

APPENDIX D

Streetscape Guide



STREETSCAPE DESIGN GUIDE

Ashford Dunwoody Road Corridor Study

Ashford Dunwoody Corridor Study

The following guidelines outline contextually appropriate streetscape elements that may be incorporated into the corridor over time. The corridor is split into four segments based upon the characteristics of each area, mainly residential in character. The portion of the corridor around Johnson Ferry Road is more commercial and the northern portion, north of Perimeter Summit Parkway is a mix of office and residential and serves as the gateway to Brookhaven.

- **Segment 1** - Peachtree Road to Johnson Ferry Road
- **Segment 2** - Between Johnson Ferry Road Intersections
- **Segment 3** - Johnson Ferry Road to Perimeter Summit Parkway
- **Segment 4** - Perimeter Summit Parkway to City Limits*

This design guide offers guidance for streetscape and landscape within the public right-of-way, including fixtures and furniture, pedestrian and bicycle facilities, plantings, and signage. It aims to establish a systematic, cohesive approach to streetscape elements for improvement projects and to reinforce the character and identity of segments of the corridor. The document includes a series of guidelines and example images to help shape the future of the Ashford Dunwoody Corridor.

The guidance offered is intended for corridor wide application. The document identifies key nodes along the corridor such as critical intersections or transition points which may warrant more detail design during the design and implementation phases of any future projects. In keeping with the segments described above, the design guide is organized to reflect current conditions in each segment and then with guidance about specific streetscape elements. It may be read as a comprehensive whole or referenced for specific development.

**Note: Segment 4 falls within the boundaries of the Perimeter Community Improvement Districts (PCIDs). The PCIDs have established Public Space Standards to guide design of public spaces and streetscapes. All streetscape elements within the PCID boundaries should follow those Standards. This area, however, also is the entrance to the City of Brookhaven and presents an opportunity to introduce a gateway treatment recognizing and celebrating the City of Brookhaven through streetscape improvements including gateway signage, public art, and enhanced landscape materials.*

STREETSCAPE DESIGN GUIDE

Segment 4
Gateway Character Area

Segment 3
Neighborhood / Residential Character Area

Segment 2
Neighborhood Retail Character Area

Segment 1
Neighborhood / Residential Character Area

285

141

Existing Conditions
Neighborhood / Residential Character
Area

Segment 1
Peachtree Road to Johnson Ferry Road

Utility Poles

Utility Poles

5' Sidewalk

2' Turf Buffer

14' Travel Lane (Southbound)

11' Travel Lane (Northbound)

