

PUBLIC SPACE DESIGN STANDARDS



HOLCOMB BRIDGE ROAD CORRIDOR AT THE GA 400 GATEWAY

ACKNOWLEDGEMENTS



Mayor

Jere Wood

City Council

Nancy Diamond

Rich Dippolito

Kent Igleheart

Jerry Orlans

Dr. Betty Price

Becky Wynn

City of Roswell Staff

Steve Acenbrak, Transportation Director

Alice Wakefield, Community Development Director

Franco DeMarco, Engineering and Design Manager

Andrew Antweiler, Transportation Planner III

Clyde Stricklin, Land Development Manager

Muhammad Rauf, City Traffic Engineer

Derrick Crowder, Signal Systems Manager

Mike Elliott, Traffic Operations Supervisor

Neo Chua, Construction and Street Maintenance Manager

Brad Townsend, Planning and Zoning Director

Jackie Deibel, Planner III

Kevin Turner, Planner II

Advisory Group

Tom Flowers, Roswell Design Review Board Member

Sonya Tablada, Roswell Design Review Board Member

Roberto Paredes, Roswell Design Review Board Member

Lonnie Mimms, Mimms Enterprise/DDA Member

Pat Price, North Fulton Master Gardener

Elaine Chambers, ENS/Kimberly Clark

Trina Joseph, DLC Management Corp.

Pond & Company

Brian Bolick, PE, Principal-In-Charge

Jill Sluder, RLA, LEED AP, Project Manager

Vanessa Foster, Project Designer

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1 INTRODUCTION:

The Holcomb Bridge Road (HBR) at GA 400 corridor pattern book is a set of public space design standards for streetscape improvements along Holcomb Bridge Road within the public right of way between Warsaw Road and Terramont/Martins Landing Drive. The prime focus for creating the pattern book is to improve and unify the visual aesthetics and front door impression at GA 400 and Holcomb Bridge Road, 'The GA 400 Gateway into Roswell'. Adjacent architectural and building elements, and traffic movement/circulation improvements, are excluded from the pattern book design standards.

What sources were used to develop the pattern book?
The basis of design for developing the public space standards came out of the Holcomb Bridge Road at 400 Corridor Study. Visionary renderings (pages 1&2) were developed during the study and are provided as a reference to the overall gateway vision. Additional design sources included reviewing the public space elements from adjacent Roswell overlay districts, assessing attractive streetscapes in neighboring communities, seeking opportunities to incorporate environmental sustainability features, and interviewing staff and advisory group participants to gain input on desired character.

Who will need to comply with these standards?
Any roadway project or private development project that is required to make improvements in the public right of way will need to comply with these standards in addition to complying with all other applicable local and state standards.

HBR @ 400 CORRIDOR PUBLIC SPACE DESIGN STANDARDS INTRODUCTION

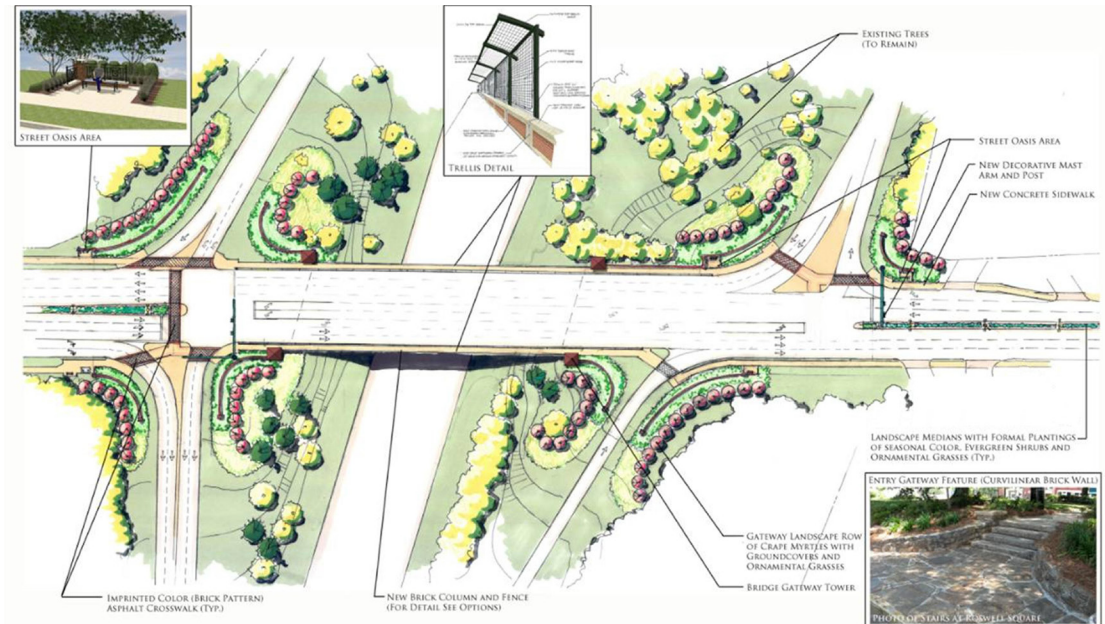


Figure 1-1: Conceptual aesthetic improvements proposed at Holcomb Bridge Road and GA 400. Rendering prepared by Arcadis as part of the HBR at GA 400 Corridor Study.



