

STREETSCAPE DESIGN GUIDELINES

FOR THE

PARKSIDE DISTRICT

THE CITY OF BIRMINGHAM

DEPARTMENT OF PLANNING

ENGINEERING & PERMITS



JANUARY 06, 2015

UNDER DIRECTION OF:
REV BIRMINGHAM

PREPARED BY:
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PARKSIDE DISTRICT STREETScape GUIDELINES

TABLE OF CONTENTS

INTRODUCTION

- 0.0 Parkside District
- 0.1 District Boundaries
- 0.2 District Character
- 0.3 Design Guidelines
- 0.4 How To Use This Document
- 0.5 Action Items
- 0.6 District Map
- 0.7 Existing Conditions

DESIGN STANDARDS

- 3.0 Design Standards
- 3.1 Parkside District Special Details
- 3.2 Street Pavements
- 3.3 Street Lighting
- 3.4 Landscape
- 3.5 Site Furnishings
- 3.6 Community Identifiers

FRAMEWORK PLANS

- 1.0 Framework Plans: Policy
- 1.1 Framework Plans: Right-Of-Way Design
- 1.2 Streetscape Organization
- 1.3 Streetscape Zones
- 1.4 Street Widths: Right-of-Way
- 1.5 Typical Parkside District Streets
- 1.6 Special Function Parkside District Streets
- 1.7 Street Trees
- 1.8 Street Lighting

PERFORMANCE CRITERIA

- 2.0 Performance Criteria
- 2.1 Vehicular Criteria
- 2.2 Bicycle Criteria
- 2.3 Transit Criteria
- 2.4 Utilities Criteria
- 2.5 Pedestrian Criteria
- 2.6 Street Lighting Criteria
- 2.7 Street Furniture Criteria
- 2.8 Landscape Criteria
- 2.9 Special Features Criteria
- 2.10 Constructability and Maintenance

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INTRODUCTION

.00 PARKSIDE DISTRICT

The Parkside District is comprised of 28 city blocks in the area surrounding Railroad Park. The purpose of these guidelines is to provide a direction for public and private development within the public areas of the District.

The guidelines define expectations for the following aspects of the public streetscape:

Functional:

Pedestrian, Cycling & Vehicular Travel Lane
Materials & Widths

- Curb Cuts
- Bike Lanes
- Crosswalk Treatment
- Corner Treatments
- Driveway & Alley Treatments
- Bus Stops Locations
- Standard Lighting Palette— vehicular, pedestrian, special
- Standard for Way Finding system

Character Aspects:

- Trees & Plantings
- Street Furniture – benches, trash receptacles, bike racks
- District Identifiers and/or branding

.01 DISTRICT BOUNDARIES

The Parkside District covers the area bounded by 13th Street South (west), Railroad (north), 20th Street South (east), and 4th Avenue South (south). All right-of-ways of public streets included under these guidelines.
(See Figure 0-1)

.02 DISTRICT CHARACTER

The Parkside District has a distinct character defined by major public amenities such as Railroad Park and Regions Field, as well as many historic buildings within the district. The character of the public rights-of-way is intended to provide a cohesive connection between the public amenities, and residential and commercial developments within the district.

.03 DESIGN GUIDELINES

The Parkside District Design Guidelines are used in conjunction with the Midtown Design Guidelines as the approval criteria when conducting design within the Parkside District. The guidelines include the following design directives for all projects constructed within the district:

- Link Railroad Park to the community reinforcing the park's significance.
- Provide convenient linkages throughout the District that facilitate movement for pedestrians to and from the park, and to adjacent neighborhoods.
- Enhance the qualities that make each area distinctive within the Parkside District.
- Incorporate works of art or other special design features that increase public enjoyment of the Parkside District.
- When developing at gateway locations, provide a distinct sense of entry and exit that relate to the special qualities of the area.
- Provide human interest and scale to buildings along sidewalks and walkways.
- Design surface parking and parking garage exteriors to visually integrate with their surroundings.
- Locate and design buildings to enable infill development on surface parking areas.
- Reduce conflicts between pedestrians and cars entering and existing parking areas by locating vehicular access on alleys.
- Increase park and skyline view opportunities to emphasize the Parkside District ambiance.

INTRODUCTION

.04 HOW TO USE THIS DOCUMENT

This document establishes a common understanding of the improvements required in the Parkside District's public rights-of-way. Both privately and publicly performed street improvements are subject to this document and approval by the Department of Planning, Engineering and Permits (PEP) and the City of Birmingham Design Review Committee (DRC). The operational aspects of how the street system is managed, such as traffic control, are guided by the Department of Engineering, Planning and Permits rather than this document. The document is divided into three sections: framework plans (section 1.0), performance criteria (section 2.0) and design standards (section 3.0). The framework plans and design standards are intended to be used as the basic 'standards' for street design.

The framework plans provide a district-wide perspective of the standards to illustrate issues related to the functional intent established by policy (Section 1.1) and design continuity. The performance criteria are intended to guide the design detail of individual right-of-way elements where either case-by-case design is needed, or flexibility is allowed to encourage streetscape diversity. The design standards provide a more detailed, engineering-level perspective that supplements the City's Standard Construction Specifications and Plans.

The use of these design standards and performance criteria are primarily intended to

ensure design continuity of right-of-way improvements over time that reinforces the desired character and function of the district. The standards and performance criteria are not intended to be inflexible, since unique implementation situations may require some tailoring of the standards.

All modifications or exceptions to the design standards and performance criteria require approval from the City Engineer.

If an exception being requested affects the "look" of the streetscape, the exception is also subject to design review per City Code for non-standard public right-of-way improvements. Approval from the City Engineer is a prerequisite to Design Review Committee review.

.05 ACTION ITEMS

The following list includes action items identified during the development of the guidelines that are outside the scope of these guidelines or require further study to resolve. These items are intended to provide guidance for coordination amongst the City of Birmingham and district stakeholders.

- 15th Street Development / University of Alabama at Birmingham Masterplan
- District Signage Masterplan, including Wayfinding & Event Signage

.06 DISTRICT MAP



.07 EXISTING CONDITIONS



IMAGE 0-1: 1ST AVE. SOUTH, IMPROVED



IMAGE 0-2: 1ST AVE. SOUTH, IMPROVED



IMAGE 0-3: 16TH STREET SOUTH, UNIMPROVED



IMAGE 0-4: 2ND AVENUE SOUTH, UNIMPROVED

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FRAMEWORK PLANS**1.0 FRAMEWORK PLANS:****POLICY**

The Framework Plans are based on City of Birmingham Standards as well as guiding federal documents

- FHWA- MUTCD – Federal Highway Administration Manual on Uniform Traffic Control Devices
- NATCO Standards - American Association of State Highway and Transportation Officials
- To the maximum extent practical, follow the latest adopted design standards when implementing this policy, including, but not limited to:
 - a. Guidance issued by the:
 - American Association of State Highway Officials publications including *A Guide for Achieving Flexibility in Highway Design*
 - Institute of Transportation Engineers' Recommended Practice, "*Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach*
 - *Pedestrian Right-of-Way Accessible Guidelines (PROWAG)* from the Architectural & Transportation Barriers Compliance Board.
 - National Association of City Transportation Officials' "*Urban Bikeway Design Guide*".

1.1 FRAMEWORK PLANS:**RIGHT-OF-WAY DESIGN**

The Right-of-Way Design Framework Plans take the policy directives regarding right-of-way form and function contained in the previous section and translate them into the required basic design elements of each Parkside District street, such as widths, number of travel lanes, on-street parking, sidewalks, street trees and street lighting. The Design Framework Plans are divided up into two broad design categories:

- Typical Parkside District Streets: 36 foot curb-to-curb widths within 80 foot rights-of-way
- Special Function Parkside District Streets: Right-of-way and curb-to-curb widths vary

The Design Framework Plans are based on the following propositions:

- The character and use of some street sections within the district are unique to the District.
- Street trees species will vary from street to street.
- Street lighting will vary according to street function, pedestrian activity and existing lighting patterns.

FRAMEWORK PLANS

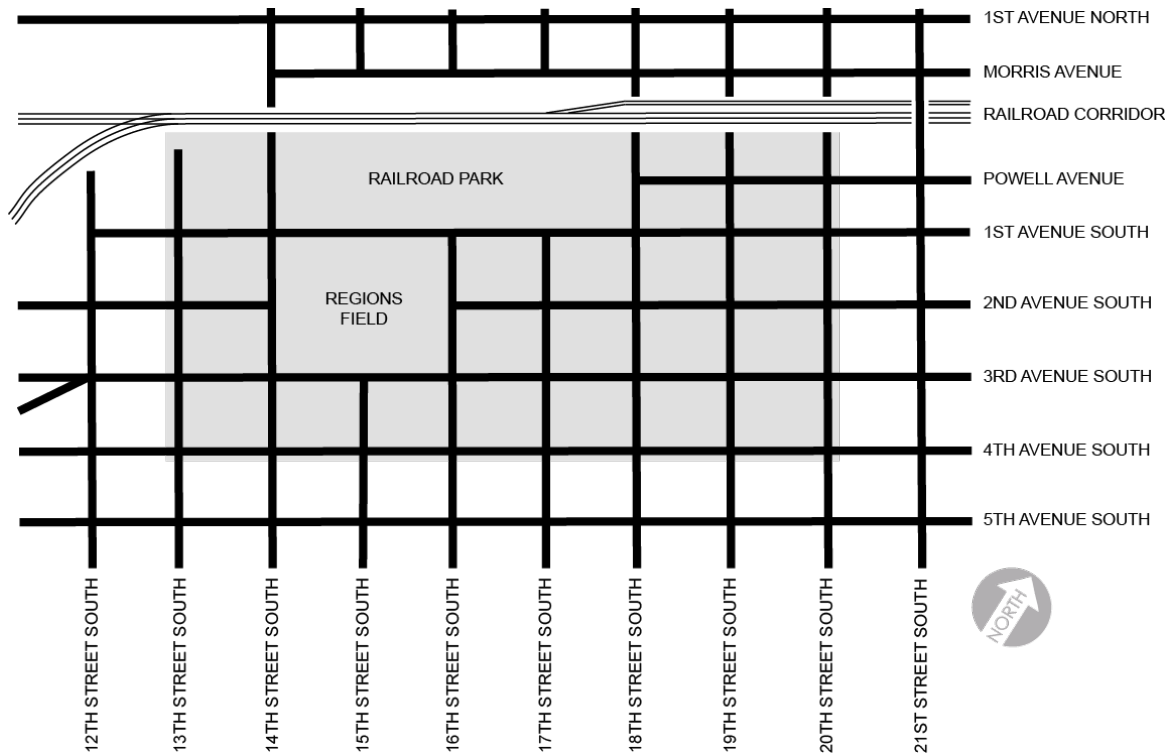


FIGURE 1-0: PARKSIDE DISTRICT BOUNDARY

1.2 STREETScape ORGANIZATION:

The first step in planning a streetscape project is to understand the component parts of the streetscape, including the physical space that makes up the streetscape improvement zone, as well as the variety of potential individual streetscape elements.

Each element of the street contributes to the streetscape and to the overall identity of the district. The street right-of-way is the publicly owned area between two property lines that are directly across the street from each other. This is the zone of the streetscape. It is the area where public and private interests combine to create the identity of a commercial district.

1.3 STREETScape ZONES

The streetscape may include a variety of elements, such as vehicle travel and parking lanes, bike lanes, sidewalks and carriage walks, street furniture, bus stops, utility poles, trees, accent plantings, and signage. Each of these items occurs in one of three major zones of the streetscape:

The **Sidewalk Zone** is the “front porch” of businesses and residences. It is the place where people meet their neighbors, window shop, or enjoy a stroll. It allows pedestrians access into residences and businesses. Pedestrians traverse this zone coming from their cars, accessing shops and residences, or walking through the district. This zone is the area between the face of curb and right-of-way line.

The **Parking Zone** allows shoppers who are travelling by car to park on the street and patronize local businesses. It may also contain loading zones for businesses as well as transit stops.

FRAMEWORK PLANS

The **Roadway Zone** generally allows for the movement of motor vehicles through a streetscape, although it may also provide for bicycle traffic with bike lanes adjacent to the parking zone. Underground utilities, although hidden from view, are often located in this zone.

Although each of these zones is distinct, they often overlap and interact. For example, the simple act of crossing the street requires a pedestrian to traverse all three of these zones. Street lighting located in the sidewalk zone overlaps parking and roadway zones. Intersections often contain traffic control devices located in the sidewalk zone. Curb extensions, crosswalks, and universally accessible curb ramps help define pedestrian crossing areas in roadway zones. Thus, the roadway zone enters the sidewalk zone, just as the sidewalk zone enters the roadway zone.

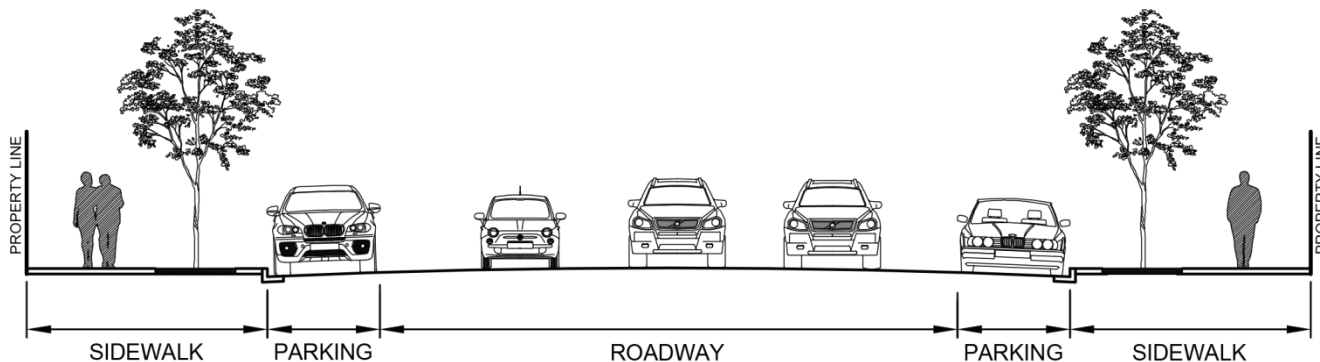


FIGURE 1-1: TYPICAL STREETSCAPE ZONES SECTION

1.4 STREET WIDTHS RIGHT-OF-WAY

The predominant existing right-of-way pattern is 80'. Exceptions to this are the Special Function streets where wider rights-of-way exist or unique cross-sections have been developed to promote pedestrian experience.