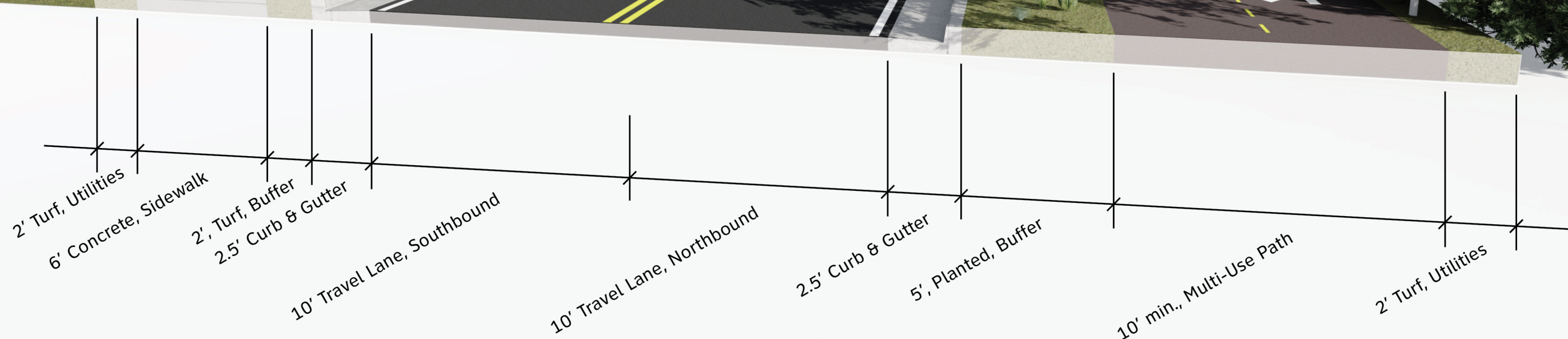
8' Turf Buffer

Narrow Sidewalk

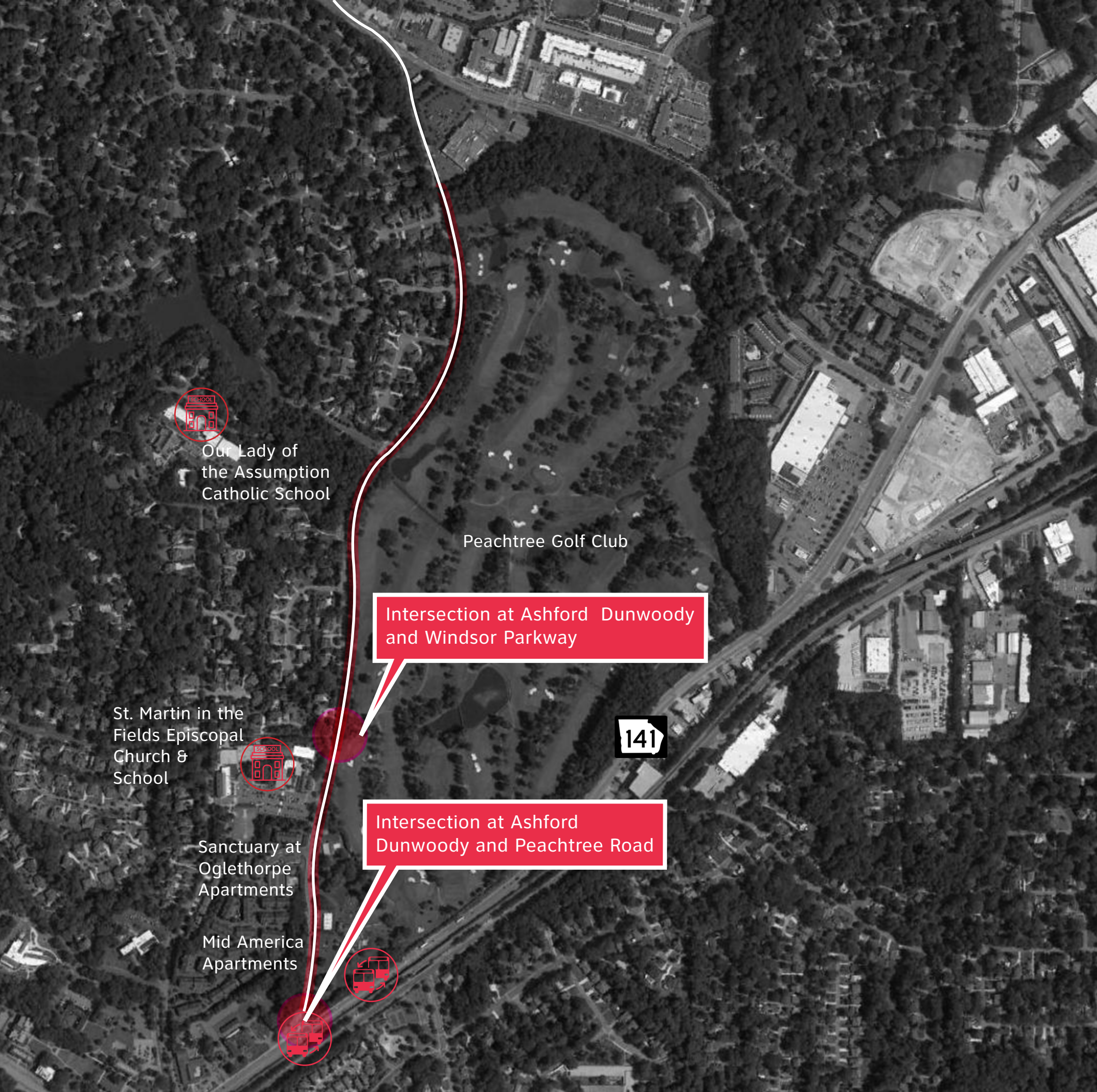
Lack of Bicycle/Multi-Use Paths

Typical Cross-Section: Segment 1

Peachtree Rd to Johnson Ferry Rd



This typical cross-section represents the concept for the typical configuration of the corridor between intersections within this segment.