Figure 1-2: Conceptual improvements proposed for Holcomb Bridge Road at Dogwood Road overpass. Rendering prepared by Arcadis as part of the HBR at GA 400 Corridor Study.



Figure 1-3: Rendering of the proposed bridge fencing, parapet walls, & gateway structure at Holcomb Bridge Road and GA 400, developed by Arcadis as part of the Holcomb Bridge Road at 400 Corridor Study.



Figure 1-4: Rendering of the proposed gateway treatment at Holcomb Bridge Road and GA 400, developed by Arcadis as part of the Holcomb Bridge Road at 400 Corridor Study.

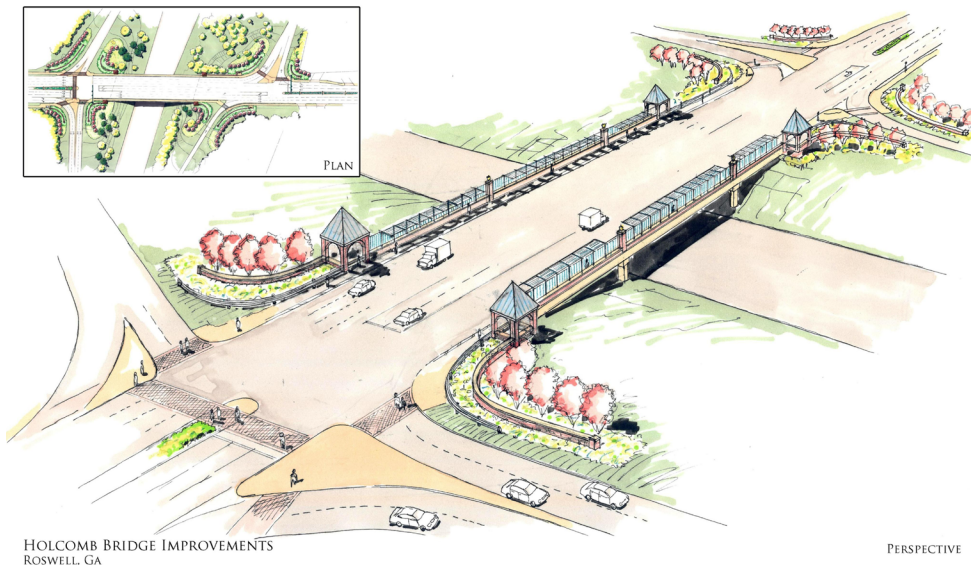


Figure 1-5: Rendering of the proposed gateway treatment at Holcomb Bridge Road and GA 400, developed by Arcadis as part of the Holcomb Bridge Road at 400 Corridor Study.