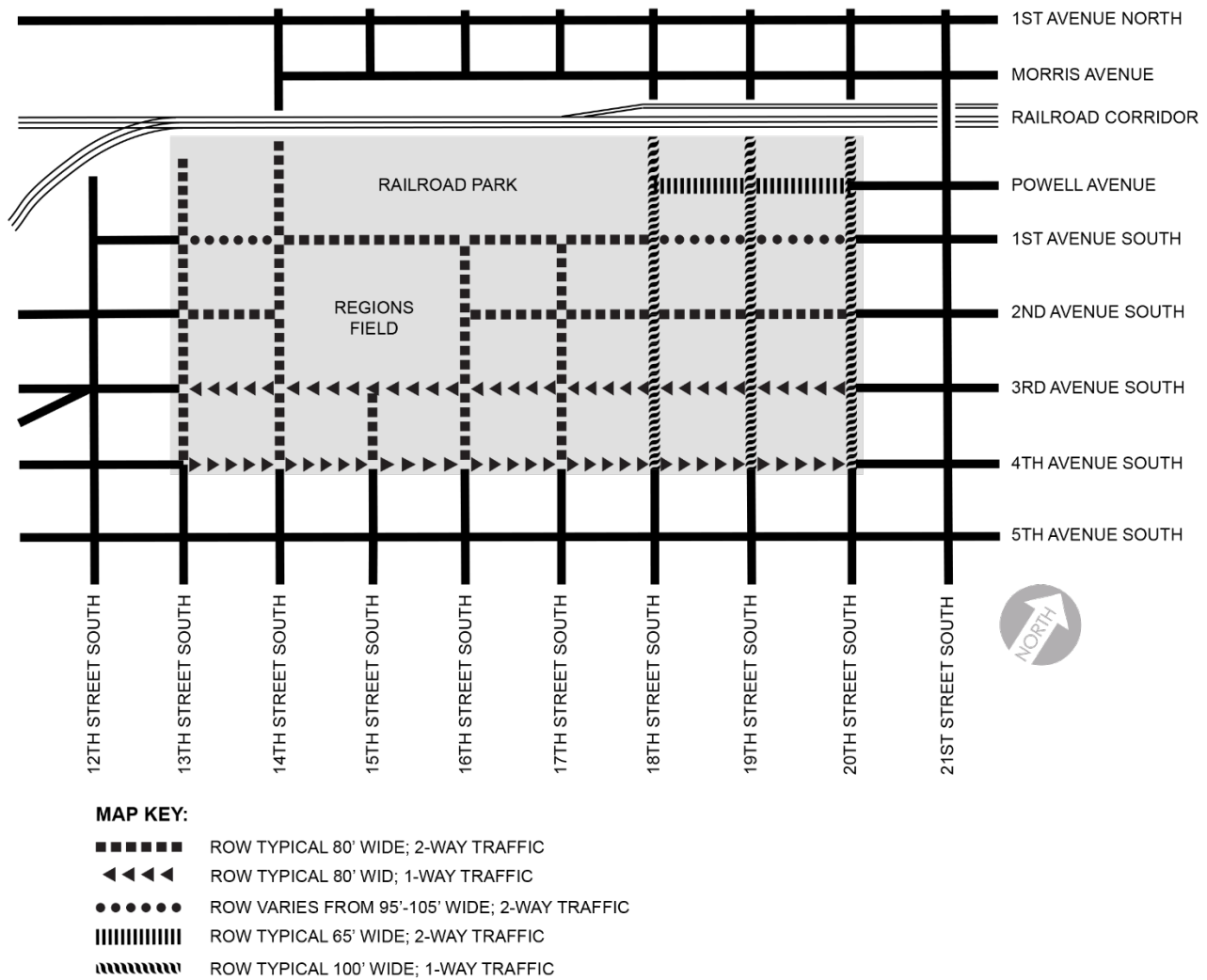


FIGURE 1-2: RIGHT-OF-WAY WIDTHS MAP

1.5 TYPICAL STREETS

	3rd & 4th Avenue S <i>Fig. 1-3</i>	13th & 16th St. S <i>Fig. 1-4</i>
Right-of-Way	80 ft.	80 ft.
Roadway	50 ft.	50 ft.
Sidewalks	15 ft. both sides	15 ft. both sides
Curbline	May be extended at corners	May be extended at corners.
Circulation	One-way Three travel lanes	Two-way Two travel lanes
Parking	Allowed on South side	Allowed on both sides. Parallel on west side & angled allowed on east. Reverse angle parking may be explored, but must be consistent for the length of the district.

3rd and 4th Avenue South are currently used for primary vehicular traffic access to and from I-65 ramps.

15th Street has been identified as a future pedestrian corridor from University of Alabama at Birmingham to Railroad Park. The streetscape design for 15th Street is not covered currently by these guidelines.

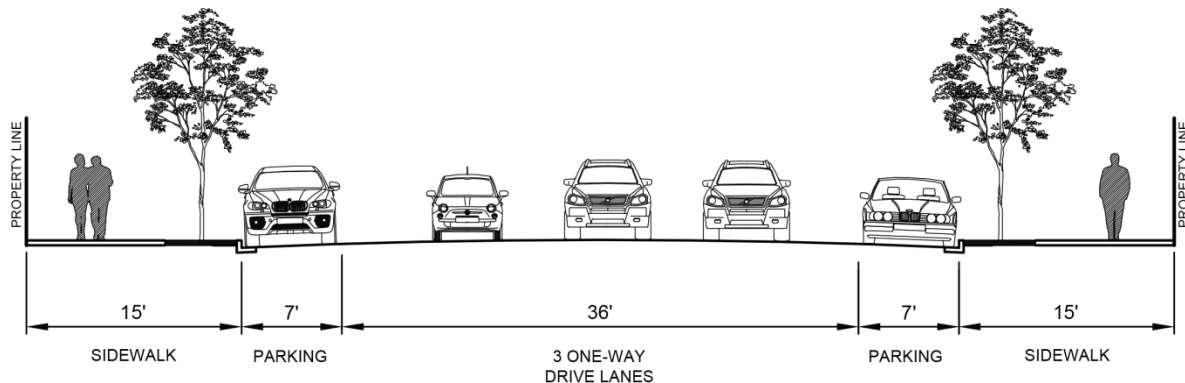


FIGURE 1-3: 3RD AND 4TH AVENUES SOUTH

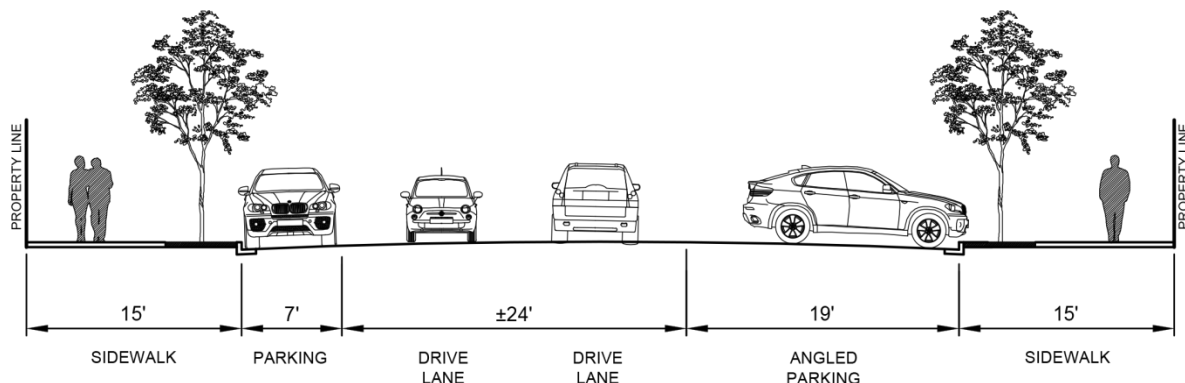


FIGURE 1-4: 13TH AND 16TH STREETS SOUTH

1.6 SPECIAL FUNCTION PARKSIDE DISTRICT STREETS

	1st Ave. S (13th-18th St.) <i>Fig. 1-5</i>	1st Ave. S (18th-20th St.) <i>Fig. 1-6</i>
Right-of-Way	100 ft. 13 th -14 th Average 80 ft. – 14 th -18 th	+/-95 ft. 18 th -19 th +/-105' 19 th -20 th
Roadway	48 ft.	78.5 ft. 18 th – 19 th 76' 19 th -20 th with planted median
Sidewalks	16 ft. North side Varies 12' -20' South Side	6 ft. north side; 9.5 south side 18 th -19 th 12.75 ft. north side; 15.5 ft south side
Curbline	Must be extended at corners.	May be extended at corners.
Circulation	Two-way Two travel lanes - center turn lane	Two-way Two travel lanes
Parking	Allowed on both sides (Parallel)	Allowed on both sides (Angled)
Mid-Block Access	Not allowed	Not allowed

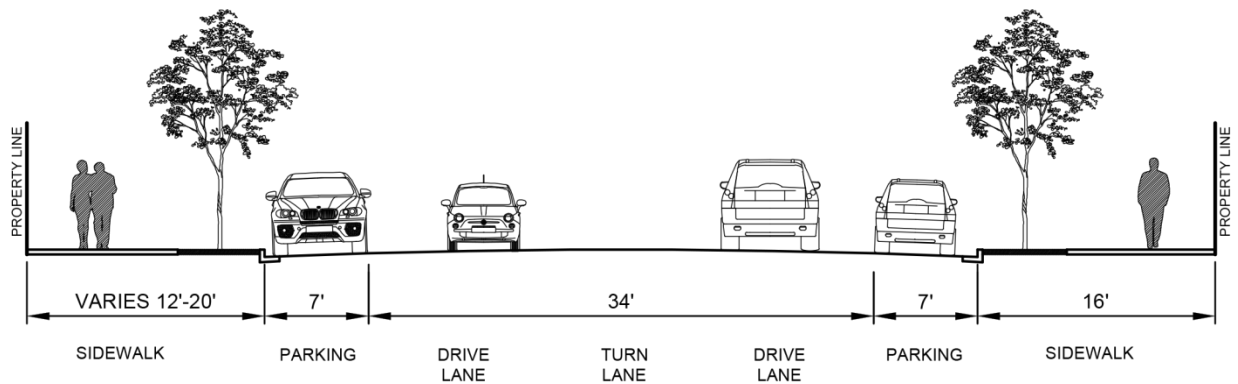


FIGURE 1-5: 1ST AVENUE SOUTH (13TH-18TH STREETS SOUTH)

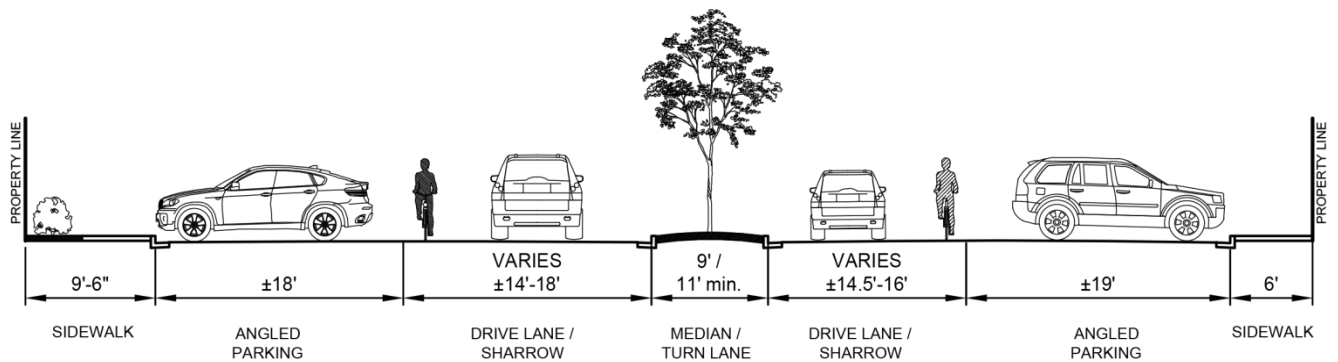


FIGURE 1-6: 1ST AVENUE SOUTH (18TH-20TH STREETS SOUTH)

	2nd. Ave. S <i>Fig. 1-7</i>	18th & 19th Street S <i>Fig. 1-8</i>
Right-of-Way	Average 80 ft.	100 ft.
Roadway	48 ft.	60 ft.
Sidewalks	16 ft. both sides	15 ft. both sides
Curblines	Must be extended at corners.	May be extended at corners.
Circulation	Two-way Two lanes	Two-way Four lanes – center turn lane
Parking	Allowed on both sides. Parallel on west side & angled allowed on east. Reverse angle parking may be explored, but must be consistent for the length of the district.	Allowed on both sides
Bicycle Lanes	One-way each side (shared roadway)	

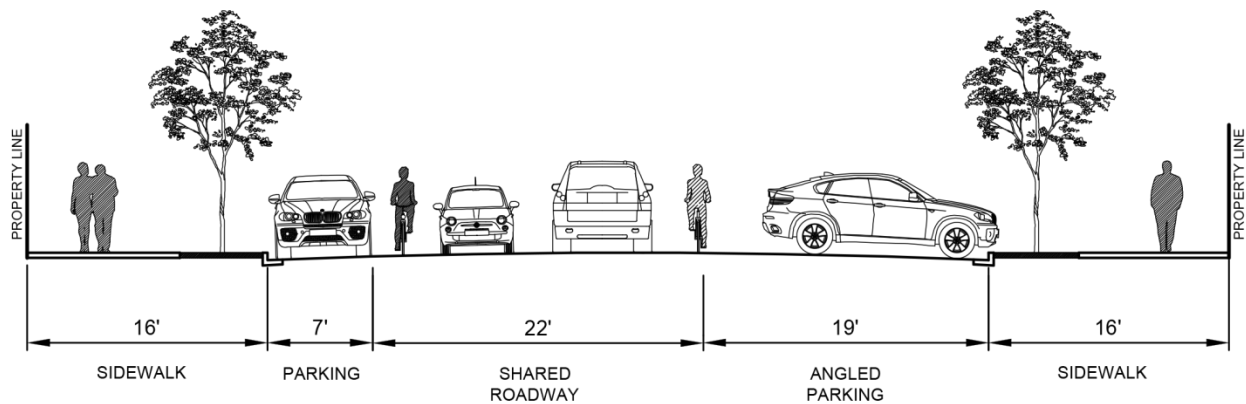


FIGURE 1-7: 2ND AVENUE SOUTH

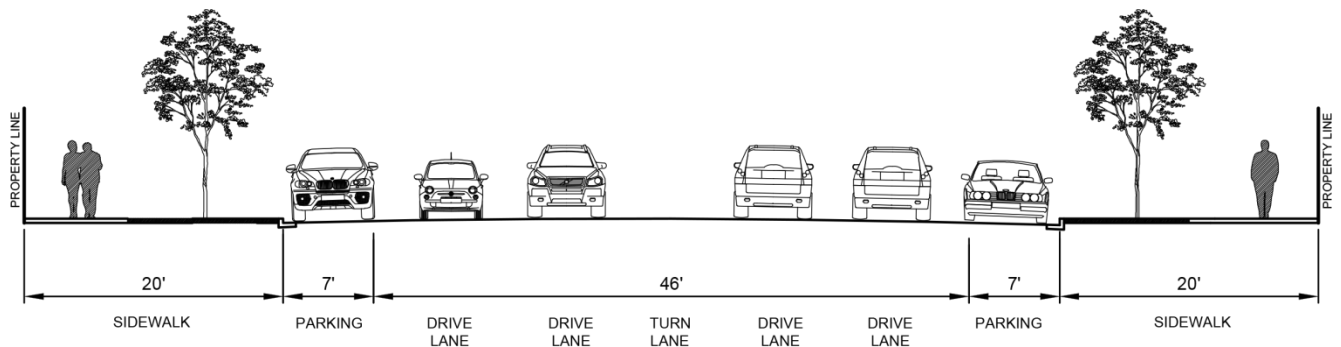


FIGURE 1-8: 18TH AND 19TH STREETS SOUTH

FRAMEWORK PLANS

17th Street S	
Fig. 1-9	
Right-of-Way	80'
Roadway	40 ft.
Sidewalks	14' west side 26' east side
Curblines	Must be extended at corners.
Circulation	Two-way Two travel lanes – center turn lane
Mid-Block Access	Not allowed

