Memorial Drive Action Plan as suitable for concentrations of new development and a more flexible, suburban approach to those areas between

the nodes. Standards for building location, lighting, landscaping, site amenities, and signage may vary depending on which of the approaches is appropriate.

Guidelines cover eight categories:

- 1) Medians
- 2) Business Parcels
- 3) Signage
- 4) Lighting
- 5) Intersections/Corners
- 6) Corridor/Neighborhood Themes
- 7) Interparcel Access
- 8) Grade Extremities

Differences in guidelines as they refer to urban or suburban areas are noted. General notes on sight distance, street tree location and traffic safety are presented as well.

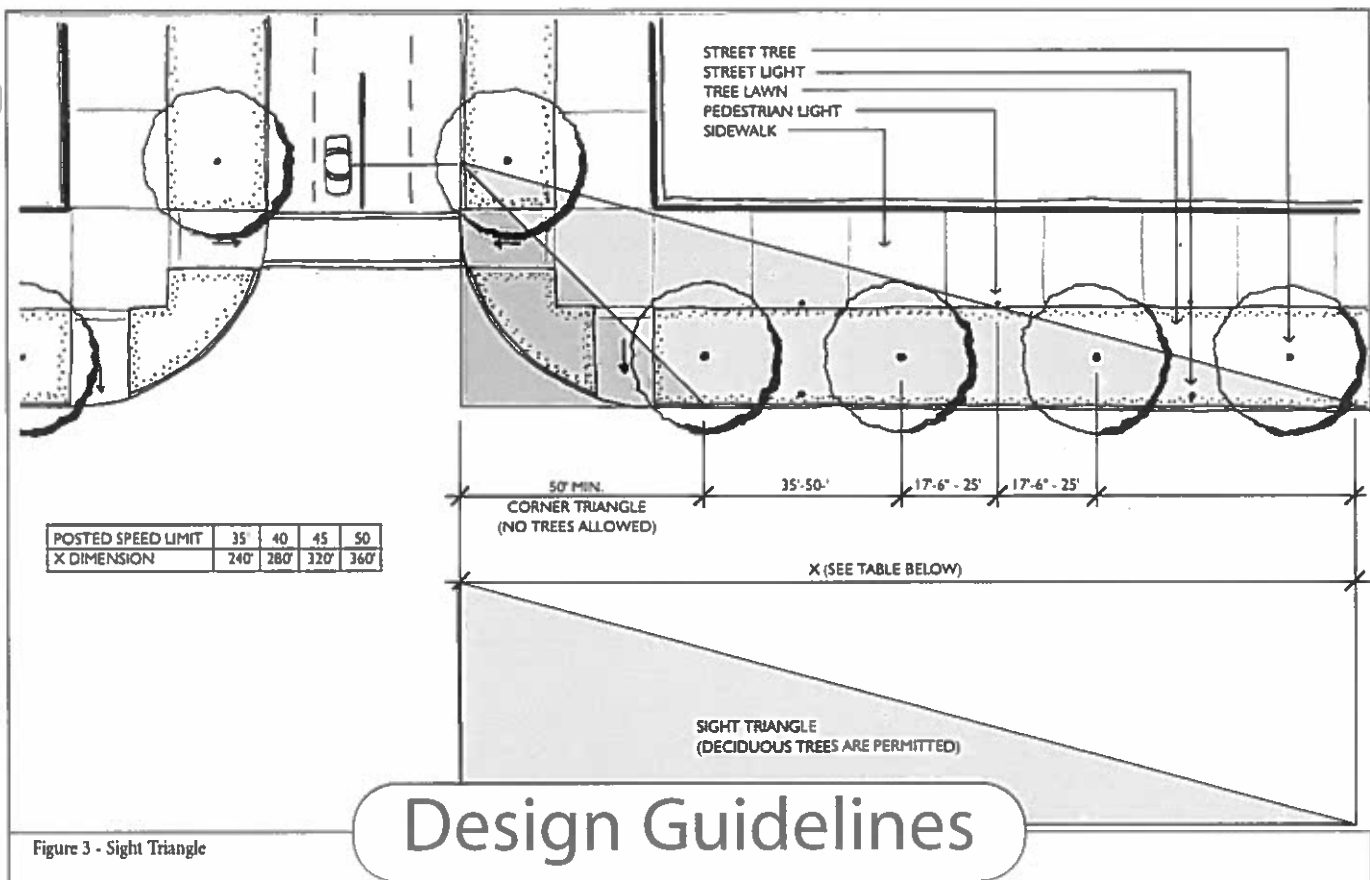


Figure 3 - Sight Triangle

Design Guidelines

General Notes On Streetscaping Within Right-Of-Ways

During the design of Street Trees and other streetscape appurtenances or amenities, primary consideration should be given to how these improvements will affect pedestrian traffic, vehicular traffic safety, and utilities. Mature tree size should be considered for planting within the right of way. Planting of trees that will reach over 4 inches at maturity are prohibited less than eight feet from the curb along sections of Memorial Drive with posted speeds of 35 MPH. Adjustments to the location and selection of street trees should be considered where signs, lights, overhead or underground utilities, utility poles, water mains and hydrants conflict with the proposed placement of trees according to these guidelines.

1. Trees should not be planted closer than 30 feet from the curb face at intersections and street corners with in the corner triangle. Placement of trees during development permitting will be subject to approval by DeKalb County.
2. Within the sight triangle, no appurtenances over 32 inches or plant materials over 6 inches high are permitted except for deciduous trees, traffic control and lighting devices. (see figure 3)

3. Maintain minimum sight triangle and corner triangle and corner triangle distances for safe views of oncoming traffic and pedestrians.
4. Trees shall not interfere with the visibility of traffic control devices especially at intersections, and trees should be adjusted where necessary to insure drivers' visibility of regulatory signs.
5. The minimum distance between most trees and street lights is 20 feet.

The Urban Streetscape

Concentrating new development at Avondale Mall, Kensington MARTA/Government Center, Perimeter College/DeKalb Tech, and Village Square/Value Mall would create new centers of urban life, places identifiable by their purpose and design. Their spacing in the corridor would give rhythm to the trip from one end to the other and give people a memorable framework for locating themselves and destinations within the corridor. While the nodes have been identified, precise boundaries will need to be determined by the County.

As illustrated in Figure 4, the urban streetscape has distinctive features:

Landscaped Median: This signals the importance of the area and provides space for what could become a stop for bus rapid transit (BRT). At the very least, it helps make the trip across Memorial Dr. safer and more pleasant for pedestrians.