2 CORRIDOR BOUNDARY MAP:

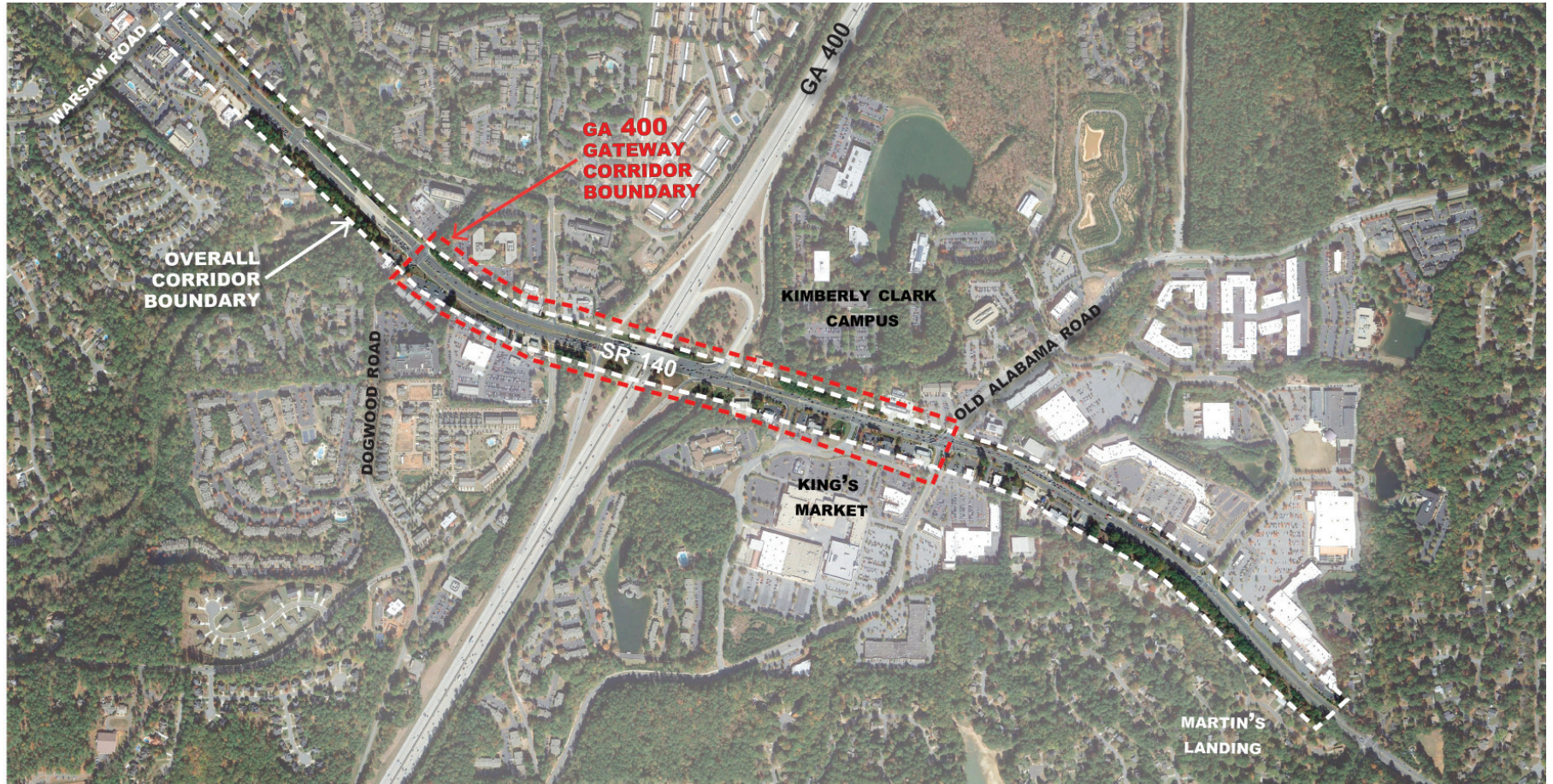


Figure 2-1: Corridor Boundary Map: The standards contained in this document shall apply to the Overall Corridor right of way as indicated in the white dashed boundary above from Warsaw Road to Martins Landing Drive. Additional public space design treatments apply in the **GA 400 Gateway Corridor** between Dogwood Road and Old Alabama Road as shown in the red dashed boundary above. These additional treatments include brick banded sidewalks and stamped asphalt crosswalks.