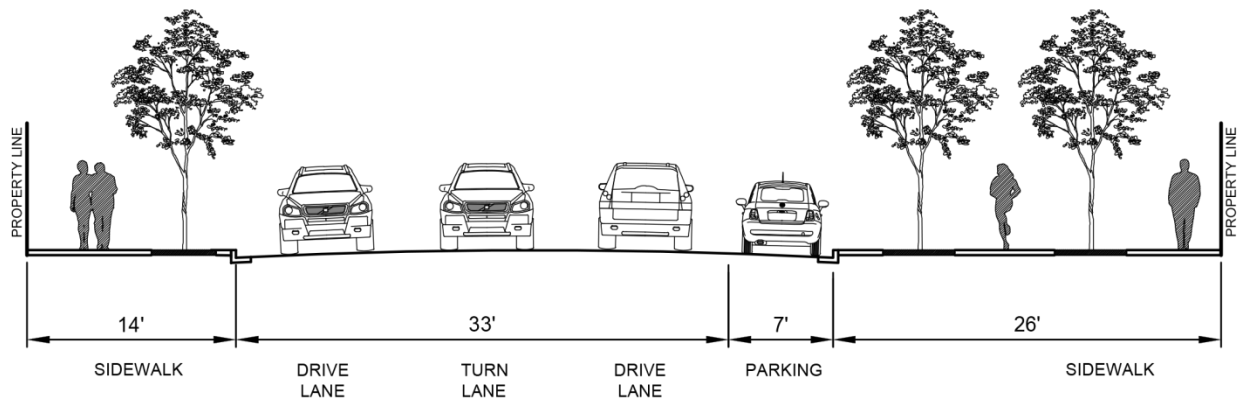


FIGURE 1-9: 17th STREET SOUTH

FRAMEWORK PLANS

20th Street S (Birmingham Green)	
<i>Image 1-1</i>	
Right-of-Way	Average 100 ft.
Roadway	48 ft.
Sidewalks	Per Masterplan
Curbline	May be extended at corners
Circulation	Two-way; Four lane
Parking	Allowed on both sides (Parallel)

***Improvements along 20th Street shall take precedence over intersecting Avenues. Improvements shall be in accordance with Birmingham Green Masterplan. Contact Planning Department for further information**



IMAGE 1-1: 20th Street Typical Existing Conditions

FRAMEWORK PLANS

Powell Avenue	
Fig. 1-10	
Right-of-Way	Average 65 ft.
Roadway	38 ft.
Sidewalks	13'-6"
Curbline	May be extended at corners
Circulation	Two-way Two travel lanes
Parking	Allowed on both sides (Parallel)

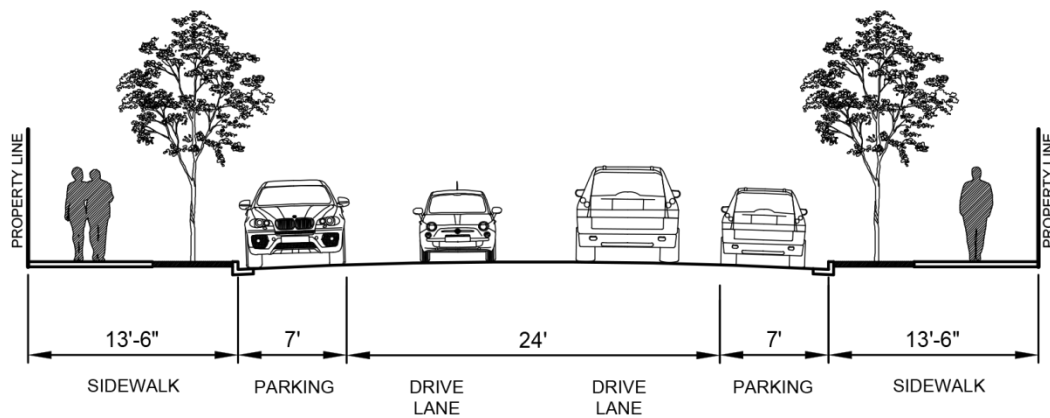


FIGURE 1-10: POWELL AVENUE

1.7 STREET TREES

Tree species selection and layout relate to both the operation and desired character of each street. Examples range from significant traffic streets with narrow upright street trees to minor traffic streets with broad headed street trees. Species selection and tree spacing are found under Section 2 - Performance Criteria.

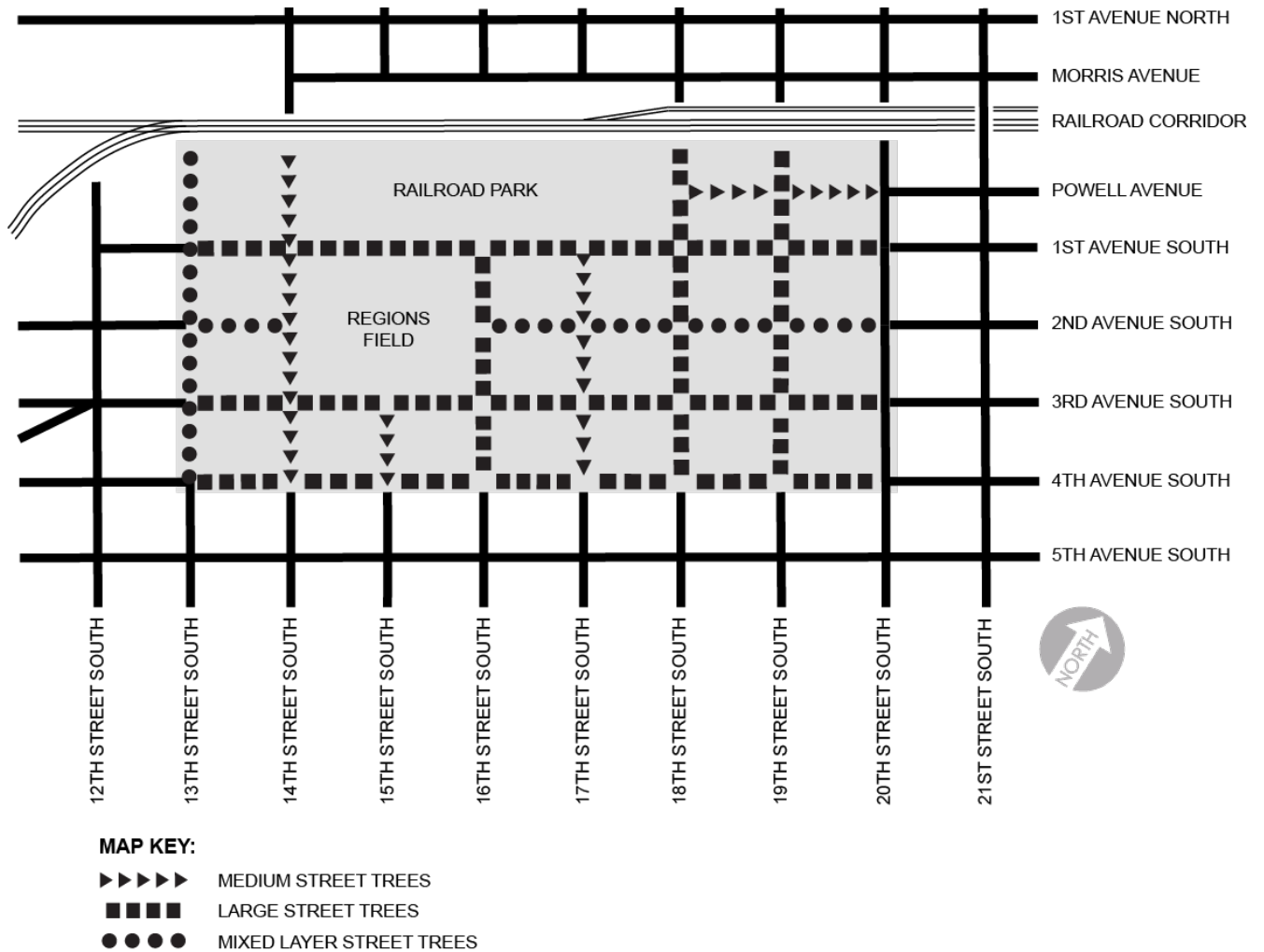


FIGURE 1-11: STREET TREE MAP

1.8 STREET LIGHTS

Figure 1-12 reflects existing and proposed fixtures for streets in the Parkside District. Fixture type and spacing for a each street is based on the continuation or extension of existing design character within the district and continuity with the urban design pattern beyond the district. Street light selection and layout can be found under Section 2 - Performance Criteria.

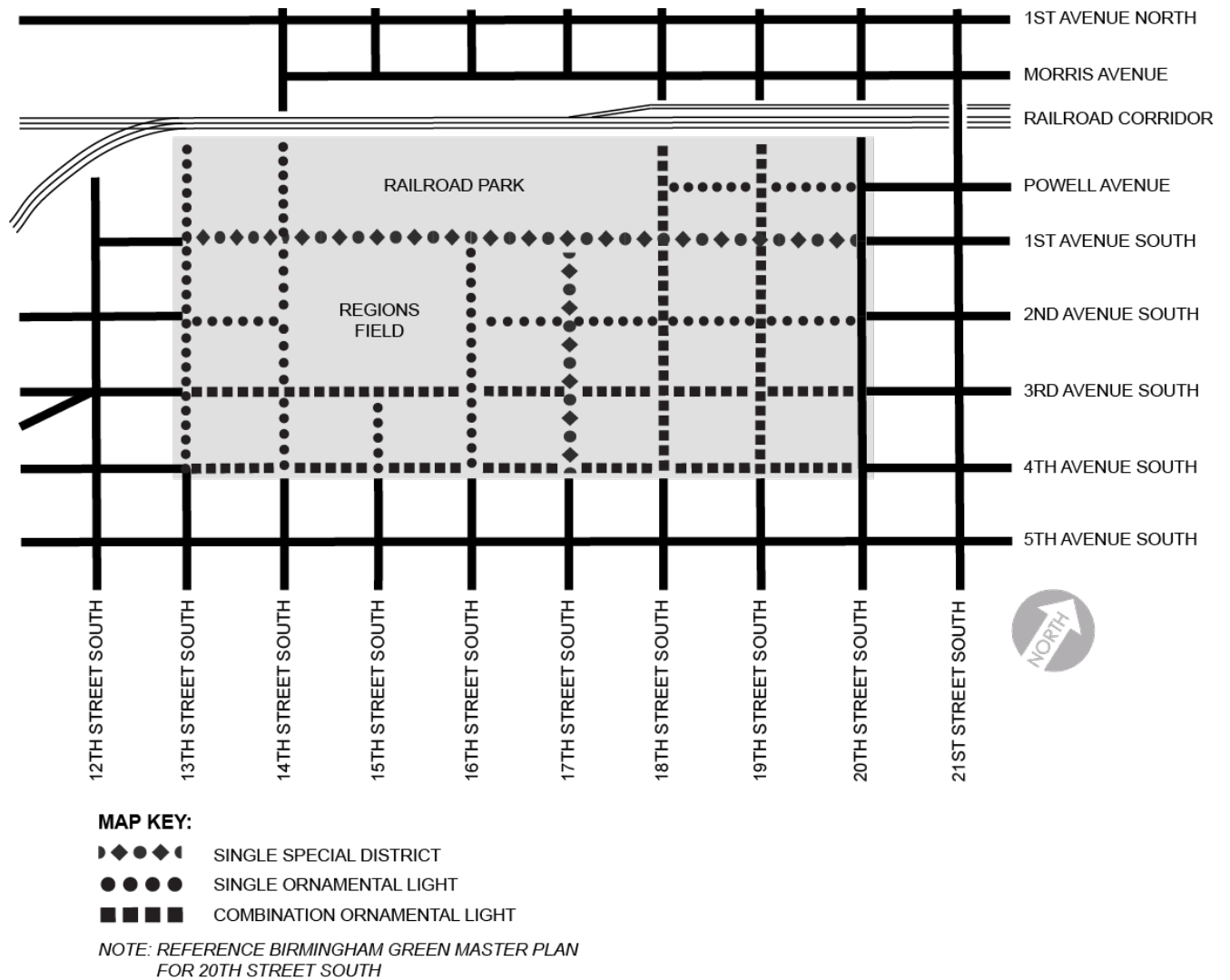


FIGURE 1-12 STREET LIGHTS PLAN

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PERFORMANCE CRITERIA**2.0 PERFORMANCE CRITERIA**

The Right-of-Way Performance Criteria describe the size and application of key Right-of-Way components. Each criterion is illustrated to clarify its intent, but the illustrations are not to be used as standards. The Criteria are to guide and not to prescribe design solutions.

2.1 VEHICULAR CRITERIA

2.1.1 Through Lane: a linear, continuous zone for vehicles; can be exclusive or combined with left or right turn movements.

Size: 11-12 feet for typical through lanes

Application: Throughout the Parkside District

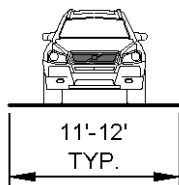


FIGURE 2-1: TYPICAL THROUGH LANE WIDTH

2.1.2 Left Turn Lane: a linear zone for vehicles near the center of the street; is typically an exclusive lane for left turning vehicles on a two-way street.

Size: 11-12 feet for typical left turn lanes

Application: Throughout the Parkside District

2.1.3 Corner Radii: the curved section of the curb line at intersections; allows adequate space for vehicular turning movements around corners.

Size: Minimize radii where possible; this will calm turning movements, reduce crossing distance and increase safety. 15 feet radius at typical corners; curb radii on designated bus and truck routes to be determined on an individual basis, larger radius may be required; on-street parking may affect final radius requirement.

Application: Throughout the Parkside District

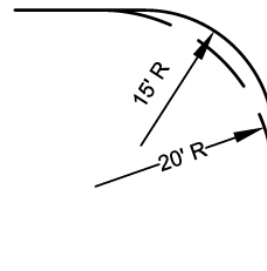


FIGURE 2-2: CORNER RADII

2.1.4 Alleys: Alleys are encouraged for access to off-street parking and loading.

Size: Typical alley width is 20'. Alleys used for primary access to parking shall be a minimum of 24' width, free of obstructions.

Application: Throughout the Parkside District.

2.1.5 CURB CUTS AND ALLEYWAYS: a curb cut for a driveway or an alley; curb cuts should be located away from intersections; driveway and alleyway design should emphasize that vehicles are crossing a pedestrian zone; garage ramps perpendicular to the street direction are encouraged; ramps parallel to the street direction are discouraged.

Crossings across drives and alleyways are to be ADA compliant. Drives shall be designed to meet elevations of pedestrian walk. A tapered curb and gutter in lieu of standard curb returns with walk ramps is preferred.

Size: Width conforms to the adjacent sidewalk.

Application: Throughout the Parkside District

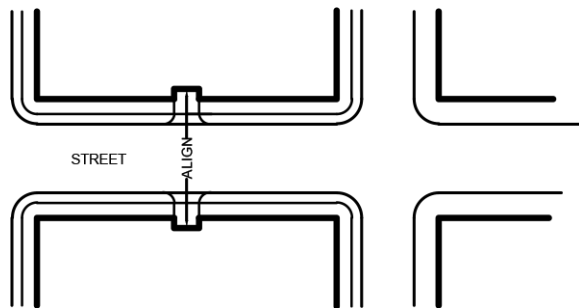


FIGURE 2-3: MID-BLOCK CURB CUTS

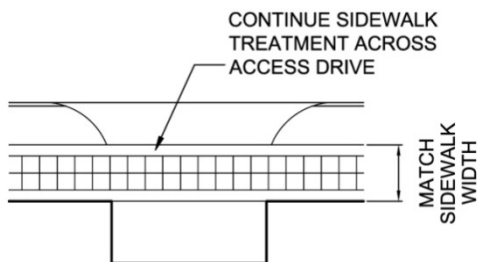


FIGURE 2-4: PEDESTRIAN WALK AT DRIVE

PERFORMANCE CRITERIA**2.2 BICYCLE CRITERIA**

Bicycle facilities shall conform to the current FHWA, MUTCD Standards.