Segment 1

Peachtree Road to Johnson Ferry Road



The key nodes are validated by transit stops, entrance to neighborhoods/school, and commercial centers. These areas suggest potentially higher pedestrian traffic which may benefit from enhanced landscape and streetscape elements, such as covered transit stops, wayfinding signs, higher density plantings, and seating.



Our Lady of Assumption Catholic School is located along the corridor, as well as, St. Martin's Episcopal Church and School - these key nodes have been highlighted on the map to the left.



There are 2 transit stops on the south side of the study corridor, along Peachtree Road. MARTA bus route 25 travels along Peachtree Road and there are stops on the north side of Peachtree Rd just east of Ashford Dunwoody Road and on the south side of Peachtree Road just west of Ashford Dunwoody Rd. It is important to have a well connected system with alternative modes of transportation. These areas should be supplemented with shelters, seating, and enhanced landscaped amenities.

Existing Conditions
Neighborhood Retail Character Area

Segment 2
Between Johnson Ferry Road Intersections

Utility Poles

Neighborhood Retail
Establishments / Businesses

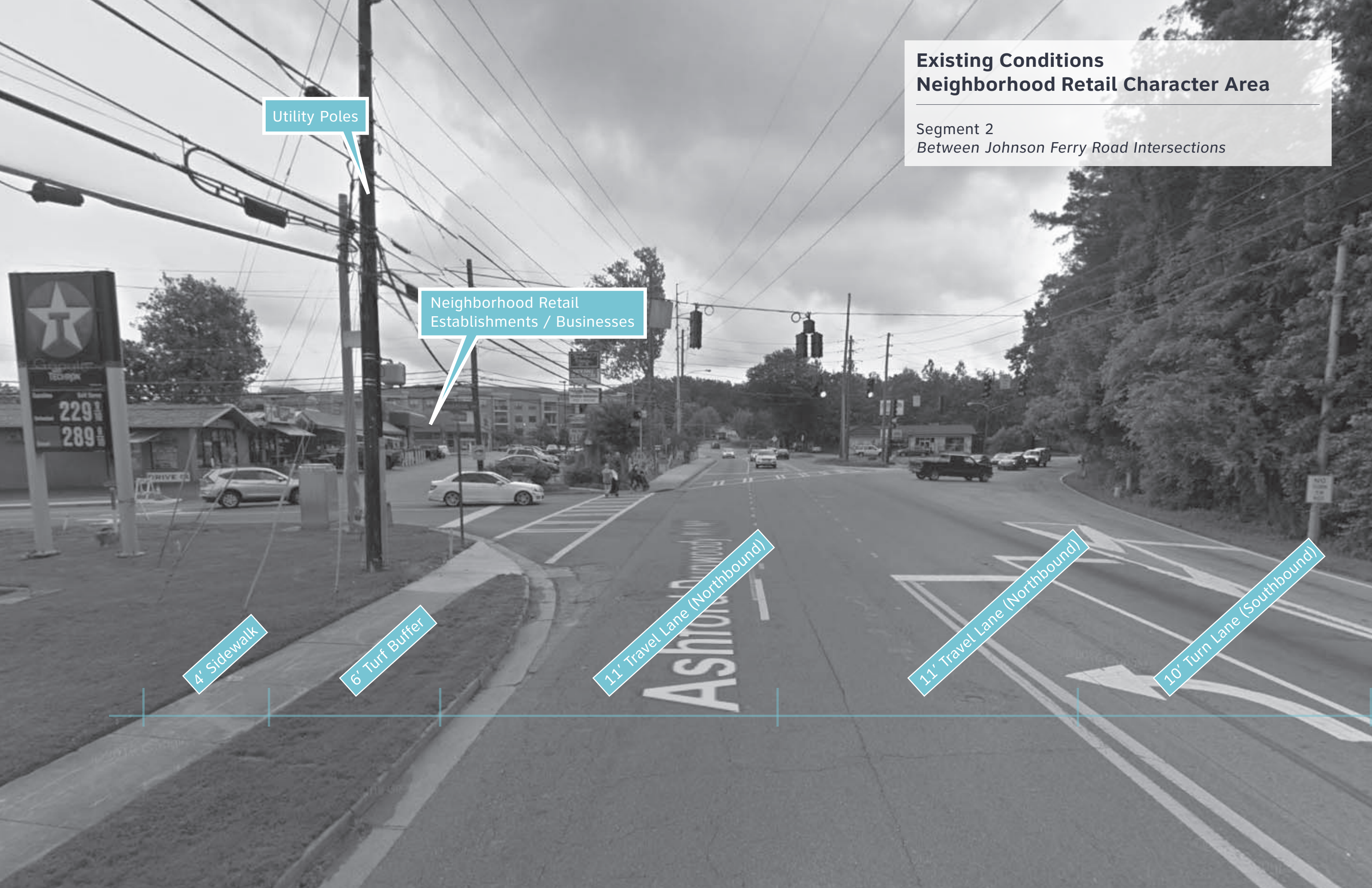
4' Sidewalk

6' Turf Buffer

11' Travel Lane (Northbound)