3 PUBLIC STREET STANDARDS:

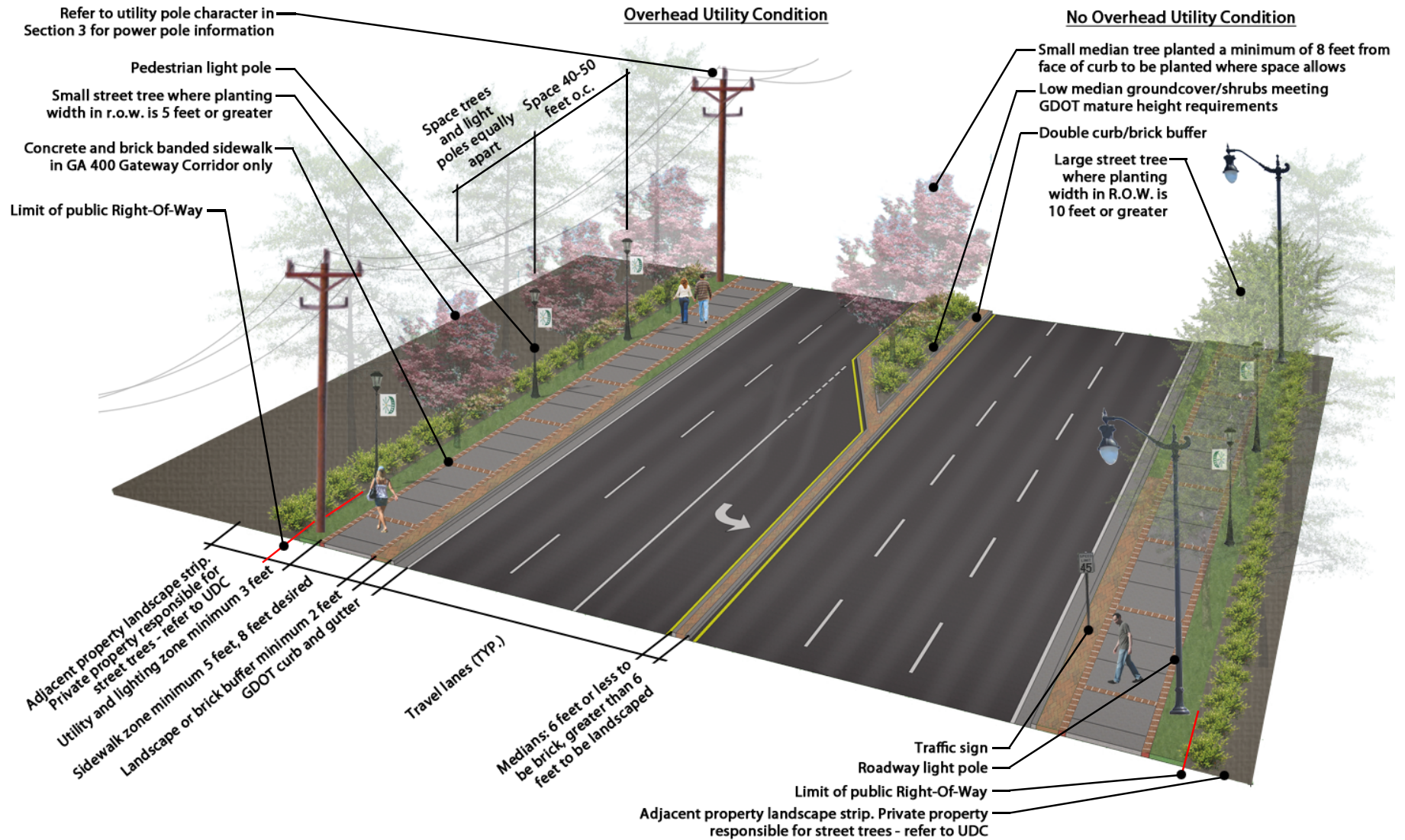


Figure 3-1: Typical Street Section: Refer to design standards for treatments and specifications. Comply with GDOT standards and provide minimum clear zone offsets. Integrate stormwater management features into medians or shoulder as applicable.

SIDEWALK

Overall Corridor: Concrete Sidewalk

- Plain grey concrete with light to medium broom finish perpendicular to direction of travel
- Control joints spaced equal to sidewalk width

GA 400 Gateway Corridor: Concrete and Brick Banded Sidewalk

- Plain grey concrete with light to medium broom finish perpendicular to direction of travel
- 8-Inch brick bands
- Brick banding shall frame both sides of sidewalk and every 8 feet on center
- Control joints should be equally spaced between banding as required
- Stamped concrete and concrete pavers are **not** acceptable materials due to undesirable and unauthentic color tones and finish produced by simulated brick materials

BUFFER

Landscape Buffer

- Optional treatment of brick or landscape buffer
- Refer to Section 5 for landscape palette

Brick Buffer

- 90° herringbone pattern with brick header band framing brick buffer
- Install and mortar brick on a concrete slab per GDOT standards, 3/8-inch maximum joint between concrete and brick
- Stamped concrete and concrete pavers are **not** acceptable materials due to undesirable and unauthentic color tones and finish produced by simulated brick materials



Figure 3-2: Concrete sidewalk character in Overall Corridor

Pine Hall Brick

Georgian Edge Full Range Color; straight edge with lugs
4-inch x 8-inch clay brick

OR

Boral Brick

Heartland Flashed; straight edge with lugs
4-inch x 8-inch clay brick



Figure 3-3: Brick range color



Figure 3-4: Brick paver character at GA 400 Gateway Corridor (see Figure 2-1 for GA 400 Gateway Corridor limits)



Figure 3-5: Street trees can be located in tree boxes to provide stormwater treatments, as applicable.

MEDIAN

6 Feet or Less

- Medians with dimensions from back of curb to back of curb that measure 2-feet or less are to have a brick pattern of three header bands
- Medians with dimensions from back of curb to back of curb that measure 2-feet to 6-feet are to have a single brick header band that frames a 90° herringbone pattern field. Refer to Brick Buffer Section for more information.

Greater than 6 Feet

- Double concrete curb medians with minimum 16-inch brick buffer between curbs
- Brick buffer pattern to be two header bands
- Install and mortar brick per GDOT standards, 3/8-inch maximum joint between concrete and brick
- Refer to brick specifications for brick vendor, color, and size information
- Stamped concrete and concrete pavers are **not** acceptable materials due to undesirable and unauthentic color tones and finish produced by simulated brick materials
- 6-Inch concrete header curb in medians shall be integrally colored concrete with a trowel finish
 - Basis of Design color mix: Bayou #6130 by Davis Colors
 - Application Rate: Powder dose 1.49 lbs per 94 lb sack of cement
 - Install per manufacturers recommendations
- Curb and gutter adjacent to travel lane shall not be integrally colored



Figure 3-6: Double concrete curb median

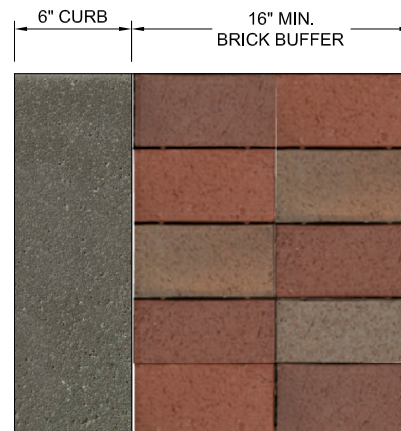


Figure 3-7: Two header band brick buffer pattern and colored concrete curb for median's greater than 6 feet