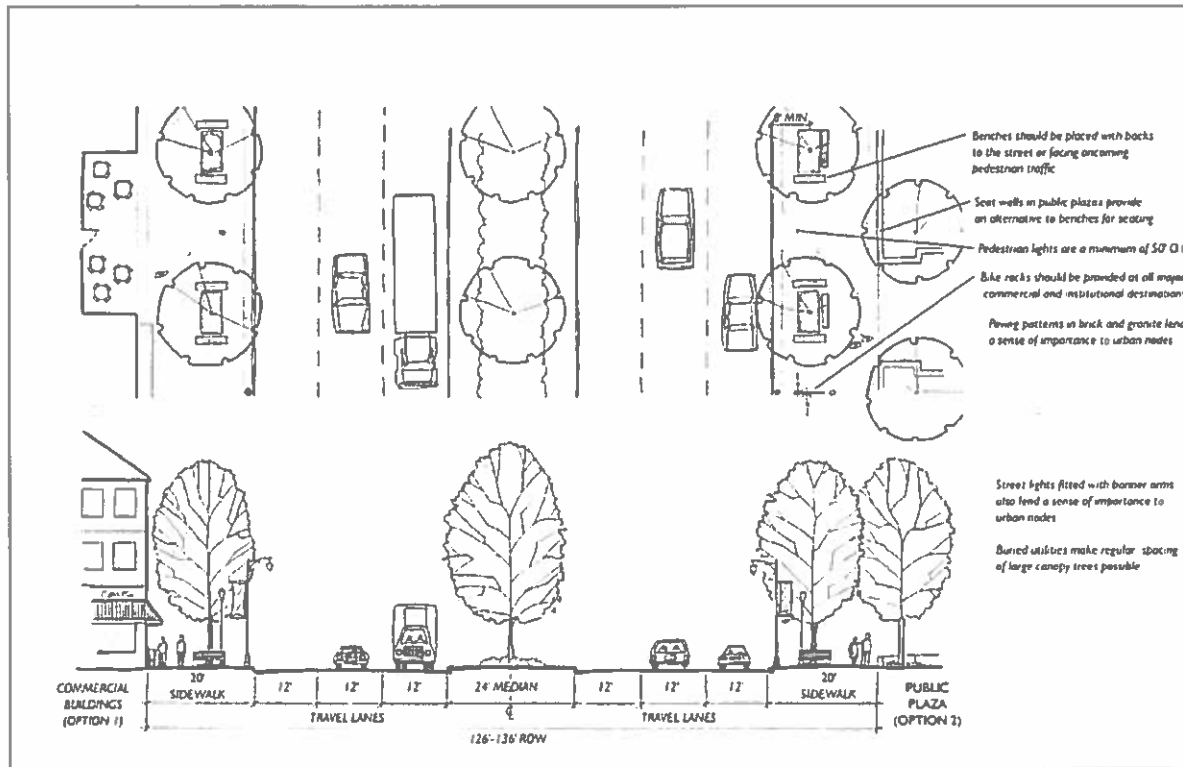
Buried Utilities: Without overhead wires restricting tree growth or detracting from landscaping and site amenities, urban centers can be more beautiful. Utilities buried adjacent to the street can be accessed without disrupting

the flow of traffic along sidewalks and without blocking more than one lane of traffic. Root barriers placed between trees and the utilities minimize contact between tree roots and utilities, protecting utilities from interference by major tree roots and protecting trees from loss of these roots when utilities must be accessed.

Landscaping: Large trees spaced 35'-50' O.C. shall be centered in a 20' landscape strip abutting the road. Trees should be planted in groups of the same species, chosen from the list of acceptable species in the Appendix, and 3"-3 1/2" cal. minimum size at time of planting. Grass should not be planted within 2' of the trunk of a tree. Mulch, groundcover or shrubs not exceeding 4' in height shall cover all areas not planted with grass.

Wide Sidewalks: 20' sidewalks give ample space for a street furniture zone for site amenities and a "clear through zone" for pedestrians that is free of obstructions. The extra width of the sidewalk, the quality of paving materials and the intricacy of paving designs shall distinguish urban sidewalks from those in suburban areas. The 4' wide street furniture zone, where benches, bike racks, trash receptacles and pedestrian lights are located, shall abut the landscape strip. A 2' band of concrete pavers shall flank both sides of the sidewalk. A combination of concrete that may be scored or colored to make distinctive patterns, concrete pavers and cut granite can be combined to create patterns that distinguish urban nodes and that delineate furniture zones and clear through zones.

Option 1: Standard placement of buildings is adjacent to the sidewalk, with an option for businesses to set back up to an addition-



Urban Districts

New developments in designated "Urban Districts" are intended to promote ample pedestrian streetscape space between proposed buildings and Memorial Drive. Recommended build-to lines are set 40 feet from back of curb.

Signage shall meet all DeKalb County ordinances.
 Signs acceptable for urban districts:
 Wall Signs
 Canopy Signs
 Suspended Signs
 Ground Signs (within 8' feet of curb in planter strip)

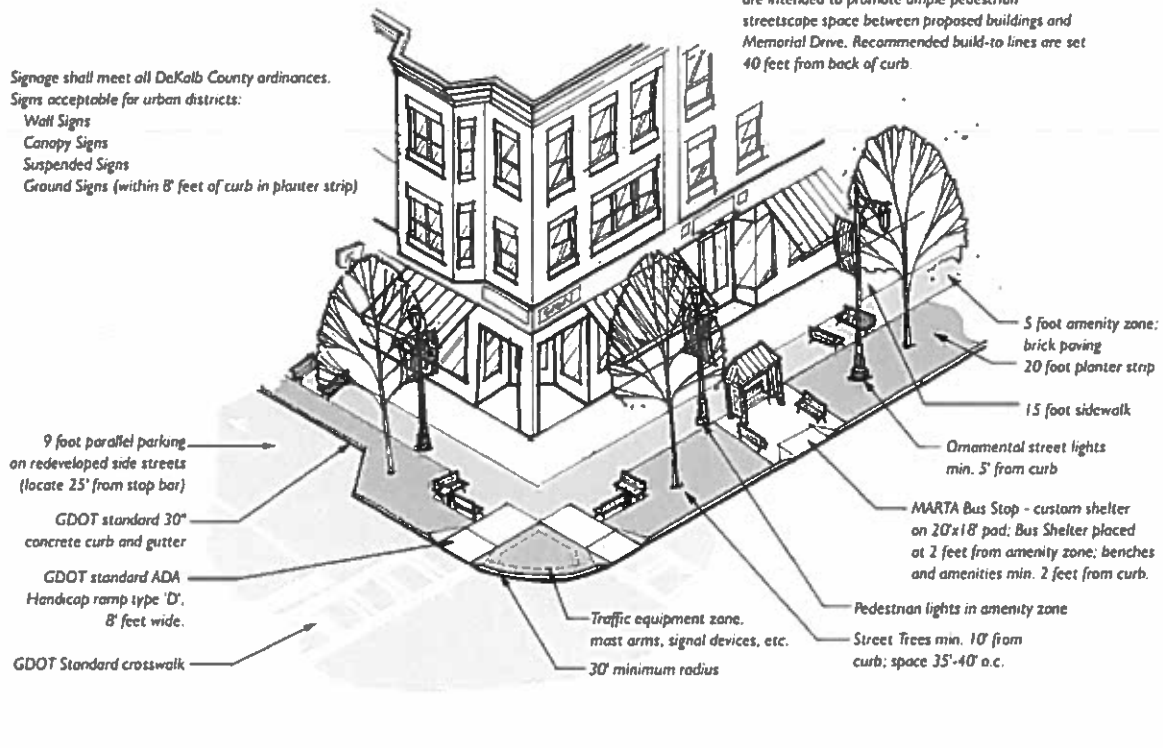


Figure 4 - Urban Streetscape Section and Diagram

al 10' if they choose to provide paved, public space adjacent to the sidewalk for dining or other public use.

Option 2: Public gathering spaces may replace building fronts at the edge of the sidewalk. This is likely to be most appropriate at nodes where institutional development makes the creation of public gathering areas appropriate, as at the Perimeter College/DeKalb Tech and Kensington MARTA/Government Center nodes.

Lighting: Streetlights with breakaway poles are mounted at the curb 60'-100' O.C. Pedestrian lights are in the furniture zone of the sidewalk centered between trees, no more than 60' O.C.

Signage: Signs are designed to be read at close range. Wall signs, projecting signs, canopy signs, suspended signs, banners, window signs, and directional signs, including street signs and wayfinding signs, are appropriate. Large entrance signs, as described in Figure 3 and other ground signs not included above are not appropriate. (See Section 3: Signage.)

The Suburban Streetscape

As illustrated in Figure 5, the suburban streetscape has more flexible features:

Wide Sidewalks: 12' sidewalks serve as multi-purpose paths accommodating both bicycle and pedestrian traffic.

Option 1: Standard placement of the sidewalk is adjacent to the street. The 2-foot band of stamped concrete patterns matching those used in urban nodes is adjacent to the street, giving a finished edge to the walk, psychologically separating pedestrians and

bicyclists from traffic, and delineating the banded area within which streetlights are located from the "clear-through" zone, which has no obstructions. A landscaped strip separates pedestrians and bikers from developed areas.