2.2.1 Shared Roadway per MUTCD

Standards: allows bike use of typical vehicular through lanes.

Size: Normal travel lane width

Application: On streets approved by City Traffic Engineer.

2.2.2 Striped Bike Lane: a striped portion of the street adjacent to the curb or Parking Zone used exclusively for bicycle circulation; these should be planned for in redeveloped streets.

Size: 5 feet (4.5 feet minimum) adjacent to the curb or parking lane.

Application: On streets approved by City Traffic Engineer.

2.2.4 Bicycle Parking: install bicycle parking in at least (4) racks per block. Racks do not have to be contiguous. Bicycle parking should not conflict with transit waiting and loading or pedestrian circulation. Bike racks shall be installed in Furnishing Zone on concrete, paver, or approved porous paving surface. See Section 2.7 Street Furniture Criteria for type of rack.

Application: Throughout the Parkside District



IMAGE 2-1: SHARED ROADWAY



IMAGE 2-2: STRIPED BIKE LANE

2.3 TRANSIT CRITERIA

2.3.1 Mixed Traffic and Bus Lane (see 2.1.1 Through Lane): buses pick up passengers at stops from right hand through lanes.

Size: 11-12 feet for typical through lanes.

Application: On streets designated for transit access by Birmingham – Jefferson County Transit Authority.

2.3.2 Bus Turning Radii (see 2.1.5 Corner Radii): allow wider radii at corners with major bus turning movements; minimum radius requirements to be determined by City Traffic Engineer.

2.3.3 Transit Stop: provide a widened sidewalk zone (projecting into the parking

zone) at transit stops to the near side of intersections; vehicle loads passengers in the right hand through lane; shelter type and placement is subject to Birmingham – Jefferson County Transit Authority Design Guidelines.

Size: Sidewalk extends to the edge of the right hand through lane, providing a 7-8 foot zone; length is 40 feet minimum tangent length not including transition back to normal curb line.

Appearance: of Transit Shelters: As approved by Design Review Committee.

Application: On streets designated for Transit Access by Birmingham – Jefferson County Transit Authority.

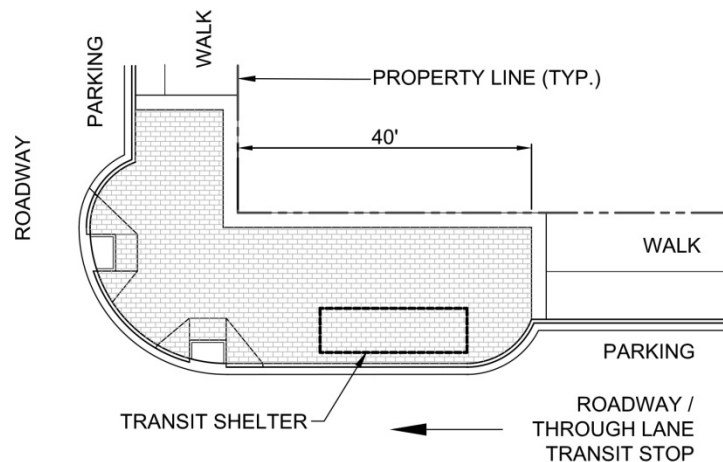


FIGURE 2-5: TRANSIT STOP

PERFORMANCE CRITERIA**2.4 UTILITIES CRITERIA**

To be completed at preliminary engineering of individual street improvement projects.

2.4.1 Major Right-of-Way Corridors for Utilities: to be determined.

2.4.2 “Utility-free” Zones: locate major longitudinal utility lines below grade to the extent possible and outside of planned sidewalk zones. Preferred location of utilities is along edge of roadway.

2.4.3 Utility Requirements: above ground utilities cannot obstruct the sidewalk.

2.4.4 Special Requirements: pump stations, below grade vaults, transformer and signal cabinets, etc.: subject to specific utility company, agency or bureau criteria in addition to Parkside District Guidelines.

2.4.5 Utility Work: Streets and sidewalks shall be restored with the same materials existing prior to utility work.

2.5 PEDESTRIAN CRITERIA

2.5.1 SIDEWALK USE ZONES

2.5.1.1 Building Frontage Zone (BFZ): The area of sidewalk directly abutting buildings or property lines. This space is outside of the through pedestrian zone and accommodates pedestrian furniture such as cafe tables. A paving band is required in this area, however, a 2' planting bed is allowed in lieu of the paving band under approved conditions, such as grade transitions.

Size: 2 - 4.5 feet

Application: Throughout the Parkside District

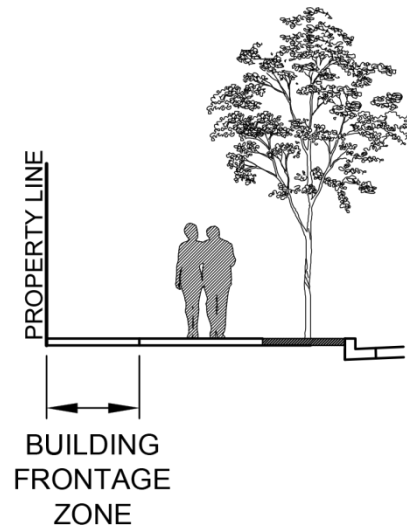


FIGURE 2-6: BUILDING FRONTAGE ZONE

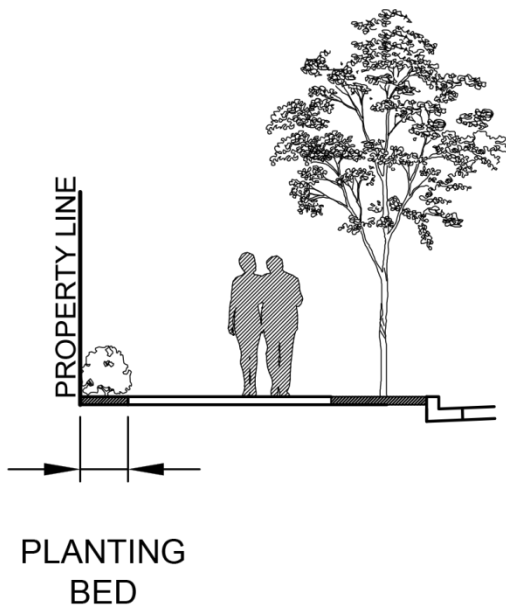


FIGURE 2-6A: BUILDING FRONTAGE ZONE, SPECIAL CONDITION

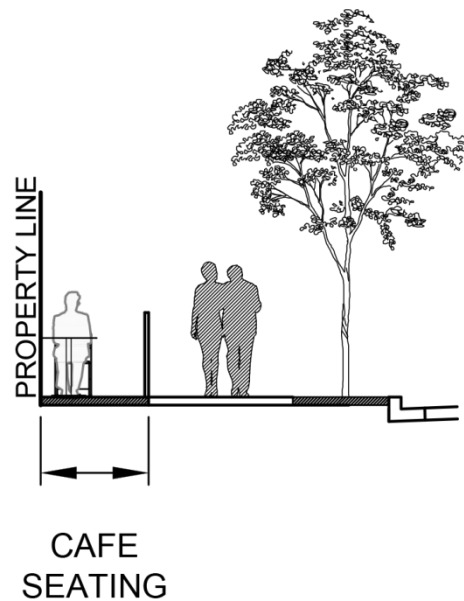


FIGURE 2-6B: BUILDING FRONTAGE ZONE, SPECIAL CONDITION

PERFORMANCE CRITERIA**2.5.1.2 Pedestrian Through Zone (PTZ):**

space for through-pedestrian traffic;
unencumbered by any obstructions.

Size: 5 to 7 feet (typical 6 feet)

Application: Throughout the Parkside District

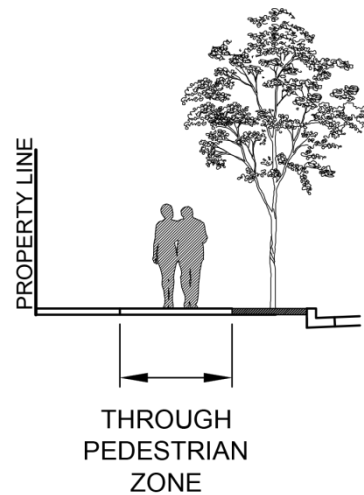


FIGURE 2-7: PEDESTRIAN THROUGH ZONE

2.5.1.3 Furnishings Zone (FZ): space for elements supporting pedestrian and vehicular use of the right-of-way including signage, lighting, furniture, landscape and transit facilities; if pervious it must be filled with soft landscape such as grass or vegetated groundcover or paved with sand-set, pervious pavers; in areas with intense use, it can be filled with rigid pavement; all permanent vertical objects should be set back 18 inches minimum from the face of curb. An element line shall be established for the length of the block. All elements (trees, lights, benches, etc.) shall be aligned (on center) along the element line when feasible. In the event field conditions dictate otherwise, elements shall be offset in a consistent manner.

Size: 4 to 6 feet

Application: Throughout the Parkside District

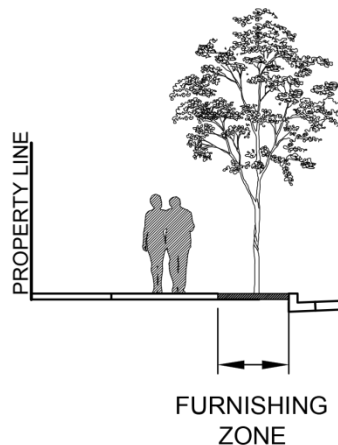


FIGURE 2-8: FURNISHING ZONE

2.5.2 SIDEWALK ZONE WIDTHS AND DESIGN TREATMENTS

2.5.2.1 Standard Sidewalk (15' width):

Typically, the existing sidewalk zone is paved to the curb line. Pavement material and texture is pedestrian oriented; for redevelopment projects on existing streets, these standards are required for any sidewalk replacement.

Property Owners may use 2' Building Frontage Zone for enhancements upon approval by PEP and DRC. A minimum 6' pedestrian through zone must be maintained. In areas where through pedestrian zone can be maintain, adjacent property owners can utilize up to 4'- 6" for café' seating areas. A right-of-way use agreement must be obtained from the city.

Size: 15 feet

Application: Throughout the Parkside District

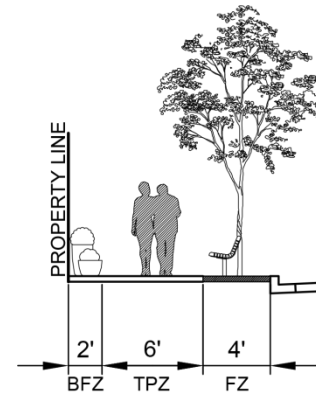


FIGURE 2-9: 15' TYPICAL SECTION

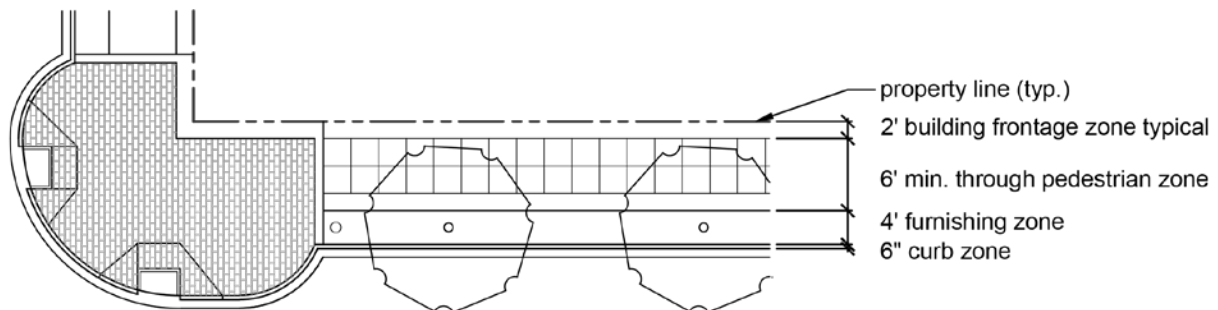


FIGURE 2-10: 15' TYPICAL PLAN

PERFORMANCE CRITERIA

2.5.2.2 Large Sidewalk (20' width):

Typically, the existing sidewalk zone is paved to the curb line. Pavement material and texture is pedestrian oriented; for redevelopment projects on existing streets, these standards are required for any sidewalk replacement.

Property Owners may use 2' Building Frontage Zone for enhancements upon approval by PEP and DRC. A minimum 6' pedestrian through zone must be maintained. Where through pedestrian zone can be maintained, adjacent property owners can utilize up to 4'- 6" for café' seating areas. A right-of-way use agreement must be obtained from the city.

Size: 20 feet

Application: Throughout the Parkside District

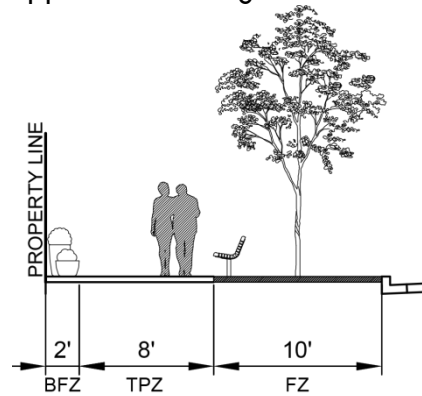


FIGURE 2-11: 20' TYPICAL SECTION

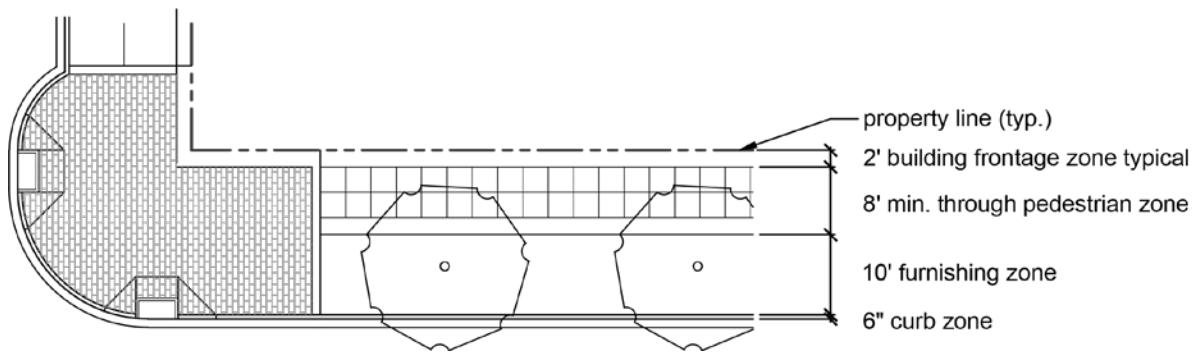


FIGURE 2-12: 20' TYPICAL PLAN

PERFORMANCE CRITERIA**2.5.3 ADA REQUIREMENTS**

2.5.3.1 Accessible Routes, Curb Ramps, Required Warning Strips, etc.: must comply with the applicable requirements of the Americans with Disabilities Act and Birmingham standards for disabled access. Curb ramps shall align with pedestrian flow.