UTILITY POLE CHARACTER

- Regarding power poles, the City of Roswell's preference is the relocation of existing lines off of Holcomb Bridge Road to an adjacent alignment or burial. In lieu of this, the City's preference is the replacement of existing poles with taller poles to allow small street trees below and power lines arranged vertically instead of horizontally.
- The City's preference is the burial of all non-power lines (i.e. communications, fiber, traffic)

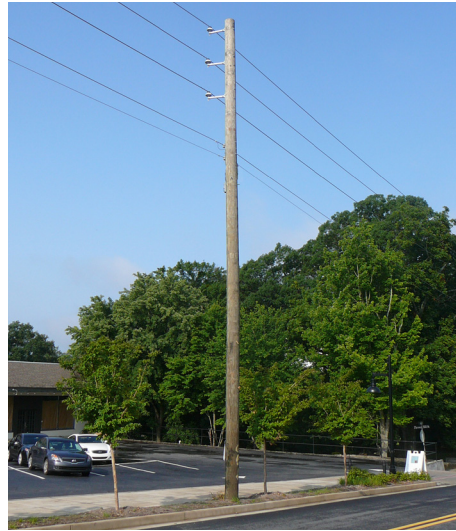


Figure 3-8: Example of power pole installation at Oak Street

INTEGRATED STORMWATER MANAGEMENT

- The city's intent is to treat stormwater generated from roads through the use of low impact development techniques as space allows
- Refer to GDOT requirements and city ordinance as applicable



Figure 3-9: Example of stormwater planter application in an urban setting

4 LIGHTING STANDARDS:

ROADWAY LIGHT LUMINAIRE

Features

- Tear drop fixture
- 400 Watt High Pressure Sodium
- Color: Black powder coat finish

Manufacturers (*choose one*)

Holophane

Luminaire: Memphis Tear Drop Fixture

Arm: WLC-72-(1 or 2)-CA-BK

Arm Fitter: WLLF-200-SCA-B

OR

King Luminaire

Luminaire: K704 Coronet Jr. - Deep

Arm: KA72-T-(1 or 2)-Atlantic Arm

Arm Finial: #6

OR

Sternberg

Luminaire: Libertyville

Arm: FFA 6-foot Length

Post Center Cap (to go above fixture): SSCC

General Lighting Notes

- Poles to be designed for clamped on banners
- Single luminaire for shoulder applications

ROADWAY LIGHT POLE

Features

- Aluminum fluted tapered breakaway pole
- 30-Foot mounting height
- Color: Black powder coat finish

Manufacturers (*choose one*)

Holophane

Base: North Yorkshire

OR

Hapco

Base: York

OR

King

Base: Cleveland



Figure 4-1: Roadway light components: Arm, arm fitter/finial, and luminaire



Figure 4-2: Roadway light base

PEDESTRIAN LIGHT LUMINAIRE

Features

- 6 Sided lantern luminaire
- Clear Acrylic Lens
- 100 Watt High Pressure Sodium
- Color: Black powder coat finish

Manufacturers (*choose one*)

Amerlux Exterior
Luminaire: D323

OR

Main Street Lighting, Inc.
Luminaire: L520 Series 6-B

OR

Sternberg
Luminaire: Heritage II

PEDESTRIAN LIGHT POLE

Features

- Aluminum fluted tapered breakaway pole
- 14-Foot mounting height
- Color: Black powder coat finish
- Clamp on banner arms for top and bottom of banner

Manufacturers (*choose one*)

Holophane
Base: Wadsworth,17-Inch

OR

Hapco
Base: Arlen,17-Inch

OR

Valmont
Base: Washington



Figure 4-3: Pedestrian light components: Luminaire and pole



Figure 4-4: Pedestrian light pole base

5 LANDSCAPE TREATMENTS/PALETTE:

The following is a catalog of trees and plants that suit the desired character of the Overall Corridor, can thrive in the area, and can tolerate an urban environment. Additional plant material selections may be reviewed on a case by case basis. The landscape palette shall be drought and heat tolerant and require minimum maintenance. Refer to the City of Roswell Unified Development Code (UDC) for additional landscape requirements on private property.

STREET TREES

When power lines are not in conflict, street trees shall be overstory and shall be located behind the sidewalks a minimum of 2 feet and limbed up a minimum height of 7 feet. Overstory trees shall be a minimum of 4-inch caliper and spaced at 40-50 feet on center equally spaced between light poles.

IRRIGATION

Private irrigation only allowed on private property landscape strip; not allowed in public right-of-way, per City code. The landscape planted within the right-of-way is intended to not require irrigation after establishment.



Lacebark Elm
Ulmus parvifolia
designated street tree



Oak
Quercus sp.
supplemental tree



Fastigiata Hornbeam
Carpinus betulus 'Fastigiata'
supplemental tree



Trident Maple
Acer buergerianum
supplemental tree

SMALL STREET TREES

When power lines are in conflict, street trees shall be understory and shall be located behind the sidewalk in the R.O.W. when 5 feet of planting width is provided. Limb up the tree a minimum height of 6 feet after first growing season. Understory trees shall be single stem, a minimum of 3-inch caliper, and spaced at 20-30 feet on center equally between light poles.