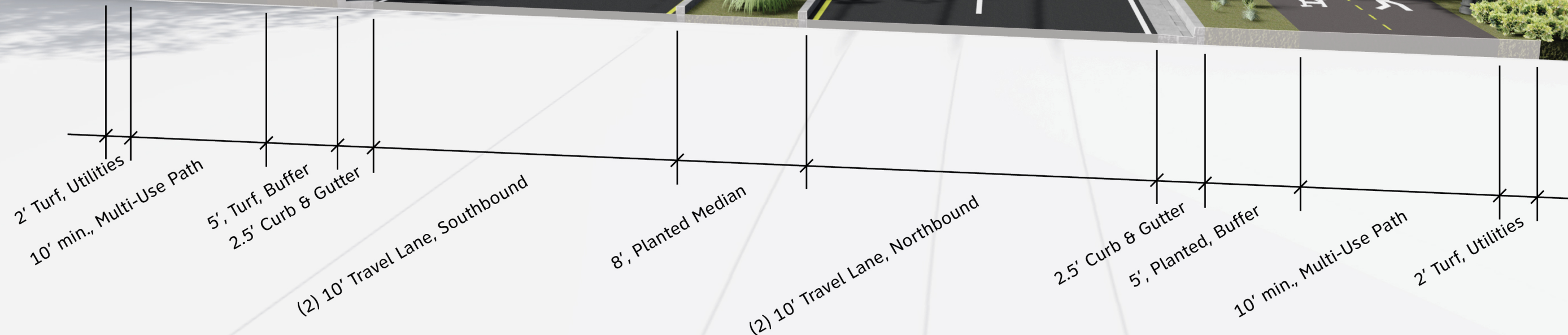
11' Travel Lane (Northbound)

10' Turn Lane (Southbound)



Typical Cross-Section: Segment 2

Between Johnson Ferry Rd Intersections

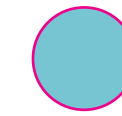


This typical cross-section represents the concept for the typical configuration of the corridor between intersections within this segment.



Segment 2

Between Johnson Ferry Road Intersections



Key nodes in this area correspond to bus stops, the entrance to Blackburn Park, and commercial centers. This segment is capped on both ends by commercial centers. This area features neighborhood-scale retail, commercial, and mixed-use development, including townhomes and housing for seniors. In the future, visitors and residents will benefit from a safer more *complete street*. Key nodes should be populated with transit shelters, wayfinding signs, lighting, street furniture, higher density plantings, and gathering space for pedestrians.

The shopping centers on each end of Segment 2 should host a streetscape that offers a full range of amenities to welcome visitors and create a welcoming and intuitive experience.



Open space in neighborhoods, such as Blackburn Park, act as gathering points for social activities and recreation. Key nodes are placed along the corridor promoting access to and highlighting / drawing attention to the park.



The area is served by MARTA bus route 25, which has stops within Segment 2. These areas should provide facilities that enable comfortable and safe pedestrian circulation and make it easier for people to use public transportation.

Existing Conditions Neighborhood / Residential Character Area

Segment 3
Johnson Ferry Road to Perimeter Summit Parkway

Utility Poles

6' Sidewalk

3' Asphalt Buffer

11' Travel Lane (Southbound)

12' Turn Lane

11' Travel Lane (Northbound)