Application: Throughout the Parkside District

2.5.4 CURB EXTENSIONS

Curb extensions are encouraged on most Parkside District streets to improve pedestrian crossing safety. Design of curb extensions should minimize tangent length and shall be approved by City Traffic Engineer.

Application: See Framework Plans and Design Standards

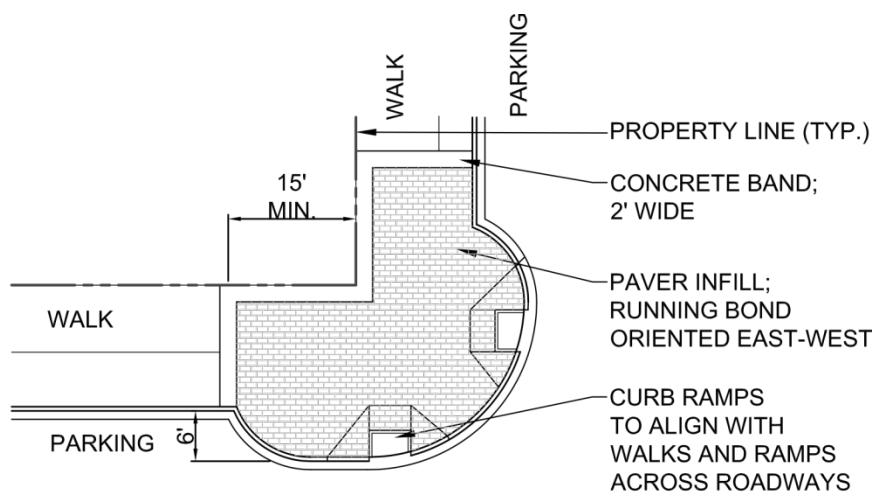


FIGURE 2-13: CURB EXTENSION

PERFORMANCE CRITERIA

2.6 STREET LIGHTING CRITERIA

2.6.1 Fixture Types:

2.6.1.1 Single Ornamental: Historic Birmingham fixture.

Configurations:

- 6 per block, aligned on streets (north-south) / 8 per block, aligned on avenues (east-west)

Separation Criteria:

- 12 feet from upright street trees; 20 feet from broad headed trees
- 2.5 feet from furnishings - such as benches or litter receptacles
- 4 feet from right-of-way line at intersections, 5 feet from driveways

Application: See Framework Plan Figure 1.12



IMAGE 2-14: SINGLE ORNAMENTAL

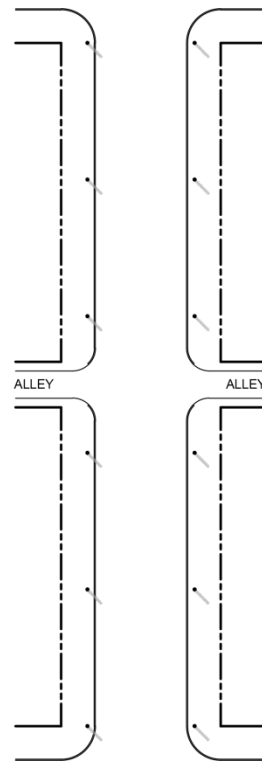


FIGURE 2-14: SINGLE ORNAMENTAL - STREET LAYOUT

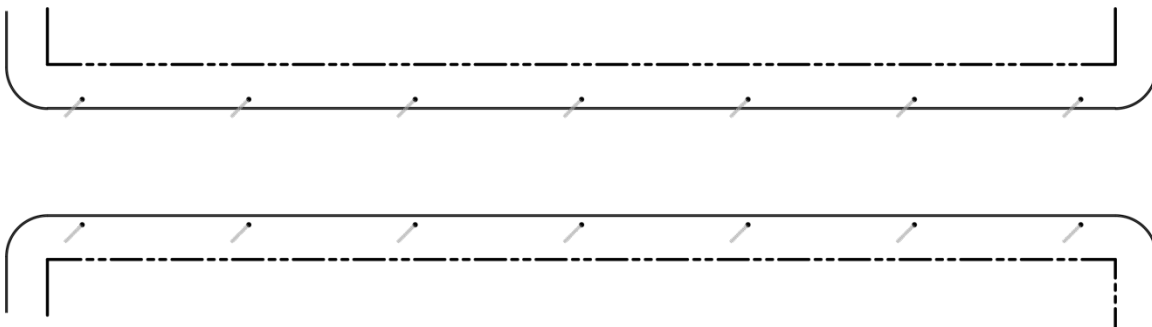


FIGURE 2-15: SINGLE ORNAMENTAL – AVENUE LAYOUT

PERFORMANCE CRITERIA

2.6.1.2 Combination Ornamental: a traditional street light used on commercial and industrial streets throughout Birmingham.

Configurations:

- 6 per block, aligned on streets (north-south) / 7 per block, aligned on avenues (east-west)

Separation Criteria:

- 35 feet from right-of-way line at intersections
- 5 feet from driveways

Application: See Framework Plan Figure 1.12



IMAGE 2-15: COMBINATION ORNAMENTAL

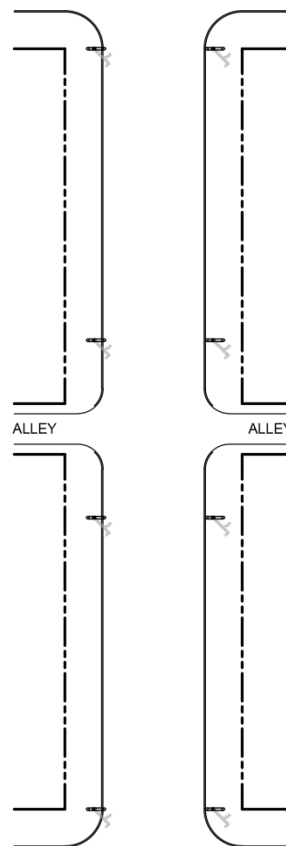


FIGURE 2-16: COMBINATION ORNAMENTAL – STREET LAYOUT

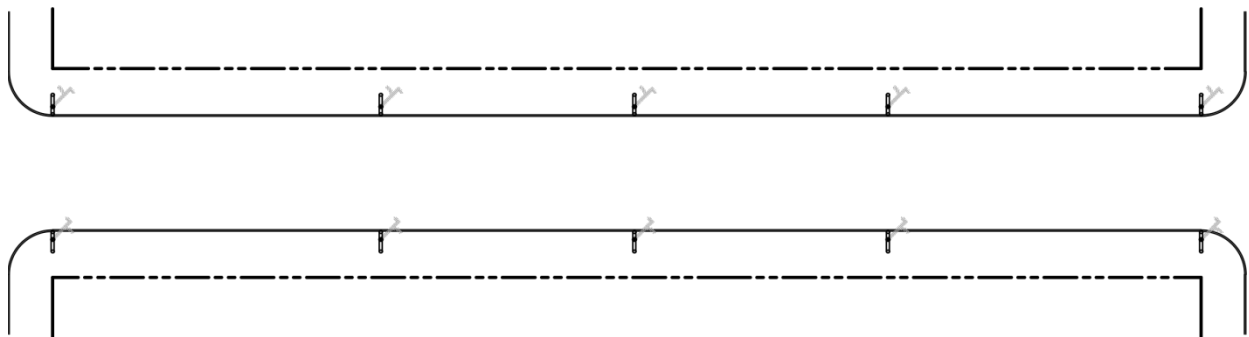


FIGURE 2-17: SINGLE & COMBINATION ORNAMENTAL – AVENUE LAYOUT

2.6.1.3 Single Special District Light Fixture:

Configurations:

- 6 per block, aligned on streets (north-south) / 8 per block, aligned on avenues (east-west)

Separation Criteria:

- 12 feet from upright street trees; 20 feet from broad headed trees
- 2.5 feet from furnishings - such as benches or litter receptacles
- 4 feet from right-of-way line at intersections, 5 feet from driveways

Application: See Framework Plan Figure 1.12



IMAGE 2-16: SINGLE SPECIAL DISTRICT

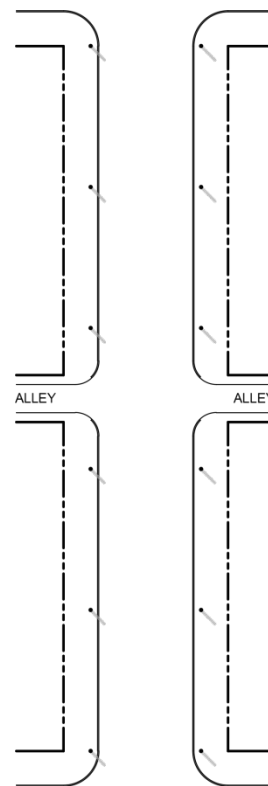


FIGURE 2-18: SINGLE SPECIAL DISTRICT - STREET LAYOUT

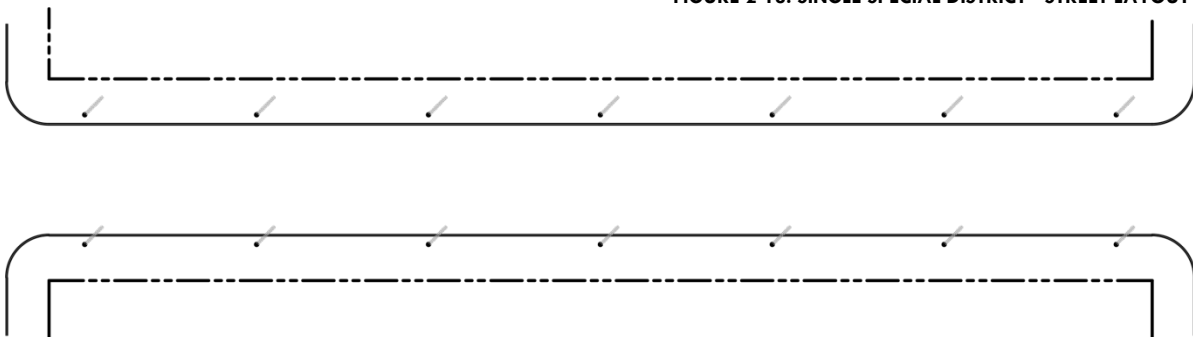


FIGURE 2-19: SINGLE SPECIAL DISTRICT – AVENUE LAYOUT

2.6.1.4 Cobra Light Fixture:

Configurations:

- 3 per block, staggered, 2 on one side at corners, one on opposite side at mid-block

Separation Criteria:

- 35 feet from right-of-way line at intersections
- 5 feet from driveways

Application: At signalized intersections.



IMAGE 2-17: COBRA



IMAGE 2-18: COBRA

2.6.2 FIXTURE PAINT COLOR

2.6.2.1 Ornamental & Cobra Fixtures: Black

2.6.2.2 Special District Fixtures: Gray

2.6.3 15TH STREET STREETScape PLAN LIGHTING

Fixture type to be determined by final design of 15th St. Streetscape Plan.

Application: See Framework Plan Figure 1.12

PERFORMANCE CRITERIA**2.7 STREET FURNITURE CRITERIA**

2.7.1 Typical Street Furnishings: bench, trash receptacle, news rack, kiosk, signage, transit shelter and bike racks.

2.7.2 Continuity or Diversity: typical streets should either be consistent with established precedents for the entire corridor outside of the district or consistent with established patterns in the immediate area. For streets where there is no established precedent for street furniture, selections should be consistent with these Guidelines.

2.7.3 Approved District Furnishings

IMAGE 2-19: Landscape Forms Austin Bench



IMAGE 2-20: Landscape Forms Austin Bench
Cantilever Backless



IMAGE 2-21: Landscape Forms Parc Vue



IMAGE 2-22: Landscape Forms Bola Bike Rack

2.8 LANDSCAPE CRITERIA

2.8.1 Uniform Plantings/Medium Street

Trees: plantings which provide continuity of form, texture, and color where space is constrained.

Tree types:

- Powell Avenue - Black Gum (*Nyssa sylvatica* 'Wildfire')
- 14th Street South - Green Vase Zelkova (*Zelkova serrata* 'Green Vase')
- 15th Street South - Black Gum (*Nyssa sylvatica* 'Wildfire')
- 17th Street South – Chinese Pistache (*Pistacia chinensis*)

Size: 3 inch caliper

Spacing: 30 feet o.c.

Planting Condition: 5 x 5 feet tree well min. (5 x 9 feet pref.) with root barrier or structural soil

Application: See Framework Plan Figure 1-11

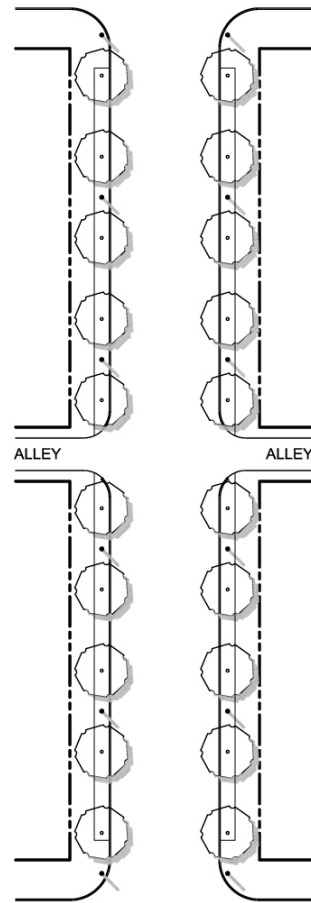


FIGURE 2-20: UNIFORM / MEDIUM TREES – STREET LAYOUT

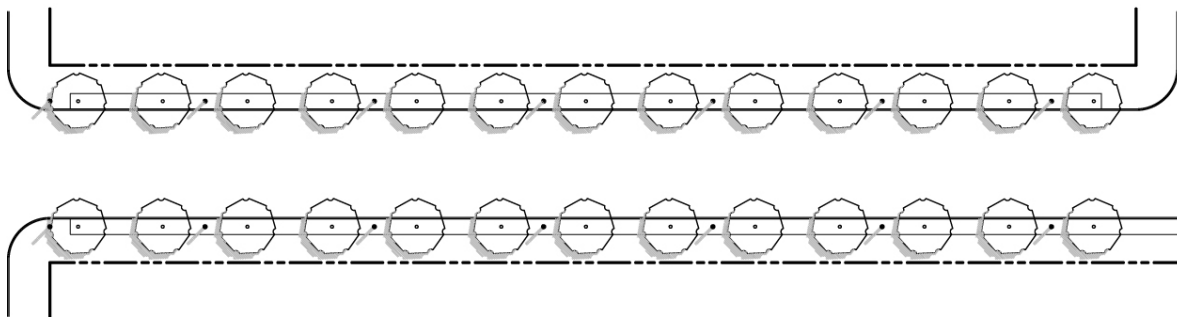


FIGURE 2-21: UNIFORM / MEDIUM TREES – AVENUE LAYOUT

PERFORMANCE CRITERIA

2.8.2 Uniform Plantings/Large Street Trees: plantings of substantial scale which provide a physical and visual link between neighborhoods and parks.