Serviceberry (single-stem)
Amelanchier arborea
designated small street tree



Hybrid Flowering Magnolia
Magnolia x soulangeana
supplemental small tree



Eastern Redbud
Cercis canadensis
supplemental small tree

SIDEWALK BUFFER ZONE PLANTINGS

Buffer zones between sidewalks and roadway shall be either brick or planted with the following species:



Hybrid Bermuda Sod
Cynodon dactylon



Creeping Lily Turf
Liriope spicata



Lily Turf
Liriope muscari



Asiatic Jasmine
Trachelospermum asiaticum

IRRIGATION

Private irrigation only allowed on private property landscape strip; not allowed in public right-of-way, per City code. The landscape planted within the right-of-way is intended to not require irrigation after establishment.

MEDIAN AND SHOULDER PLANTINGS

In addition to the plants shown below, all species listed in the Small Street Trees and Sidewalk Buffer Zone Plantings are acceptable to plant in medians. Trees within the median shall not exceed 4-inch diameter at breast height (DBH) at maturity. Shrubs located in medians and along roadsides behind sidewalk shall not exceed 36 inches in mature height.



Crape myrtle (multi-stemmed)
Lagerstroemia indica



Streetwise Parrot Tree
Parrotia persica 'Streetwise'



Indian Hawthorn
Rhaphiolepis indica



Daylily
Hemerocallis sp.



Dwarf Fringe Flower
Loropetalum chinense



Muhly Grass
Muhlenbergia capillaris



Carissa Holly
Ilex cornuta 'Carissa'

6 SITE FURNITURE STANDARDS:

BENCH



Victor Stanley
Classic Series
CBF-10
6-Foot length
Horizontal steel slats
Surface mount
Optional: Intermediate arm rest
Black powder coat finish

BICYCLE RACK



Trilary Inc. (Madrax)
'R' Bike Rack
Surface mount
RAL 6005 Moss Green Powder
Coat Finish

WASTE RECEPTACLE



Victor Stanley
Ironsites Series
SD-42
41-3/4 - Inch height
28-Inch top diameter
Vertical steel slats
Surface mount
Black powder coat finish

BOLLARD



Whatley
Lighted bollard: D5M
High pressure sodium 100 watt

Non-lighted bollard: D5M-NB
Black powder coat finish

BUS SHELTER



Daytech Limited

Products:

1. "Palladian" Bus Shelter
2. "Easy-Access" Bench
3. Map Frames

Color: RAL 6005 "Moss Green"

Glass to have white safety dots

SIMME-SEAT



Simme LLC

Simme-Seat

Color: RAL 6005 "Moss Green"

BIKE LOCKER



Dero Bike Rack Co.

Bike Locker #302

2x 12-inch x12-inch window

Color: Custom RAL 6005 "Moss Green"