Option 2: Where topography or land use make moving the sidewalk off the street more desirable, the landscaped strip may come between the sidewalk and the street. In that case, no concrete paver banding is necessary. An additional 8' minimum landscape strip is necessary to separate the sidewalk from parking areas adjacent to the sidewalk.

Median: A planted median the length of the corridor would increase the visual quality of the corridor and provide space for bus stops if bus rapid transit is initiated. Concrete medians may be converted to planters where space and funds allow.

Utilities: Underground utilities should be located within 4' of face of curb, and electrical wires may be buried if the developer chooses. Otherwise, necessary utility poles should be placed at the edge of the sidewalk away from the street. (If Option 2 for sidewalks is chosen, poles may be located at the edge of the sidewalk toward the street.)

Landscaping: Trees are a minimum of 8' from face of curb and shall be chosen from the approved species list in the Appendix. Trees shall be planted with a spacing not to exceed 20' for small trees and 50' for large trees. Large canopy trees are preferable to understory or small flowering trees, but in no case shall canopy trees be placed directly under power lines. Trees of

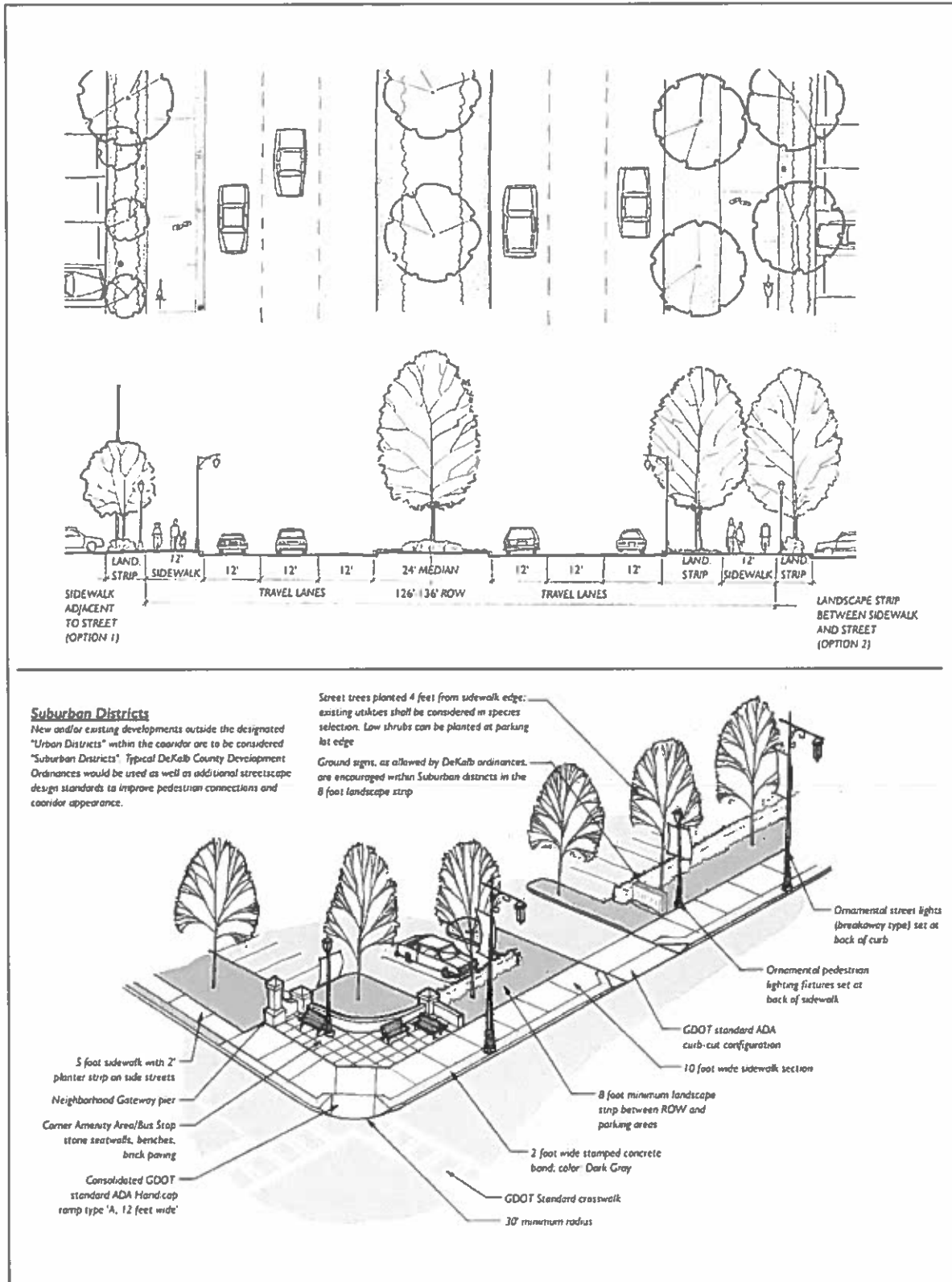


Figure 5 - Suburban Streetscape Section and Diagram

the same species spaced evenly for a formal effect must be 2 1/2" cal. minimum. If the desired effect is an informal, denser screen, trees may be of mixed species, spaced randomly and more closely. In that case, use of native trees available commercially only in smaller sizes is encouraged. Pines should be used only in dense, informal plantings and only when they are not adjacent to utility wires. Any informal planting scheme must meet requirements of the DeKalb County Tree Ordinance. (See Appendix.)

Lighting: Streetlights with breakaway poles are mounted at the curb 100'-200' O.C., with wider spacing in sparsely populated stretches. Pedestrian lights are adjacent to the sidewalk on the side away from the street, no more than 60' O.C.

Signage: Signs are made to be read from a distance as well as from close range. Wall signs, projecting signs, canopy signs, suspended signs, banners, window signs, and directional signs, including street signs and wayfinding signs, are appropriate. Large entrance signs, as described in Figure 3 are also appropriate. (See Section 3: Signage.)

Streetscape Elements

Section 1: Medians

A 24'-wide median would allow for the planting of large trees the length of Memorial Drive, except where the median narrows at intersections to accommodate turn lanes. Such a median would greatly improve the aesthetic quality of Memorial Drive, would likely result in slower traffic speeds, and would raise safety standards by providing a wide refuge for pedestrians crossing the road, even in the center where the median is narrower. A 12' median with small flowering trees would have a similar,

though less powerful benefit. The consultant sees three ways to approach the issue of a median:

- 1) Acquire the ROW necessary to increase the road width to accommodate a 24'-wide or 12'-wide median. This could be done in increments, starting with the four areas identified as urban nodes.
- 2) Where ROW acquisition is not feasible, convert concrete medians to planters, planting low groundcovers like junipers or grass allowed to grow 12-18" tall where median width is less than 12'.
- 3) Require ROW donations by those planning new development so that, over time, sufficient ROW would be acquired to build a median the length of the corridor

Section 2: Business Parcels

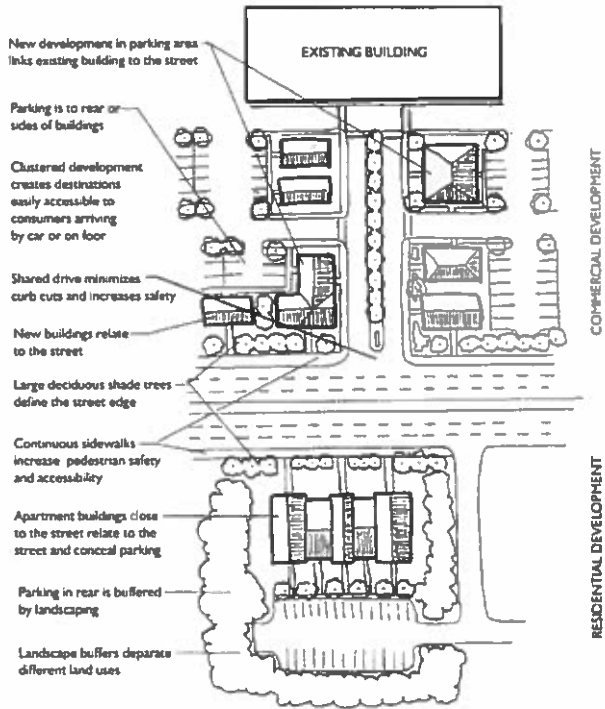
Entry and Façade Signage

In urban nodes, entry to business parcels from the street will be pedestrian only. Wide sidewalks with tree wells will not be interrupted by driveways, so signage will be limited to that described above that is suitable for urban nodes.