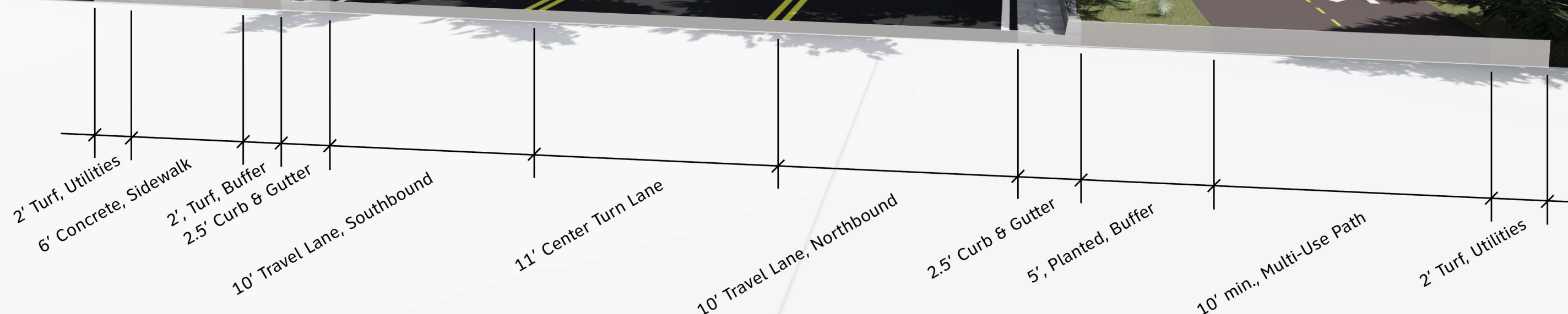
3' Asphalt Buffer

No Planted Buffer

Lack of Pedestrian Facilities

Typical Cross-Section: Segment 3

North of Johnson Ferry Rd to Perimeter Summit Pkwy / Oak Forest Dr



This typical cross-section represents the concept for the typical configuration of the corridor between intersections within this segment.



Segment 3

Johnson Ferry Road to Perimeter Summit Parkway



This area is characterized by both residential and recreational uses. It features several subdivisions and single family homes, luxury apartments, townhomes, recreational venues, parks, and schools. The area offers numerous amenities within close proximity to one another and can promote active lifestyles. It can also help create a stronger sense of place and foster community interaction, especially at key nodes.

Key nodes are indicated by entrances to neighborhoods, amenities like the YMCA, schools, and parks. Successful streetscapes incorporate elements that enhance both pedestrian and vehicular experiences. They can also promote alternative modes of transportation facilitating comfortable connections between amenities and homes.



Blackburn Park and the Nancy Creek Trail are also present here and connect multiple destinations.



Montgomery Elementary School and Marist School present opportunities to create an attractive streetscape with abundant trees and pedestrian amenities that are conducive to learning and encourage outdoor activities. The streetscape should also facilitate safe walking or cycling to and from the schools.

Existing Conditions
Gateway Character Area

Segment 4
Perimeter Summit Parkway to City Limits

Utility Poles

No Planted Buffer

5' Sidewalk

11' Travel Lane (Southbound)

12' Turn Lane

11' Travel Lane (Northbound)

11' Travel Lane (Northbound)

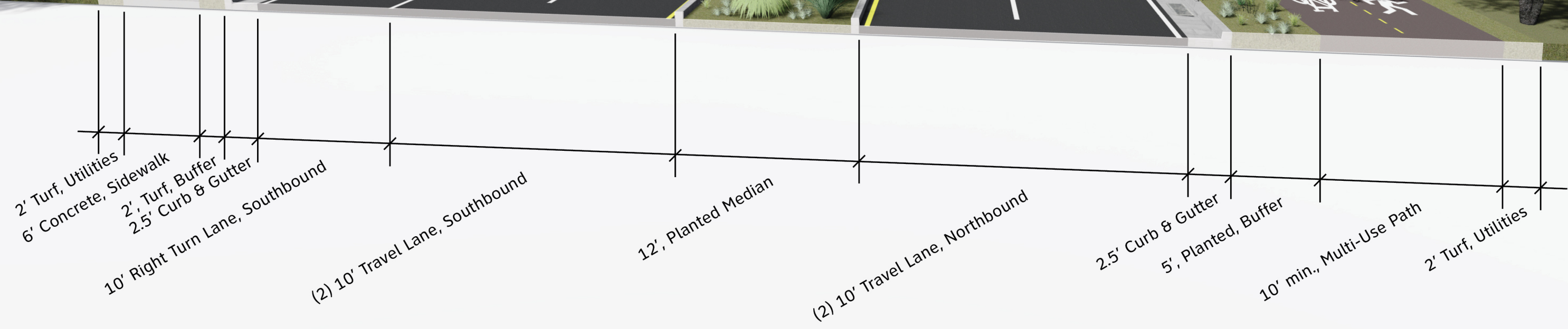
No Planted Buffer

Narrow Sidewalk



Typical Cross-Section: Segment 4

Perimeter Summit Pkwy / Oak Forest Dr to City Limits

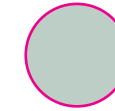


This typical cross-section represents the concept for the typical configuration of the corridor between intersections within this segment.