7 CROSSWALK/INTERSECTION TREATMENTS:

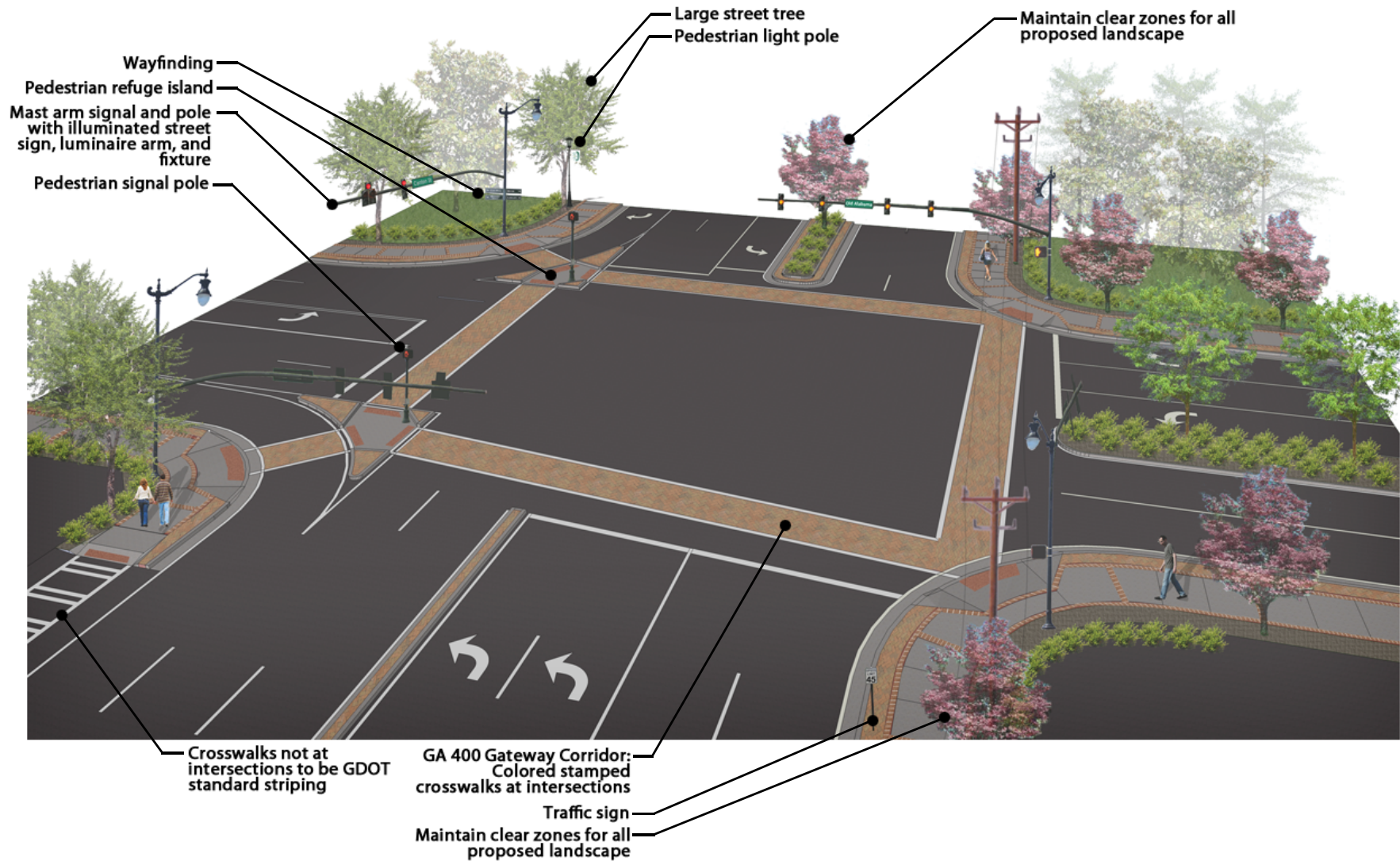


Figure 7-1: Typical Intersection: Refer to design standards for treatment of each element. Colored stamped crosswalks only required within the GA 400 Gateway Corridor intersections.

GATEWAY CORRIDOR: DECORATIVE CROSSWALKS

Features

- 90 degree herringbone pattern with 8-inch stamped band framing walk
- Dark Red color
- 12-inch thermoplastic band framing stamped bands

Products

- Colored stamped synthetic asphalt by TrafficPrint or StreetPrint
- Impressed thermoplastic pavement marking – TrafficPatternsXD by Ennis-Flint

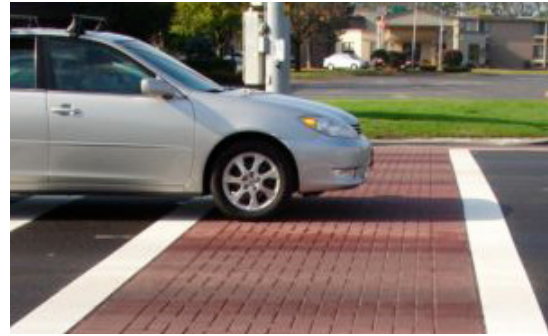


Figure 7-2: Colored stamped synthetic asphalt crosswalk character

OVERALL CORRIDOR: CURB RAMP

Detectable Warning Tile

- All curb ramps shall be equipped with cast in place detectable warning tile
- Refer to GDOT and ADA standards for dimensions and specifications
- Color shall be Federal Color #20109 (dark red in appearance)



Figure 7-3: Curb ramp detectible warning tile

OVERALL CORRIDOR: PEDESTRIAN REFUGE

Curbed Areas

- Brick pavers
- Stamped concrete and concrete pavers are **not** acceptable materials due to the inauthentic color tones produced by simulated brick materials
- Refer to Section 3: Brick Specifications for brick vendor, color, and size information



Figure 7-4: Pedestrian refuge character

Areas Flush with Roadway

- Concrete with detectable warning tiles as required

8 TRAFFIC SIGNAL FIXTURE STANDARDS:

All components and attachments to have black powder coat finish (i.e. signal cabinet, signal heads, base, pedestrian signal poles, etc.)

MAST ARM SIGNAL POLE

Valmont Industries

Round, smooth straight pole and arched tapered mast arms
Luminaire, luminaire arm, and attachment to match roadway lighting standards

Base: Huntington AC1



Figure 8-1: Mast arm signal pole

PEDESTRIAN SIGNAL POLE

Pelco

Smooth post
10-foot mounting height
Aluminum square base assembly:
PB-5340



Figure 8-2: Pedestrian signal pole

ILLUMINATED SIGN

DuraLight

JXM-STN Sign
White LED color
22-Inch height
Width varies
Black backing



Figure 8-3: Illuminated street sign

9 WAYFINDING/TRAFFIC SIGN STANDARDS:

WAYFINDING SIGN

- Provide way-finding signs at off-ramps along Holcomb Bridge Road and at primary intersections
- Mount signs on pole
- 12-inch x 30-inch standard aluminum signs with white reflective lettering, white reflective arrows, and black backing as shown
- Sign mounting height to conform to AASHTO and MUTCD standards
- Wayfinding signs are restricted for public destinations