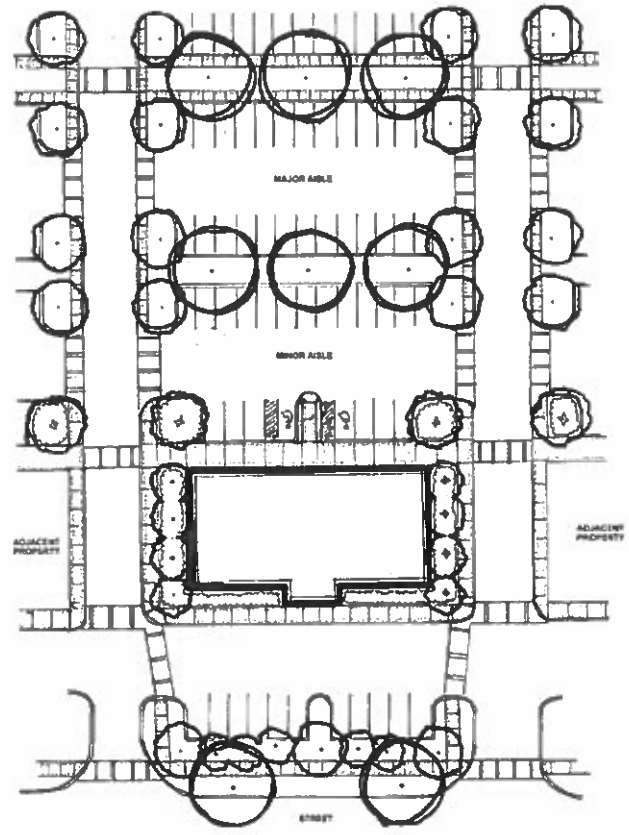
In between urban nodes, entry signs for commercial establishments will be monument signs set back from the ROW a minimum of 2', with dimensions as noted in Figure 8.

Business Site Options

In both urban and suburban areas, bringing buildings closer to the street and placing parking to the rear of buildings will give more definition and character to the corridor. In urban nodes, buildings will be built to the edge of the sidewalk, with the options of setting the building back up to 10' and providing paved public space or constructing a public plaza



COMMERCIAL DEVELOPMENT
RESIDENTIAL DEVELOPMENT



12 Figure 6 - Commercial Siting Options

between the building and the street. Such plazas should have ample seating of various kinds (benches, seat walls, or moveable furniture). Paving should continue or coordinate with patterns and materials used on the sidewalk. Plantings should provide shade in summer.

In suburban areas, buildings should be closer to the street, with parking sited to the side of buildings, if rear parking is not feasible. Access drives should be shared when feasible to minimize the number of curb cuts. See Figure 6.

Landscape Strip and Buffer Requirements

Landscape strips are areas reserved for the installation and /or maintenance of plant materials. In order to distinguish between landscape strips that are within the ROW and those that are owned and

maintained by private agencies, “public landscape strip” is used to refer to the planted area between the street and the sidewalk. “Private landscape strip” is used to refer to the area adjacent to the ROW that is planted and maintained by the private sector. Landscape strips are not required in urban nodes, where buildings or public plazas abut the sidewalk. Development in suburban areas shall follow the following guidelines:

- a. When the sidewalk is not adjacent to the curb, a 12’ public landscape strip shall be between the curb and the sidewalk, with trees planted a minimum of 8’ from face of curb and a minimum of 2’ from the sidewalk.

- b. Regardless of sidewalk placement, developers shall plant a private landscape strip a minimum of 8' wide, measured from the edge of the right of way.
- c. No permanent structures are permitted within landscape strips. This includes retaining walls 3' in height or taller, curbing, dumpsters, detention facilities, etc. Ground signs as described in Figure 8, drainage structures, retaining walls less than 3' in height, and sidewalks may be allowed.
- d. Curb stops must be used to prevent vehicle overhang into required landscape strips from adjacent parking lots.
- e. All species within required landscape strips must be ecologically compatible with the intended growing site.
- f. Trees within required landscape strips shall be provided as follows:
 - A minimum of one large tree or two small trees for every 50 linear feet of landscape strip. Large deciduous trees are preferred except where trees are placed directly under power lines that will require their pruning.
 - Trees adjacent to the road or in a private landscape strip where there is no public landscape strip should be evenly spaced.
 - Using trees of the same species in a particular area can help make different parts of the corridor more identifiable, but species should be varied from one area to another so that a variety of trees are used.
- g. Shrubs for the private landscape strip shall be provided as follows:
 - Where there are both public and private landscape strips flanking the sidewalk, trees in the private landscape strip may be spaced more densely and randomly if a more natural effect is desired, particularly when private landscape strips exceed 8' in width.
 - Landscape strips on private property shall conform to the DeKalb County Tree Ordinance in regard to tree save procedures, replacement and selection.
 - New residential development in currently wooded areas should include a tree save area adjacent to and in addition to the required private landscape strip.
 - Shrubs with a maximum maintained height no less than 2' and no greater than 4' shall be planted where a parking lot abuts the landscape strip. This height will lessen the visual impact of parking while keeping sight lines open for a sense of safety.
 - Shrubs shall be ecologically compatible with the intended growing site.
 - Shrubs planted 3' O.C. shall be a minimum of two staggered rows deep.
- h. Grass may not be planted within 2' of the trunk of a tree or the center of a shrub. Mulch or groundcover shall cover all areas not planted with grass. See Figure 7.

Landscape buffers shall conform to the DeKalb County Zoning Ordinance. In addition, plant materials chosen to replace dead or diseased plants in