Tree types 'A':

- 1st Avenue South - Princeton American Elm (*Ulmus parvifolia* 'Princeton')
- 16th Street South - Allee Chinese Elm (*Ulmus parvifolia* 'Emer II' Allee)
- 18th Street South - Allee Chinese Elm (*Ulmus parvifolia* 'Emer II' Allee)
- 19th Street South - Urbanite Ash (*Fraxinus pennsylvanica*)

Tree types 'B':

- 3rd Avenue South - Nuttall Oak (*Quercus nuttallii*)
- 4th Avenue South - Shumard Oak (*Quercus shumardii*)

Size: 3 inch caliper

Spacing: Tree type 'A' - 30 feet on center; Tree type 'B' - 40 feet on center

Planting Condition: 4 x 4 feet tree well min. (4 x 9 feet or greater preferred) with root barrier or structural soil

Application: See Framework Plan Figure 1-11

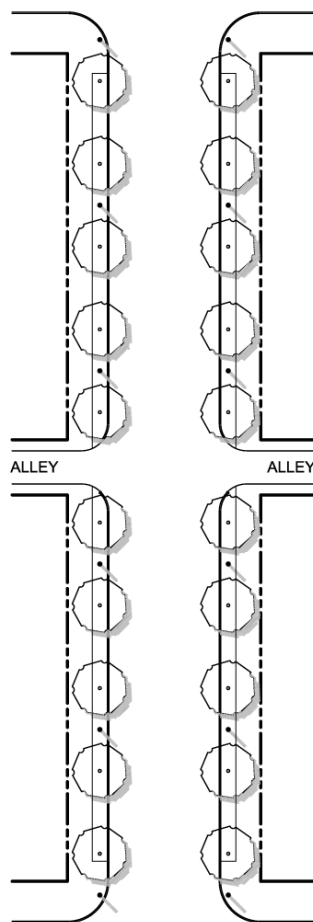


FIGURE 2-22: TYPE A – UNIFORM / LARGE TREES

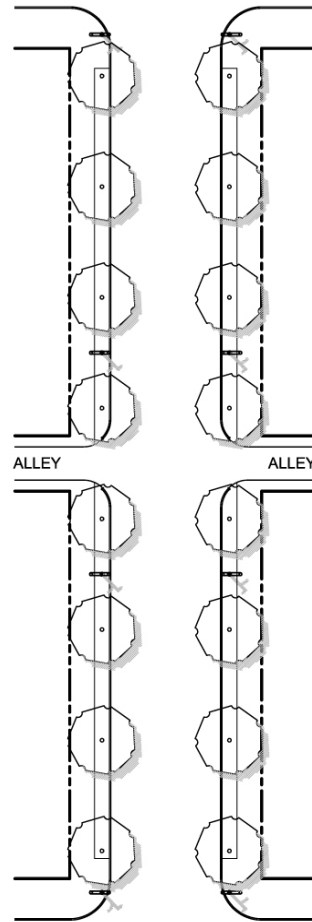


FIGURE 2-23: TYPE B – UNIFORM / LARGE TREES

PERFORMANCE CRITERIA

STREET LAYOUT

STREET LAYOUT

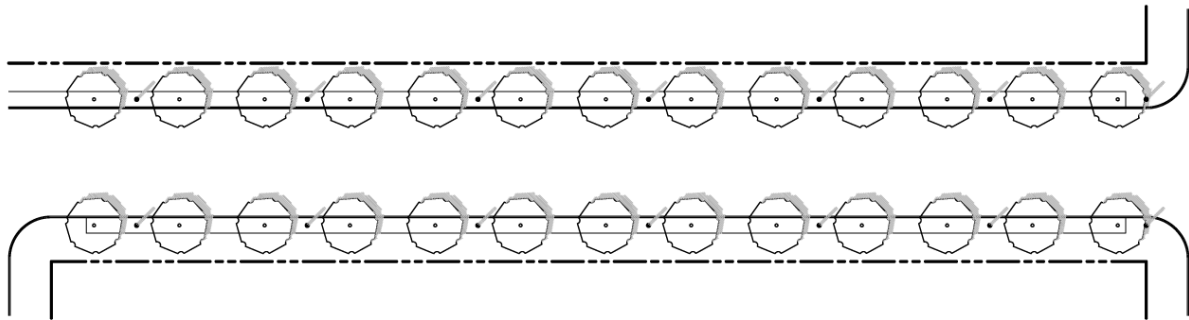


FIGURE 2-24: TYPE A – UNIFORM / LARGE TREES AVENUE LAYOUT

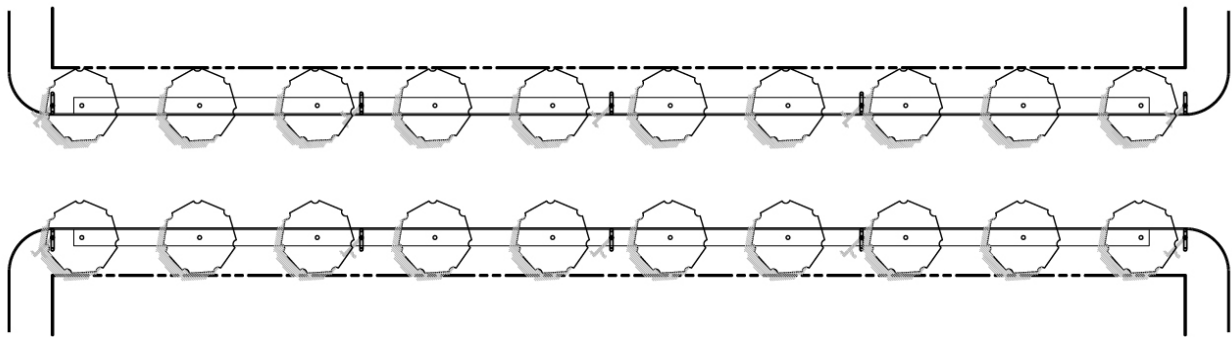


FIGURE 2-25: TYPE B – UNIFORM / LARGE TREES AVENUE LAYOUT

PERFORMANCE CRITERIA

2.8.3 Mixed Layer Street Trees: plantings which feature a single tree variety of moderate spread at corners and midblock with other tree varieties of columnar habit in between; continuity along the street corridor will be provided by the major tree species while visual diversity and rhythm will be provided by varying minor tree species on a street-by-street basis.

Major tree types:

- 2nd Avenue South - Green Whisper
Bald Cypress (*Taxodium distichum*
'Green Whisper')
- 13th Street South - Green Whisper
Bald Cypress (*Taxodium distichum*
'Green Whisper')

Minor tree types:

- 2nd Avenue South - Greenleaf Holly
(*Ilex* 'Greenleaf')
- 13th Street South - Greenleaf Holly
(*Ilex* 'Greenleaf')

Size: Major tree types - 3 inch caliper minimum; Minor tree types - 10' height minimum

Spacing: Major trees - to be located at each corner and/or each side alley opening (See Design Criteria); Minor trees - 15-20 feet o.c., equally between major trees (See Design Criteria)

Planting Condition: 4 x 4 feet tree well minimum (4 x 9 feet or greater preferred) with root barrier; a 6 x 6 feet tree well is preferred for large trees

Application: See Framework Plan Figure 1-11

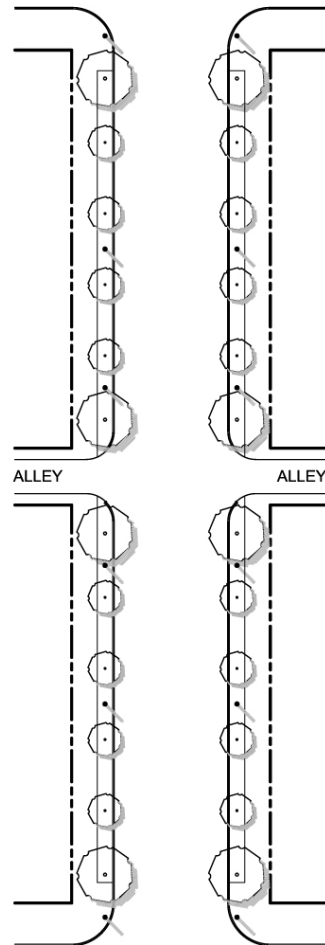


FIGURE 2-26: MIXED LAYER TREES – STREET LAYOUT

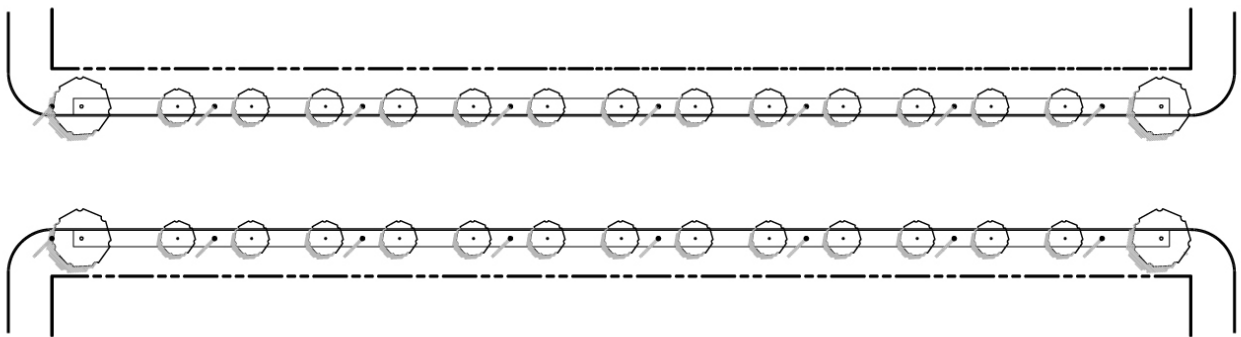


FIGURE 2-27: MIXED LAYER TREES – AVENUE LAYOUT

PERFORMANCE CRITERIA

2.8.4 Tree Well Design: A minimum 4x4 feet shredded pine bark mulch shall be provided at each tree. In areas where tree well is wider than 4 feet, design diversity in treatments is encouraged to create a richer, more diverse streetscape. A variety of treatments is permitted, including vegetated ground cover, grass, shredded bark mulch, pine straw mulch, and pervious paving. Other types of treatments are subject to approval by the City Engineer. Surface treatment shall be flush with grade of adjacent sidewalk.

Application: Throughout Parkside District

2.8.5 Site Furnishing Zone Between Trees: in areas where furnishings are proposed and on commercial focus blocks, hard surface paving shall extend between tree wells from curb to Pedestrian through Zone. The use of district brick or concrete paving is to be used for these areas.

Application: Throughout Parkside District

2.8.6 Irrigation: Efforts should be made to provide necessary irrigation or other method of watering for street landscape.

Application: Throughout Parkside District

2.8.7 Views / Urban Edge: to enhance pedestrian experience and maintain a defined edge to the sidewalk zone, all areas not abutted by building (i.e. parking, etc.) shall be required to maintain a permanent screen at a minimum 30" height. The screen may be accomplished by the use of vegetation masonry walls, decorative fencing or a combination there of.

Application: Throughout Parkside District

PERFORMANCE CRITERIA**2.9 SPECIAL FEATURES (INCLUDING PUBLIC ART) CRITERIA**

Public art is highly encouraged and shall be coordinated with and approved by the PED and the DRC.

2.9.1 Stand-alone Art: such public art could take the form of, but not be limited to:

- Gateways
- Monument type artworks at designated intersections



IMAGE 2-23 PUBLIC ART: SCULPTURE



IMAGE 2-24 PUBLIC ART: SCULPTURE

2.9.2 Integrated Artworks: Integrated public art is encouraged. This typically takes the form of site furnishings. All proposed artwork shall be coordinated and approved by the City of Birmingham Department of Planning, Engineering and Permits and Design Review Committee.



IMAGE 2-25: PUBLIC ART AS SEATING



IMAGE 2-26: PUBLIC ART IN PAVING

2.9.3 Fencing: Fencing may be required around all outdoor seating areas for which alcoholic beverages are to be served, in accordance with city and state law. Fences shall be freestanding with appropriate supports that do not impede pedestrian traffic.

Application: Throughout Parkside District in approved areas

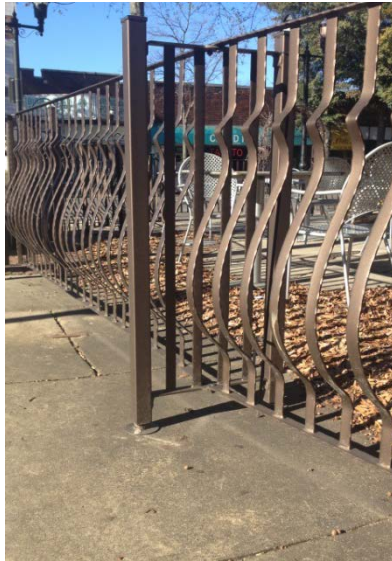


IMAGE 2-27,28, 29, 30, 31: CONCEPT IMAGES OF APPROVED FENCING

PERFORMANCE CRITERIA**2.9.4 PROJECTIONS**

Projections into the right-of-way may be allowed, but must meet City ordinances. These may be allowed for projecting elements of the building or adjacent structures, such as signage, awnings, artwork, etc.

2.10 CONSTRUCTABILITY AND MAINTENANCE

All construction should be reviewed for ease of construction and maintenance by the Department of Public Works.

2.10.1 In-place Construction: pavement, walls, structures, landscape, etc., should be designed in a manner that allows straightforward and efficient construction techniques; minimize designs that require complicated construction sequences with multiple trades; if work is to be phased, provide clear joints or breaks in construction that make subsequent additions or replacements easy; build with proven, durable materials.

2.10.2 Manufactured Components: joint materials, wall materials, vault doors, fasteners, etc., use items that meet all applicable codes and standards; should be proven, durable components in standardized sizes to simplify replacement.

2.10.3 Fabricated Items: shelters, railings, grates, protective plates, covers, etc., build items that meet all applicable codes and standards; should be designed for shop fabrication whenever possible-minimize field modifications or adjustments; should use proven, durable components in standardized sizes to simplify replacement.

2.10.4 Manufactured Stand-Alone Fixtures: furnishings, light standards, etc.; use items that meet all applicable codes and standards; where continuity is desired within subdistricts or along continuous corridors, match previous installation; use proven, durable items; use fastening design that allows easy but tamperproof removal for maintenance.

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DESIGN STANDARDS**3.0 DESIGN STANDARDS**

The following Design Standards supplement the City's *Standard Construction Specifications and Plans*. The Parkside District standards represent requirements whose application may only be altered by the City Engineer with approval from the DRC.

Conformance with these standards is required for new street and sidewalk construction or street and sidewalk reconstruction.

3.1 PARKSIDE DISTRICT SPECIAL DETAILS: City approved details for the Parkside District are denoted with a (PD).

3.1.1 SIDEWALKS DIAGRAMMED BY ZONE

Abbreviations are used to identify the four sidewalk zones in these standards.

Building Frontage Zone	BFZ
Through Pedestrian Zone	TPZ
Furnishing Zone	FZ

3.1.2 MODULAR LAYOUT OF SIDEWALKS AND VERTICAL ELEMENTS

PD-1: Partial Plan – 3rd / 4th Avenue South / Powell Avenue

PD-2: Partial Plan – 15th / 16th Street South

PD-3: Partial Plan – 2nd Avenue South

PD-4: Partial Plan – 18th / 19th Street South

PD-5: Partial Plan – 18th / 19th Street South Alternate

PD-6: Partial Plan – 17th Street South, West Side

PD-7: Partial Plan – 17th Street South, East Side

PD-8: Curb Ramp – Typical Condition

PD-9: Crosswalk – Painted

PD-10: Crosswalk – Pavers

PD-11-18: *Reserved for Future*

**3.1.3 SIDEWALK PAVEMENT TREATMENTS:
RIGID**

PD-19: Rigid Paving: C.I.P Concrete

PD-20: Rigid Paving: Paver on Concrete Base

District Pavers: Basis-of-Design Product/Manufacturer: “Autumn Blend” by PINE HALL BRICK CO. with chamfered edges and spacers.; Dimensions: 4” x 8” x 2-1/4”.; Surface: Solid.