Segment 4

Perimeter Summit Parkway to City Limits



This area lies within the Perimeter Community Improvement Districts (PICDs). It is characterized by denser mixed-use development, with commercial, residential, and other uses. It also serves as the entrance to the City of Brookhaven from the Perimeter area. Other destinations include Belhaven University, Autotrader, Insight Global Business, Villa Christina, and the Hilton Garden Hotel Center. The Ashford Dunwoody Road and I-285 interchange lies to the north of Segment 4.

This areas should provide a seamless transition between the more residential portions of Ashford Dunwoody Road and the Perimeter Center area - one of the largest commercial office markets in the southeast United States. Key nodes are validated by entrances to office parks and buildings, mixed-use developments, and high traffic intersections. These key nodes will help transition the surrounding uses and invite visitors offering them safe and attractive pedestrian facilities. Vehicular circulation should be safe and intuitive, without dominating the environment. Key nodes should offer refuge for pedestrians and cyclists through safe design and enhanced facilities.

Streetscape and design elements within this segment should conform to guidelines of the PICDs but remain consistent with recommendations of the Ashford Dunwoody Corridor Study.



The area provides a unique opportunity to mark the entrance to the City of Brookhaven and should include a gateway feature to let residents and visitors know they have arrived in Brookhaven.

Potential location for gateway feature

Intersection at Ashford Dunwoody and Lake Hearn Drive

Intersection at Ashford-Dunwoody and Perimeter Summit Parkway



Pedestrian Scale Lighting



Incorporated Seating



Safety Bollards

Design Guidelines

• Lighting

- o Pedestrian lighting shall be 12-15' in height.
- o Pedestrian lighting can be located within the buffer or amenity zones as needed and possibly alternated between the two.
- o Pedestrian lighting should be spaced such that it is not blocked by tree canopies, but rather is between trees and placed at roughly 100' on center.
- o Pedestrian lighting should focus on key areas such as pedestrian pathways and intersections and areas with night-time usage, such as in the neighborhood retail area in Segment 2.
- o Pedestrian lighting should be of a constant finish and style and may include details such as banner arms and ornate bases and finials.
- o Pedestrian lighting should provide consistent levels of illumination and avoid contrasting pools of light and dark.
- o Pedestrian lighting material shall be of high quality and consist of black, powder-coated finishes.

• Seating

- o Location: Seating should be located under trees and near lighting where possible to provide shade and comfort.
- o Informal seating like seat walls may be incorporated as needed in locations that require retaining features or as a part of planter edges.
- o Seating in the frontage zone will face toward the street.
- o If there is no on-street parking no seating shall be placed within the buffer zone.
- o Along pathways and sidewalks seating should be mounted to a concrete pad flush with sidewalk or multi-use pathway.
- o Materials should be of high quality, appropriate to the surroundings, and consistent within a development, as well as, consist of black, powder-coated finishes.

• Bollards

- o Bollards are primarily for creating safe zones for pedestrians and bicyclists and distinguishing pedestrian space from vehicular space.
- o Bollards should be located along high traffic areas, especially along areas with on-street parking/parking lots and at key intersections where conflict between people and vehicles present a higher risk.
- o Bollards should be placed 18" from the back of curb.
- o Standard bollard spacing is 10' on center, spacing should sync with the rhythm of lighting, trees and landscaping and can be narrower if necessary to keep cars out of pedestrian areas.
- o Bollards should be of a constant finish and style and may include details such as lighted tops or pathway lighting.
- o Finishes shall consist of black, powder-coated steel.



TrashReceptacles



Bicycle Racks



Wayfinding Signage

Design Guidelines

- **Trash Receptacles**

- o Trash receptacles should be located at intersections of high traffic areas such as commercial nodes.
- o Trash receptacle placement should be coordinated with other features such as planters, lighting and bollards.
- o Unless there is a special need, no intersection needs more than 2 trash cans, ideally on opposite corners.
- o Trash receptacles shall be of high quality and consist of black, powder-coated finishes to match other streetscape elements.