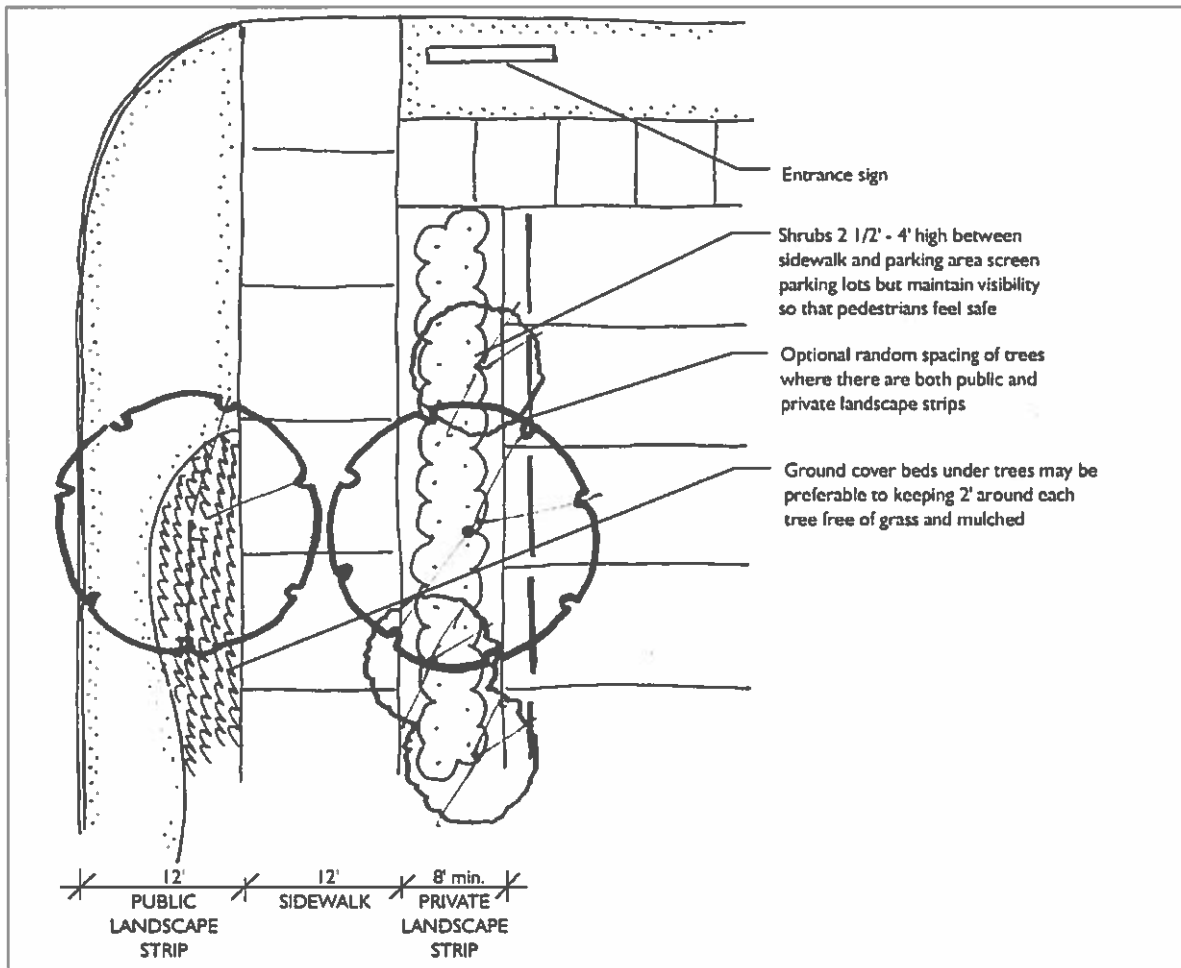


Figure 7 - Landscape Strip

buffer areas or to provide denser plantings shall be chosen from the native species listed in the DeKalb County Tree Ordinance.

ROW Donation Requirements

ROW donations by the developer shall be made to the extent necessary to provide for the 12' sidewalk and for any public landscape strip that falls between the sidewalk and the edge of pavement on Memorial Drive.

Section 3: Signage

In both urban and suburban areas, signage shall meet the regulations of the DeKalb County Sign

Ordinance. Certain developments may provide different signage types in the corridor on a case by case basis. Acceptable signage includes wall signs, projecting signs, canopy signs, suspended signs, banners, window signs, and directional signs. Ground signs, meaning signs securely fixed to a support structure permanently attached to the ground and independent of any building for support, should conform to the guidelines for entrance signs for commercial enterprises and neighborhoods (Figure 8) and are most appropriate for suburban areas. Other ground signs, with the exception of street signs and wayfinding signs, are not appropriate and will be removed

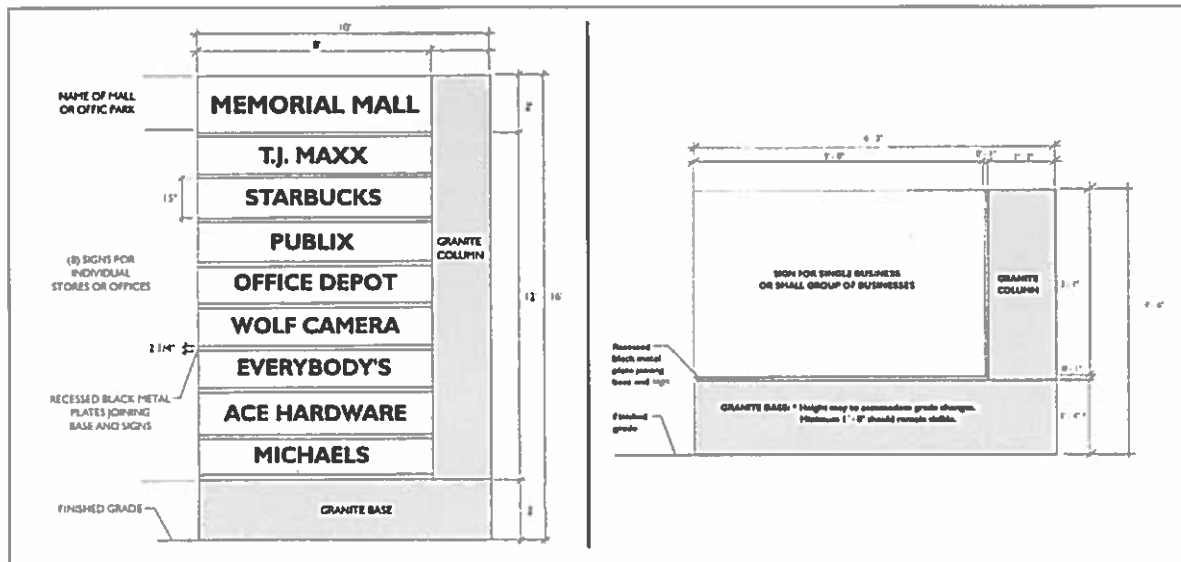


Figure 8 - Commercial Ground Signs

and replaced with signs that conform to these standards when properties are redeveloped.

Wall Signs

Wall signs, including letters individually attached to the wall, shall be limited to a total of 60 square feet per sign and shall be limited to one sign for each façade oriented to the street, with a maximum of two signs per business. In no case shall a sign take up more than 10% of a building surface.

Projecting Signs

Projecting signs, meaning any sign attached perpendicular to a building, must maintain minimum vertical clearance of 14'-0" above finished grade over vehicular ways and 8'-0" over other areas. Projecting signs shall have an area no greater than 40 square feet.

Canopy Signs

Signage on awnings shall be not exceed 10% of the awning surface. Signs on gas station canopies shall not exceed 20% of the vertical surface of the canopy.

Suspended Signs

Any sign suspended above a pedestrian passageway from an awning or canopy must maintain minimum vertical clearance of 8'-0" above finished grade.

Banners

Banners, fabric or similar material mounted to allow movement caused by wind currents, shall not exceed 20 square feet per banner and shall be spaced no closer than 25' O.C.

Window Signs

Letter height for signs in windows shall not exceed 6", and total area shall not exceed 10% of the window. Street numbers shall be placed over or near the main entrance wherever feasible.

Total Number of Signs

Businesses shall be limited to one sign identifying the business for each street from which there is access to the building and one sign identifying the business for each façade facing a street.