**3.1.4 SIDEWALK PAVEMENT TREATMENTS:
FLEXIBLE**

PD-21: Flexible Paving: Sand-set Interlocking Paver or Brick

**3.1.5 SIDEWALK PAVEMENT TREATMENTS:
PERVIOUS**

PD-22: *Reserved*

DESIGN CRITERIA

3.1.6 DRAINAGE: Drainage infrastructure shall not conflict with pedestrian traffic.

PD-23: *Reserved*

3.2 STREET PAVEMENTS

3.2.1 DRIVE LANES, LOADING ZONES: Shall be cast in place concrete paving or asphaltic concrete paving: see existing City Standards

3.2.2 PARKING AREAS: May be either cast in place concrete paving, asphaltic concrete or pervious paving as approved by City Engineer.

PD-24: Vehicular Paving – Pervious *Reserved*

3.4 STREET LIGHTING: fixture standards, foundations, specifications, etc. - see existing City Standards

Single Ornamental: City Standards require Alabama Power available fixtures for streets identified as Single Ornamental. Light fixtures shall be Glass Acorn; 150 W MH; Granville Fixture in Black. Poles shall match existing fluted concrete poles in Dark Gray color. Pole height shall be 16'. LED fixture options may be approved by DRC upon availability.

Combination Ornamental: City Standards require Alabama Power available fixtures for streets identified as Combination Ornamental. Light fixtures shall be double Cutoff Cobra heads designed for separate pedestrian and vehicular coverage. Poles shall match existing character with fluted bases and decorative pattern. Pole height shall be min. 16', and shall be engineered to provide illumination coverage required per right-of-way width. LED fixture options may be approved by DRC upon availability.

Parkside District Fixture: Louis Poulsen Albertslund Maxi Post; ALB-MAX-PT; Grey; T-RSA-4.5"; 14' Height Poles: Screw to access lamp shall be meet Alabama Power Company requirements. LED fixture options may be approved by Design Review Committee upon availability.

Cobra: City Standards require Alabama Power available fixtures for streets identified as Cobra. Light fixtures shall be Cutoff Cobra heads. Poles shall match existing character with fluted bases and decorative pattern. Pole height shall be engineered to provide coverage required per right-of-way width and provide compliance for traffic signals on arms. LED fixture options may be approved by DRC upon availability.

3.5 LANDSCAPE:

PD-25: Street Tree w/ Drainage

PD-26: Street Tree w/ Root Barrier

PD-27: Street Tree w/ Structural Soil

3.6 SITE FURNISHINGS:

Benches: Manufacturer: Landscape Forms, Inc. (431 Lawndale Ave., Kalamazoo, MI 49048, 269.381.3455 fax, 800.430.6209 phone); Model: Austin Bench, 7' Length; Cantilever, Backed or Backless, End and Center Arms; Finish: Powder Coated Aluminum; Color: To be chosen from manufacturer's standard finishes

Trash Receptacles: Manufacturer: Landscape Forms, Inc. (431 Lawndale Ave., Kalamazoo, MI 49048, 269.381.3455 fax, 800.430.6209 phone); Model: Parc Vue, 30 Gal, Side Opening, with Black Liner;

DESIGN CRITERIA

Mount: Surface-mount per manufacturer's instructions.; Colors: Metal – To be chosen from manufacturer's standard colors; Top & Liner – Black; Receptacle signage: Each receptacle shall include manufacturer's standard signage "Trash only".

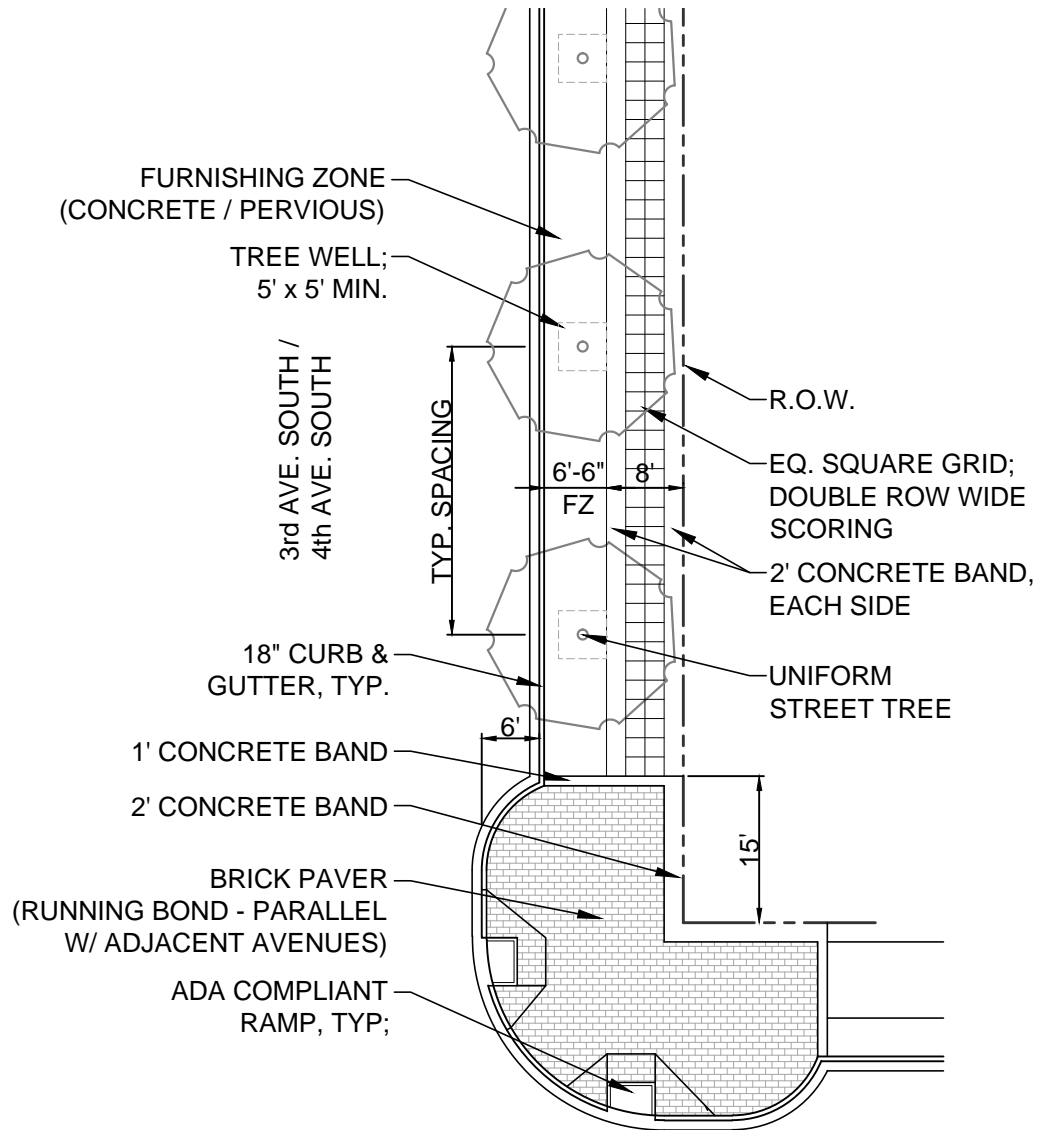
Bike Rack: Bola Bike Rack as manufactured by Landscape Forms, Inc.

Kalamazoo, MI. (800) 521-2546. Composition, materials and mounting: Constructed of 1.5" o.d. x .120" wall type 304 stainless steel; Anchor detail: Embedded; Finish: Electropolish finish on bare stainless steel.

3.7 COMMUNITY IDENTIFIERS:

PD-28: District Paving Marker

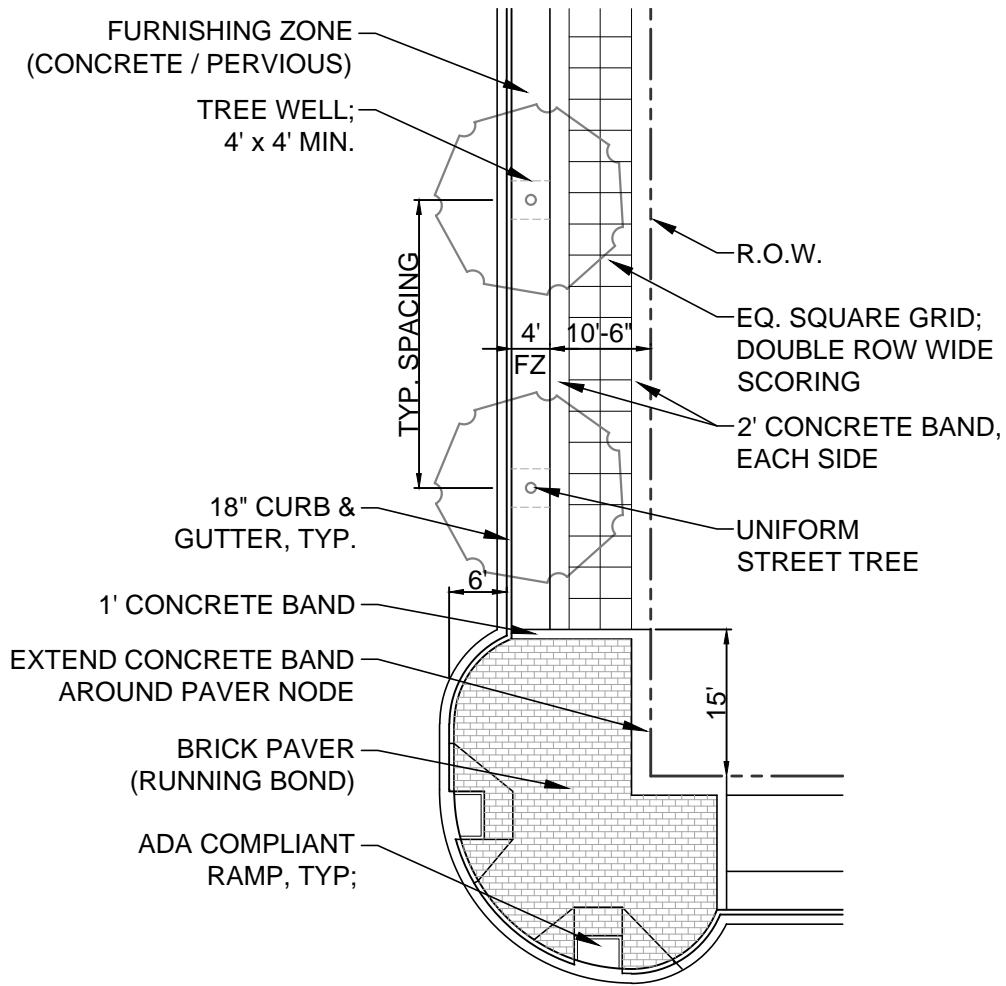
PD-29-32: Reser



BFZ: 2'
 TPZ: 6'
 FZ: 6'-6" (3rd / 4th Avenue South)
 5'-6" (Powell Ave.)



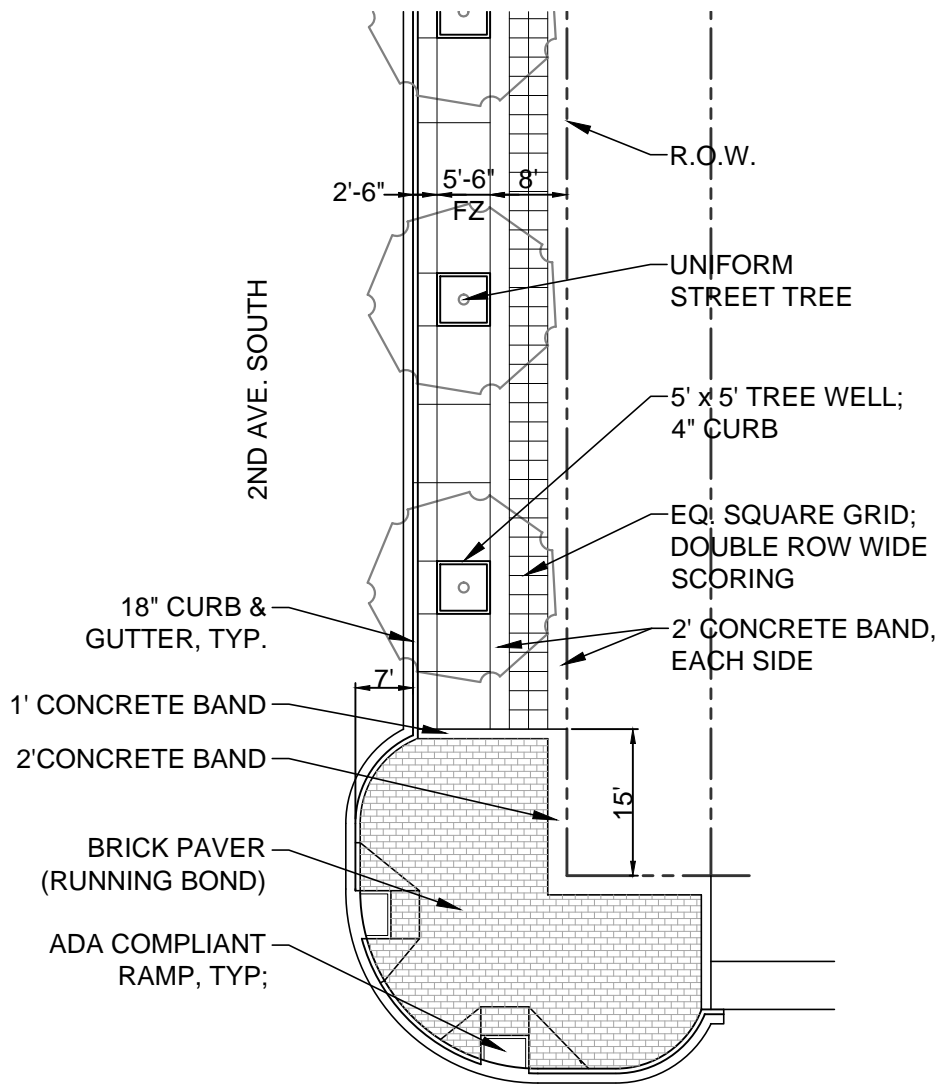
SCALE: 1"=20'



BFZ: 4'-6"
 TPZ: 6'
 FZ: 4'