- **Bicycle racks**

- o Bicycle racks should be placed in locations that are easily accessible from the multi-use path and near entrances to adjacent commercial, office, or institutional uses.
- o Where possible, bike racks should be located adjacent to public transit stops.
- o Commercial businesses shall accommodate cyclists with one bicycle space per 12 automobile parking spaces.
- o Bicycle parking serving commercial businesses shall be connected to pedestrian walkways.
- o When adjacent to the street, bike racks should be parallel to the street so that bikes do not block the pedestrian pathway.
- o Simple U-shaped bike racks are preferred.

- **Signage & Wayfinding**

- o Signs should not clutter, detract from, or otherwise diminish a street's visual quality.
- o All wayfinding signage within the ROW should delineate any and all pedestrian/cyclist multi-use paths and make reference to any nearby attractions within a 10 minute walk.
- o Multi-use Paths shall include upright signage to alert automobiles at all crossings.
- o Crosswalks shall also include crossing aids and/or clear signage.
- o All signage and wayfinding shall:
 - Be retroreflective;
 - Conform to design standards of highway signs and
 - Consider image and symbol signs in place of text warnings.
- o Placement of wayfinding signs shall:
 - Be a minimum of 3' and a maximum of 6' from the near edge of the sign to the near edge of the sidewalk or multi-use path and
 - Be a minimum of 4' and a maximum of 5', measured from the bottom edge of the sign to the near edge of the sidewalk or multi-use path.

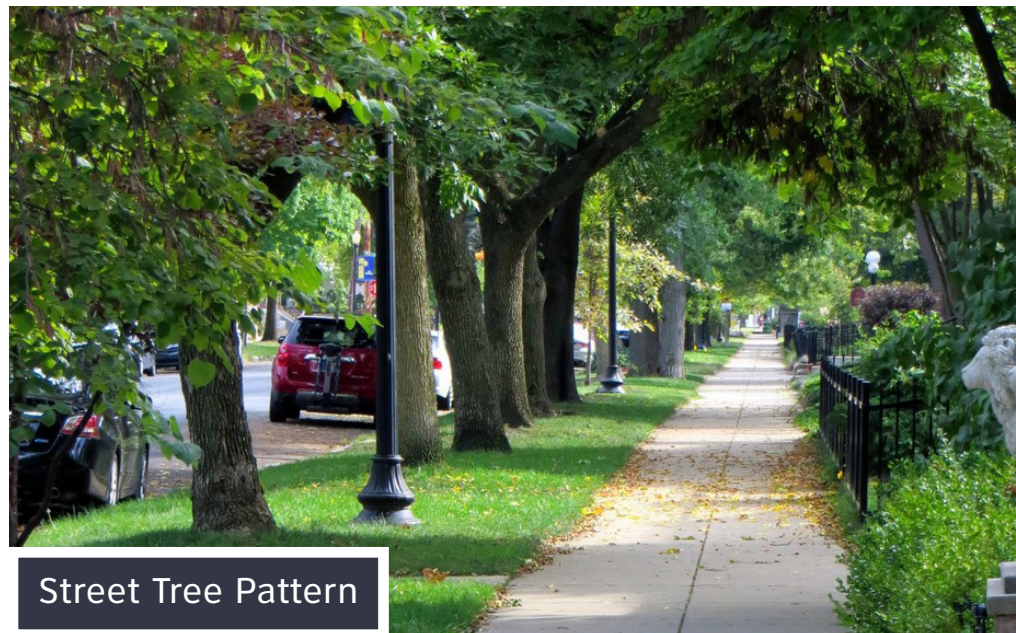


Multi-Use Path



Patterned Crosswalk

High-Vis Crosswalk



Street Tree Pattern

Design Guidelines

• Paved Surfaces

- o Sidewalk minimum widths will be 6’.
- o Sidewalks should be concrete with scoring patterns equal to their width.
- o Sidewalk cross slopes should be a maximum of 2%.
- o Multi-use Path minimum widths shall be 10’.
- o Multi-use Paths should be asphalt with approved striping patterns.
- o Recommendations for multi-use path development standards can be found in the Brookhaven 2014 Comprehensive Parks and Recreation Master Plan and follow AASHTO and GDOT standards and criteria as appropriate.
- o Special paving such as pavers or stamped/colored concrete should be considered in areas such as:
 - Transit stop areas
 - Pedestrian crossings
 - Mid-block crossings
 - Pedestrian refuge areas
 - Paving bands along curbs
- o Neighborhood developments shall allow for continuous pedestrian circulation connecting the development to its surroundings.