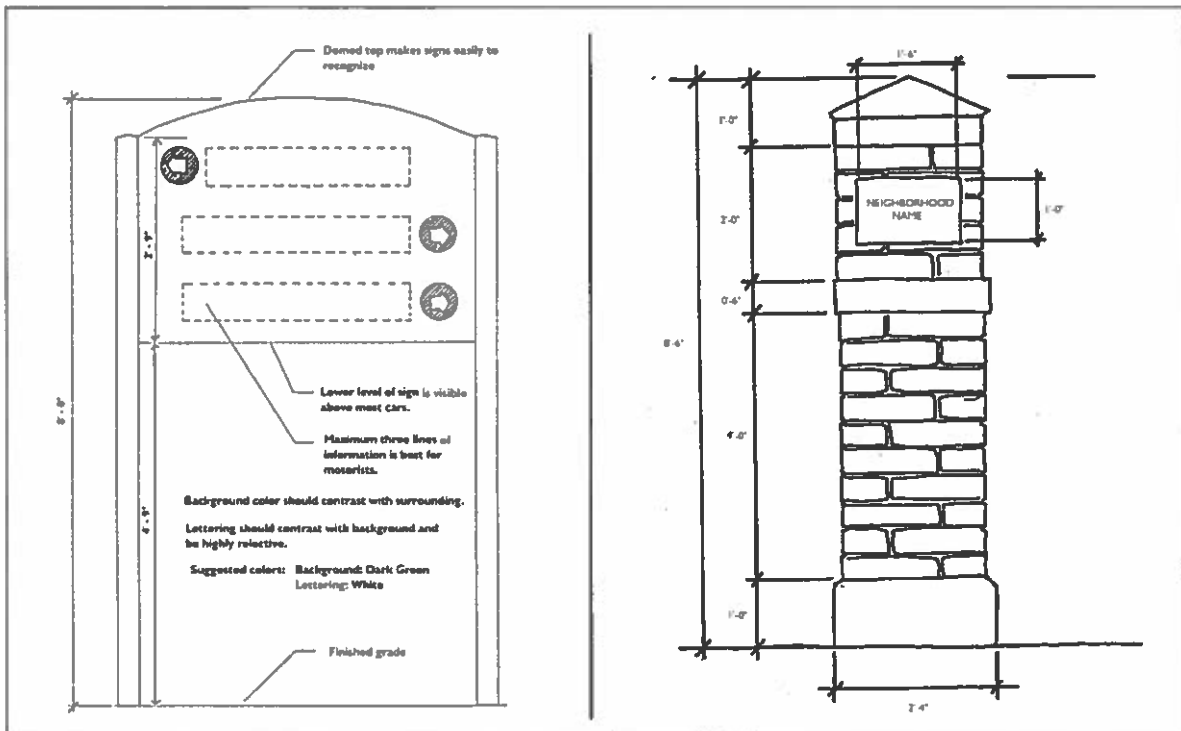


Figure 9 - Wayfinding Sign and Neighborhood Monument Sign

Wayfinding Signs

Wayfinding signs refers to directional signs that help visitors and residents find their way to destinations within and beyond the corridor. Wayfinding signs shall be uniform in shape and dimensions, color of background and lettering, and font type.

Wayfinding signs of standard design can be designed to eventually replace all existing DOT directional signs in the corridor, consolidating information and adding information needed to direct people to significant destinations, including nearby communities, schools, parks, and government centers. See Figure 9 for a suggested design for wayfinding signs for motorists. More detailed wayfinding signs are appropriate for pedestrians in urban nodes.

Neighborhood Signs

Monuments announcing the entrance to residential neighborhoods shall be of the same design,

varying only in the name of the neighborhood to which people are being directed. See Figure 9. Neighborhoods may develop additional markers outside the Memorial Drive Corridor.

Section 4: Lighting

Streets and sidewalks shall have lights designed to provide adequate lighting levels for pedestrians and bicyclists as well as for automobiles.

- 1) Streetlights with breakaway poles shall be centered in the 2' stamped concrete strip adjacent to the curb throughout the corridor. Where a landscape strip abuts the road, streetlights shall be centered 8 feet from face of curb. Streetlights shall be spaced 60'-100' O.C. on each side of the street in urban nodes and 100'-200' O.C. in suburban areas. (See Figure 10 for placement and Figure 11 for illustrations and specifications.)

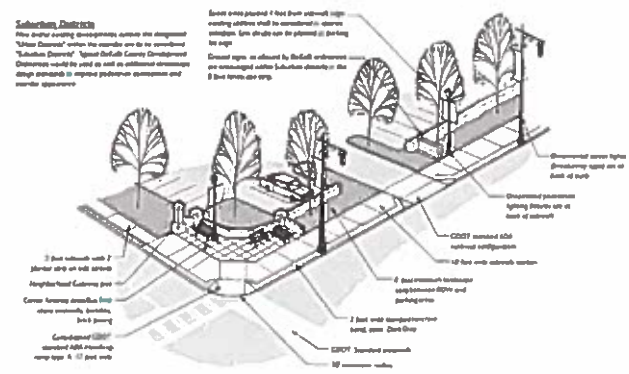
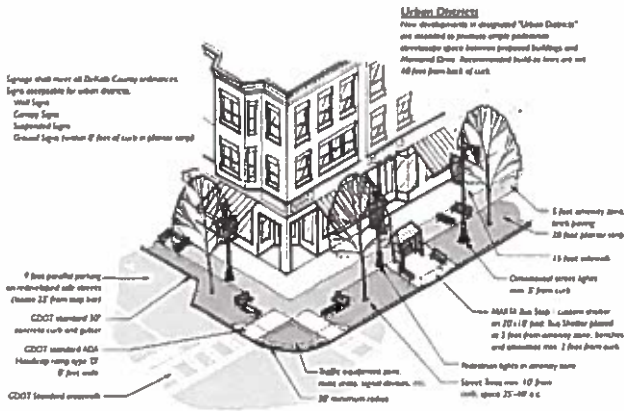


Figure 10: Streetscape Diagram

- 2) Pedestrian lights shall be centered between trees in urban areas and shall be located at the edge of the sidewalk away from the street no more than 60' O.C. in suburban areas. (See Figures 10 for placement and Figure 11 for illustrations and specifications.)
- 3) Developers shall choose fixtures to provide adequate light outside the ROW.
- 4) All exterior lighting shall be located and designed with cut-offs to minimize glare on adjacent occupied properties.
- 5) Ground mounted floodlights shall be screened with planting or other means so that the light source is not visible.
- 6) The use of flashing, rotating, or oscillating lighting is prohibited in any manner that may be visible from the exterior of building.

Section 5: Intersections/Corners
Traffic Signals

In urban nodes where utilities are relocated underground, the County is encouraged to install mast arm traffic signals and enhanced pedestrian signalization.

Figure 11 - Lighting Specification



Streetlight

Harmonia Series by Lumec, available through Lumec Source Inc. (770) 521-9940

- Luminaire: Z47L-SFZ4
- Lamp: 100S, mogul
- Distribution: 5-AC
- Voltage: 240
- Mounting & configuration: P900 S - 12'
- Pole: P900 S - 12'
- Finish: BA (banner arm) in urban nodes
- Options: CFI (duplex receptable w/ground fault interrupter) in urban nodes



Pedestrian Light

Nostalgia Series by Lumec, available through Lumec source Inc. (770) 521-9940

- Luminaire: Z65B
- Lamp: 100S
- Distribution: 5-AC
- Voltage: 240
- Mounting & configuration: M20A
- Pole: P900 S - 20'
- Finish: BA (banner arm) in urban nodes
- Options: CFI (duplex receptable w/ground fault interrupter) in urban nodes

Presidio Collection by Landscape Forms, available through Architectural Design Specialties (404) 231-0185



Shape: Backed Straight Seats, no arms
 Grouping: 4 seats
 Support Choice: Embedded
 Finish: Powder Coat
 Color: Ivy or Grotto



Shape: Two-armed Straight Seat without backs
 Grouping: 3 seats (or more)
 Support Choice: Embedded
 Finish: Powder Coat
 Color: Ivy or Grotto

Figure 12 - Street Furniture

Paving

Sidewalks shall be a combination of concrete and stamped concrete or concrete pavers, with granite pavers used to create interest in public plazas or other areas where special attention to detail is appropriate.

In urban areas the pavement pattern shall consist of a 2' band of pavers on either side of the 20' sidewalk. In suburban areas, the sidewalk shall consist of a 2' band of stamped concrete at the curb, where the sidewalk abuts the curb, with the remainder of the sidewalk in concrete with spacing between sawcuts a maximum of 10'.

Amenities

Benches, trash receptacles, bike racks shall be placed in urban areas and at other places as needed. Specifications follow in Figure 12.

Crosswalks and Pedestrian Ramps

All intersections shall have painted crosswalks and pedestrian ramps that meet GDOT specifications.

See Figure 10.

Landscaping

See Appendix A for recommended species.