Figure 9-1: Wayfinding sign

TRAFFIC SIGN

- 2-Inch predrilled aluminum square post
- Black powder coated finish
- Install second sign plate behind road sign with black ElectroCut film on front and back; second sign to provide 1.5-inch black border around road sign edge



Figure 9-2: 2-Inch aluminum square post



Figure 9-3: Traffic sign black backing standard

10 WALLS/GUARDRAIL STANDARDS:

THIN BRICK FORM LINER PRECAST CONCRETE GUARD WALL

- 20-Inch width, 31-inch height
- Thin brick vertical form liner on precast wall
- Brick units, color, finish & joint width to match Roswell Cultural Arts Center gateway structure
- Cast stone wall & pier coping to match color & finish of Roswell Cultural Arts Center gateway structure
- Refer to Federal Lands Highway Administration Approved Detail M618 for precast concrete guard walls and terminal sections
- Provide 8-inch concrete mow strip on both sides of guard wall, sloped to ensure positive drainage
- Terminate guard wall with thin brick pier with vertical form liner
- Maintain GDOT clear zone and lateral offset requirements
- Optional: Provide recessed lighting along walls



Figure 10-1: Brick/Precast Concrete Guard Wall, Coping, and Pier



Figure 10-2: Recessed lighting along walls

GUARDRAIL

- Cor-Ten steel guardrail option



Figure 10-4: Guardrail

STONE RETAINING WALL

- Stone retaining wall character to match existing granite wall along corridor



Figure 10-5: Stone retaining wall character



Figure 10-3: Roswell Cultural Arts Center gateway structure for brick and coping reference

11 MATERIALS ON HOLCOMB BRIDGE ROAD OVER GA 400:

Short-term Bridge Fence

As a short-term solution, the City has a desire to replace the existing chain-link fence at the GA 400 bridge with a more attractive fence. Long-term plans for bridge reconstruction are indicated in Future Gateway Bridge Concept, Section 11. When funding becomes available to reconstruct the new gateway bridge, the short-term fence could possibly be dismantled and re-used on other City property where security is desired. Below are proposed treatments of the short-term fence design:

- 5-Foot tall aluminum black picket fence with top ring
- Black expanded metal mesh backing
- 2 ½ -Inch square post with round top
- ¾-Inch square picket with pressed spear picket top
- Install fence per GDOT specifications and GDOT standard details
- Future gateway bridge fence will replace short-term fence
- In the future, relocate short-term fence to city property in location as designated by city



Figure 11-1: Short-term bridge fence character. Enlargement above.



Figure 11-2: Application of short-term bridge fence mounted to bridge parapet wall



Figure 11-3: Existing chain link fence on bridge at Holcomb Bridge Road and GA 400.

Future Gateway Bridge Concept

When funding becomes available, Roswell and GDOT will reconstruct the bridge at GA 400 and Holcomb Bridge Road for the main purpose of improving traffic circulation. Because the City recognizes the need to improve the first impression as you enter into Roswell in addition to addressing traffic congestion, the bridge will be designed with aesthetic treatments to create a gateway into the city. Conceptual designs of the future gateway bridge were created during the HBR @ 400 Corridor Study and are indicated in Figure 11-3 and in the introduction of this book. Below are proposed treatments of the Future Gateway Bridge:

- 5-Foot tall aluminum black square panels to match City Hall railings
- Black expanded metal mesh backing
- Top of fence to have (2) arches between brick piers as indicated in the concept rendering
- Roswell logo custom fabricated in fence to be centered between brick piers
- Accent lighting to be installed on piers and recessed in parapet wall coping
- Thin brick form liner parapet wall application as indicated on concept rendering and in photo



Figure 11-3: Future gateway bridge concept rendering prepared by Arcadis for HBR at GA 400 Study and modified by Pond and Company to represent future design standards.



Figure 11-4: Example of thin brick form liner parapet wall character

12 PEDESTRIAN OASIS STANDARDS:

The following elements should be considered when a Pedestrian Oasis is designed. Submit concept layout plan for approval. Maintain GDOT clear zone requirements for all elements. Consider integrating or providing for 'public art' at the Pedestrian Oasis or other appropriate locations in the corridor.

BENCH (see section 6)



LOW BRICK OR STONE WALL with CAST STONE OR NATURAL STONE CAP

(see section 10)

- Purpose of wall is to frame the space
- Wall height 24-inches maximum



PEDESTRIAN LIGHT POLE

(see section 4)



WASTE RECEPTACLE (see section 6)



CONCRETE AND BRICK BANDED SIDEWALK

(see section 3)



PEDESTRIAN KIOSK

- Use at strategic locations



13 Design Standard Updates:

(For use in preparing amendments to the Public Space Design Standards.)

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