• Crosswalks

- o Crosswalks shall be 10’ minimum width at all street intersections.
- o High visibility crosswalks with 2’ wide stripes (parallel to curb) and 2’ spacing are preferred at uncontrolled locations. Signature style textured crosswalks can be used at signalized intersections.
- o All curb ramps must be located within the crosswalk and must include detectable warning strips.

• Landscaping

- o Street trees are the most important organizational element of the streetscape and provide multiple climactic and environmental benefits
- o Where sufficiently wide (min. 4’), trees may be planted in the buffer zone.
 - For commercial properties:
 - o Street trees shall be spaced 25’ on center wherever possible or appropriate, depending on mature size.
 - o Species to be planted under utility lines shall have a mature height that is lower than the lines.
 - For residential properties:
 - o One street tree per residential lot shall be provided.
 - o Species to be planted under utility lines should have a mature height that is lower than the lines, on a residential lot, 2 street trees per associated residential lot shall be provided.
 - Species to be planted shall consist of, at a minimum, 3.5” in caliper measured 12” above ground, and shall be a minimum of 16’ in height at time of installation.



Separation Buffer



Street Planters



Planted Median

Design Guidelines

- Native, deciduous trees are preferred.
- Species should be hardy and low maintenance species.
- Species shall be selected in consultation with the City's Arborist and may refer to the Tree List provided within this document.
- Trees should be located 15' from driveways and sufficiently far from intersections to allow proper sight lines (recommended 30' from minor streets and 50' from major roads).
- In high traffic pedestrian areas, trees should be planted in tree wells with tree grates.
- Tree species selection and placement should be consistent with the streets context. Commercial streets and major thoroughfares should use formal and consistent planting pallets. Neighborhood street tree planting may benefit from more diversity in tree species.
- Mature street trees extending into pedestrian walkways and trails shall be limbed up to a height of 8' from the ground.
 - On a commercial lot:
 - o All landscape shall utilize the 3:8 rule, where no vegetation is allowed between 3' and 8' from ground level.
 - o Parking areas shall be buffered by a vegetated screen between the pedestrian zone and any developed parcels.
- o Median and buffer landscape areas should include trees where allowed and possible.
 - These landscape areas should use a variety of perennial and self-seeding annual plantings that require less maintenance and irrigation long term as well as give multi-season visual interest.
 - These plantings, not including trees, should be 3' tall or below to maintain sight lines.
 - Buffer landscape areas should help define pedestrian and multi-use path areas.
 - Landscape areas should ideally look to use perennial ground covers and not just turf. These plantings may focus on key locations such as near intersections.
- o Planters should be used to help define pedestrian spaces at intersections. Planters can offer many of the same safety qualities as bollards.
 - The plantings should include both perennial and annual plantings and fit within the overall planting palette of the corridor.
 - Planters should be of a similar finish and form as the other streetscape furniture.
 - Planters pair well with items such as, transit stops, benches and bike racks helping frame those elements.



Acer barbatum



Ginkgo biloba



Cercis canadensis

Tree List

Recommended Large Deciduous Tree

- Acer barbatum - Southern Sugar Maple
- Acer rubrum - Red Maple
- Ginkgo biloba - Ginkgo (male) variety
- Gleditsia triacanthos - Thornless Honeylocust
- Nyssa sylvatica - Blackgum
- Quercus coccinea - Scarlet Oak
- Quercus falcata - Southern Red Oak
- Quercus hemispherica - Laurel Oak
- Quercus lyrata - Overcup Oak
- Quercus palustris - Pin Oak
- Quercus phellos - Willow Oak
- Quercus shumardii - Shumard Oak
- Taxodium distichum - Bald Cypress

Recommended Smaller Flowering Trees

- Cornus florida - Flowering Dogwood
- Chionanthus virginicus - Fringetree
- Ostrya virginiana - Hophornbeam
- Cercis canadensis - Redbud

Recommended for Inclusion in Gateway Feature

- Prunus kanzan - Flowering Cherry