Section 6: Corridor/Neighborhood Themes

Neighborhood Entry Piers

As illustrated in Section 3, signage, monument piers shall indicate the entrance to residential neighborhoods. Each Neighborhood may provide their own design for the entry piers, but these piers must have consistent proportions and sizes. By using a standard proportion for neighborhood gateway piers, as shown in the diagram in figure 13, individual neighborhood identity is maintained while creating a cohesive theme throughout the corridor. The

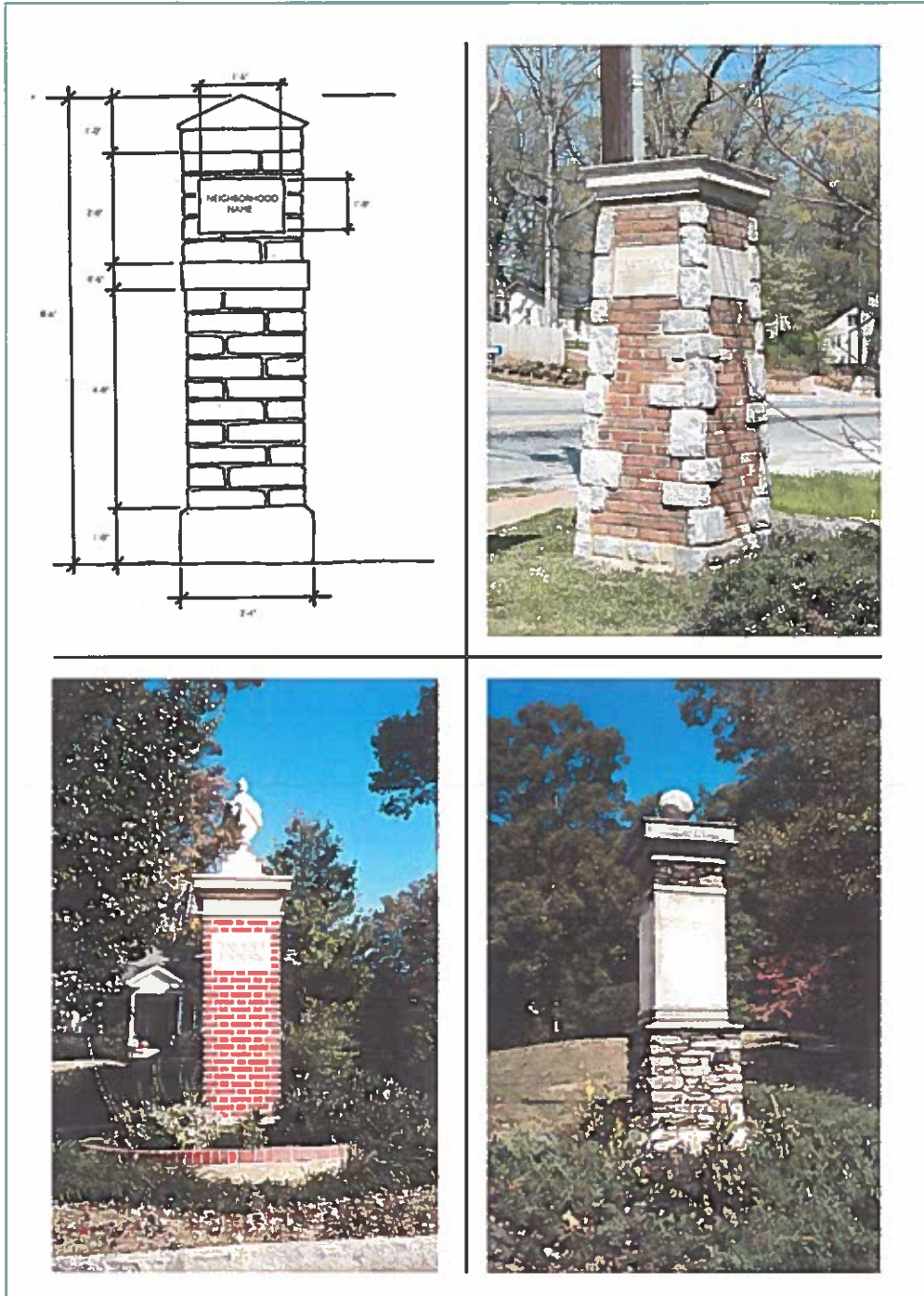


Figure 13 - Neighborhood Entry Monuments and Historic Examples

recommended proportions are referenced from historical precedence in various Atlanta neighborhoods as shown in the examples in Figure 13. More important than proportion is the use of quality, lasting materials such as stone, cast concrete, brick and mortar. The use of granite in neighborhood signs throughout the corridor would relate neighborhoods to the theme of Stone Mountain without limiting the design of individual monument signs.

Street Signs

In addition, neighborhoods may choose to develop a neighborhood seal or logo to be attached to standard street signs, like the one shown in Figure 14.



Figure 14 - Street Sign

Color of Streetlights and Pedestrians Lights

Uniformity in the style of light fixtures will contribute to cohesiveness in the design of the corridor. A subtle change in color of fixtures from one neighborhood to another, for instance, slight differences in shades of green, may be used to distinguish neighborhoods, increasing residents' sense of ownership and giving another visual cue to one's location in the corridor.

Section 7: Interparcel Access

Pedestrian

Owners shall provide a network of sidewalks and cross walks that connect buildings to public sidewalks, to each other, and to adjacent parcels. Sidewalks within parking lots to provide safe passage

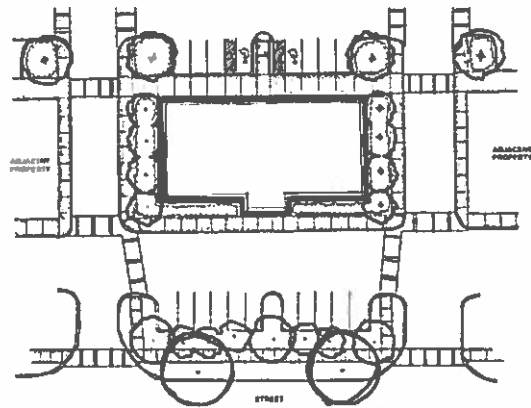


Figure 15 - Pedestrian Connection

for pedestrians sharing drives with cars are recommended. See Figure 15.

Vehicular

Access between parking lots of adjacent commercial properties is recommended to decrease traffic congestion on Memorial Drive caused by parcel entry/exit. Connected parking lots placed to the rear of buildings are preferred. See Figure 16.

Section 8: Grade Extremities

Retaining Walls

The use of granite as a building material is recommended throughout the corridor to unify the corridor and refer to its terminus, Stone Mountain. Granite rubble retaining walls are suitable where wall heights do not exceed 8'. Granite wall terracing and granite retaining seat walls are also recommended.

Pedestrian Access

Sidewalks should have a maximum cross slope of 2% and a maximum longitudinal slope of 4.9% in order to comply with ADA guidelines. Where slope exceeds 4.9%, grading and construction of retaining walls or ramps within the ROW may be necessary. Acquisition of additional ROW may be necessary in order to construct a sidewalk that complies with ADA guidelines.

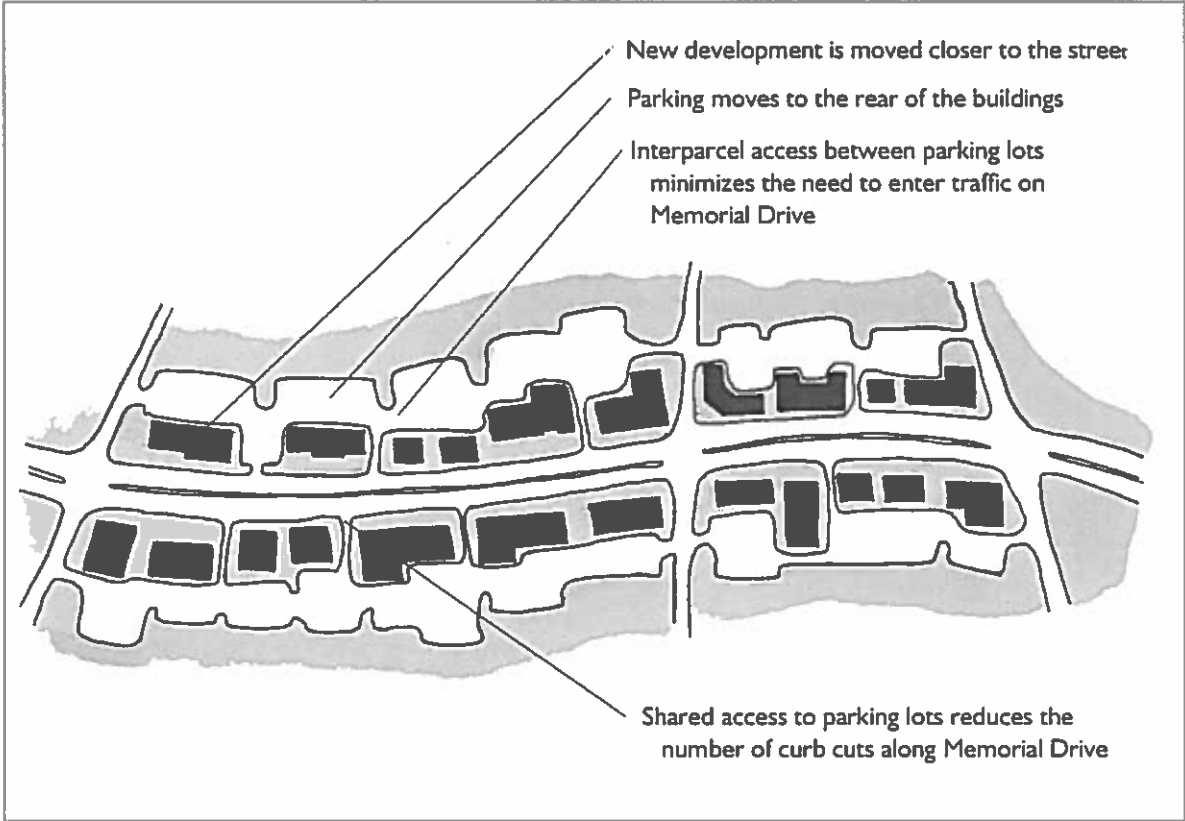


Figure 16 - Interparcel Access Diagram

Appendix

Canopy Trees in the DeKalb County Tree Ordinance Acceptable for Use as Street Trees

Botanical Name - Common Name - Evergreen/Deciduous

*urban use only

**suburban use only

Betula nigra - Riverbirch - Deciduous
Fagus grandifolia - American Beech - Deciduous**
Fraxinus americana - White Ash - Deciduous
Fraxinus pennsylvanica - Green Ash - Deciduous
Liquidambar styraciflua - Sweetgum - Deciduous**
Liriodendron tulipifera - Tulip Poplar - Deciduous**
Nyssa sylvatica - Black Gum - Deciduous
Platanus occidentalis - Sycamore - Deciduous**
Taxodium distichum - Common Bald Cypress - Deciduous
Quercus, alba - White Oak - Deciduous**
Quercus coccinea - Scarlet Oak - Deciduous
Quercus falcata - Southern Red Oak - Deciduous**
Quercus lyrata - Overcup Oak - Deciduous
Quercus laurifolia - Laurel Oak - Deciduous
Quercus, michauxji - Swamp Chestnut Oak - Deciduous
Quercus nigra - Water Oak Deciduous
Quercus, phellos - Willow Oak Deciduous
Quercus prinus - Chestnut Oak - Deciduous
Quercus rubra - Northern Red Oak - Deciduous
Quercus shumardii - Shumard Red Oak - Deciduous
Quercus stellata - Post Oak - Deciduous**
Quercus velutina - Black Oak - Deciduous**

Understory Trees Acceptable for Use as Street Trees

Botanical Name - Common Name - Evergreen/Deciduous

Acer leucoderme - Chalk Maple - Deciduous
Acer rubrum - Red Maple - Deciduous
Amelanchier arborea - Serviceberry - Deciduous
Aralia spinosa - Devils Walking Stick - Deciduous

Asculus pavia - Red Buckeye - Deciduous
Carpinus carolina - Ironwood - Deciduous
Castanea pumila - Chinquapin - Deciduous
Celtis georgiana - Georgi Hackberry - Deciduous
Celtis laevigata - Sugar Hackberry - Deciduous
Cercis canadensis - Redbud - Deciduous
Cornus florida - Flowering Dogwood - Deciduous
Crataegus aestivalis - May Haw - Deciduous
Crataegus marshallii - Parsely Hawthorn - Deciduous
DiosMos virginiana - Persimmon - Deciduous
Fradnus caroliniana - Carolina Ash - Deciduous
Fradnus profunda - Pumpkin Ash - Deciduous
Halesia carolina - Carolina Silverbell - Deciduous
Halesia diptera - Two Winged Silverbell - Deciduous
Hamamelis virginiana - Witch Hazel - Deciduous
Ilex decidua - Possumhaw - Deciduous
Ilex opaca - American Holly - Evergreen
Ilex vomitoria - Yaupon Holly - Evergreen
Magnolia acuminata - Cucumbertree - Deciduous
Magnolia tripetala - Umbrella Magnolia - Deciduous
Magnolia virginiana - Sweet Bay Magnolia - Evergreen
Malus angustifolia - Southern Crab Apple - Deciduous
Morus rubra - Red Mulberry - Deciduous
Myrica cerifera - Wax Myrtle - Evergreen
Osmanthus americanus - Devil Wood - Evergreen
Ostrya virginiana - Eastern Hophombeam - Deciduous
Oxydendrum arboreum - Sourwood - Deciduous
Populus deltoides - Eastern Cottonwood - Deciduous
Rhamnus caroliniana - Carolina Buckthorn - Deciduous
Sassafras albidum - Sassafras - Deciduous
Styrax americanus - American Snowbell - Deciduous
Ulmus alata - Winged Elm - Deciduous

DeKalb County Overstory Trees Acceptable for Replanting Credits

Botanical Name - Common Name - Leaf Habit Note

Betula nigra - Riverbirch - Deciduous
Carya aquatica - Water Hickory - Deciduous
Carya cordiformis - Bitternut Hickory - Deciduous
Carya glabra - Pignut Hickory - Deciduous
Carya illinoensis - Pecan - Deciduous
Carya tomentosa - Mockernut Hickory - Deciduous

Fagus grandifolia - American Beech - Deciduous
Fraxinus americana - White Ash - Deciduous
Fraxinus pennsylvanica - Green Ash - Deciduous
Juglans nigra - Black Walnut - Deciduous
Juniperus virginiana - Red Cedar - Evergreen
Liquidambar styraciflua - Sweetgum - Deciduous
Liriodendron tulipifera - Tulip Poplar - Deciduous
Magnolia grandiflora - Southern Magnolia - Evergreen
Nyssa sylvatica - Black Gum - Deciduous
Pinus echinata - Shortleaf Pine - Evergreen
Pinus ellioftii - Slash Pine - Evergreen
Pinus palustris - Longleaf Pine - Evergreen
Pinus taeda - Loblolly Pine - Evergreen
Platanus occidentalis - Sycamore - Deciduous
Quercus alba - White Oak - Deciduous
Quercus coccinea - Scarlet Oak - Deciduous
Quercus falcata - Southern Red Oak - Deciduous
Quercus lyrata - Overcup Oak - Deciduous
Quercus laurifolia - Laurel Oak - Deciduous
Quercus michauxii - Swamp Chestnut Oak - Deciduous
Quercus nigra - Water Oak - Deciduous
Quercus phellos - Willow Oak - Deciduous
Quercus prinus - Chestnut Oak - Deciduous
Quercus rubra - Northern Red Oak - Deciduous
Quercus shumardii - Shurnard Red Oak - Deciduous
Quercus stellata - Post Oak - Deciduous