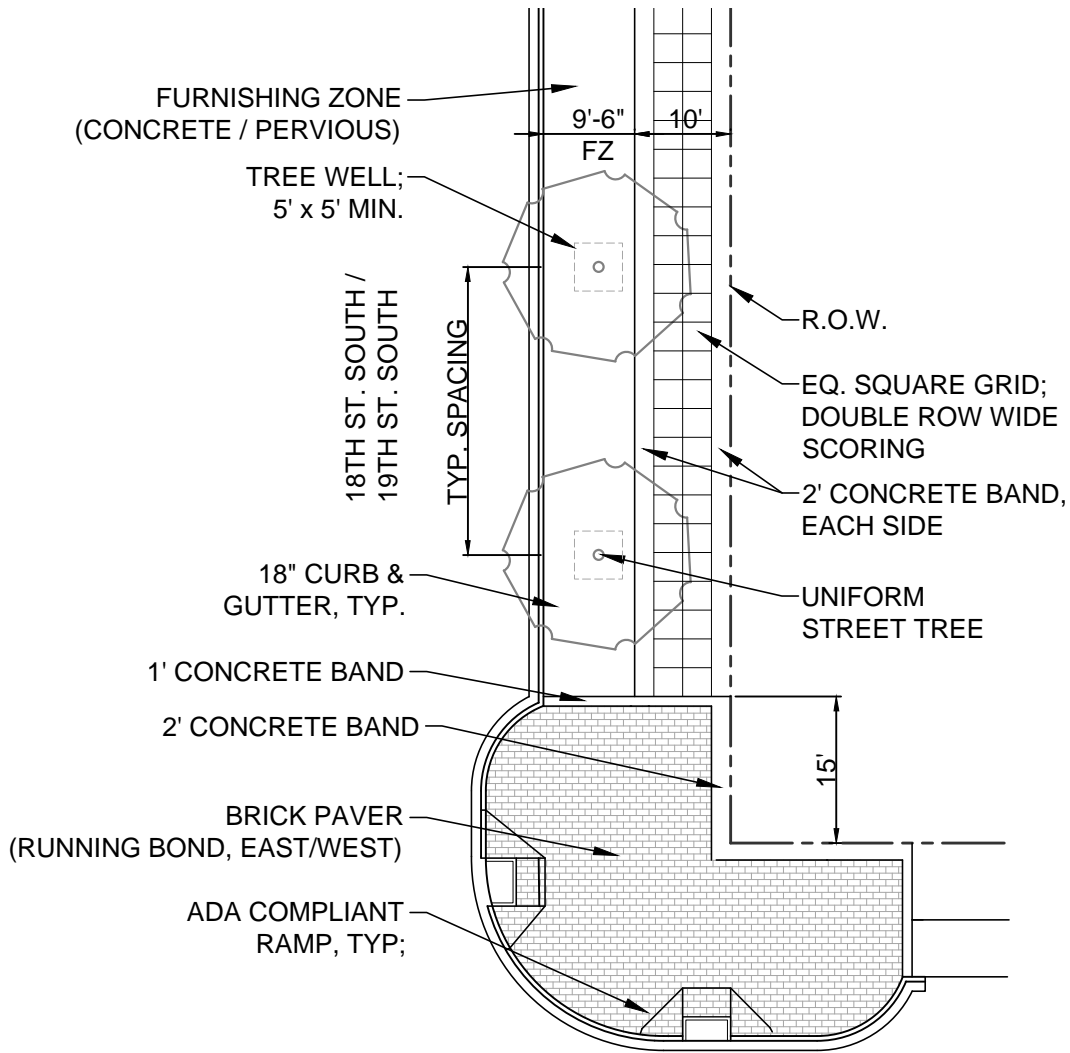
SCALE: 1"=20'



BFZ: 2'
 TPZ: 6'
 FZ: 5'-6" (OPTION AS CAFE SEATING)



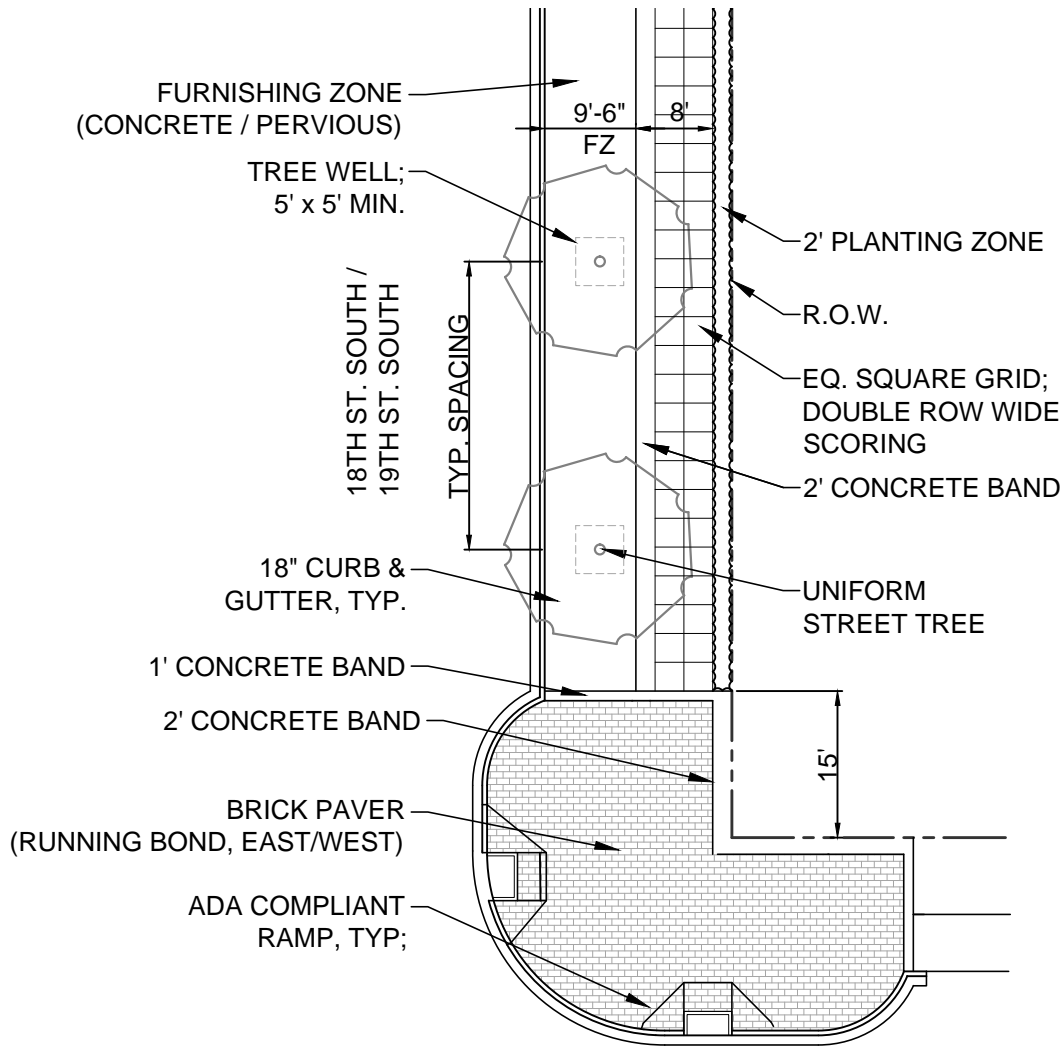
SCALE: 1"=20'



BFZ: 2'
 TPZ: 8'
 FZ: 9'-6"



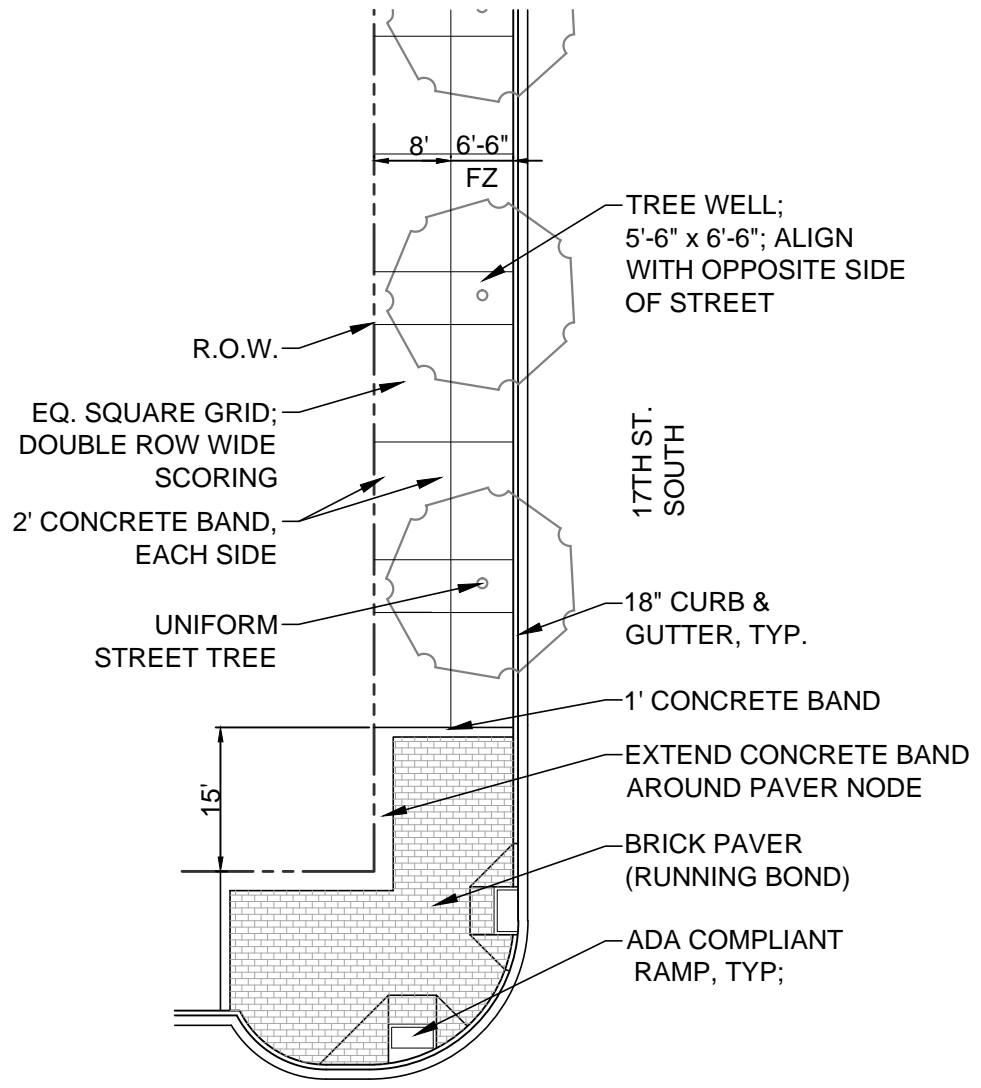
SCALE: 1"=20'



BFZ: 2'
 TPZ: 8'
 FZ: 9'-6"



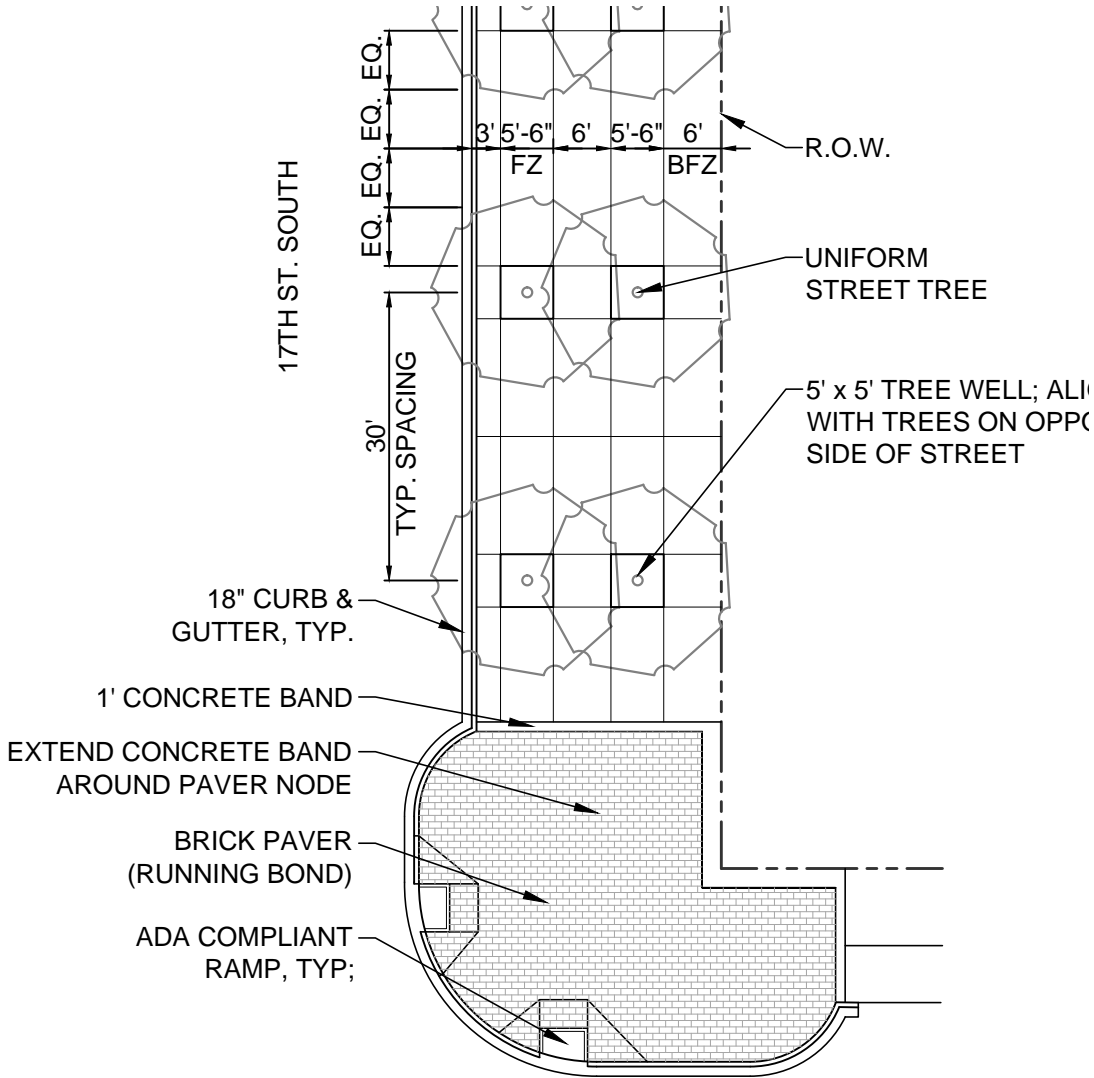
SCALE: 1"=20'



BFZ: 2'
 TPZ: 6'
 FZ: 6'-6"



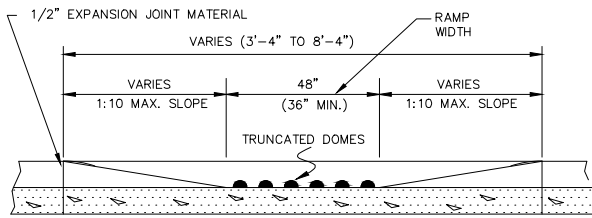
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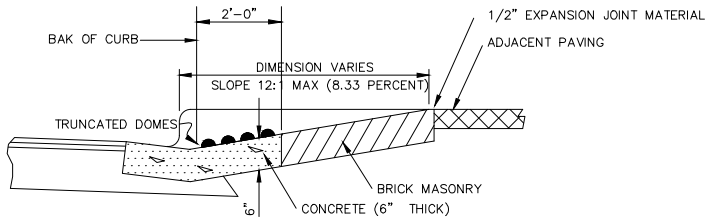
BFZ: 6'
 TPZ: 6'
 FZ: 5'-6"



SCALE: 1"=20'

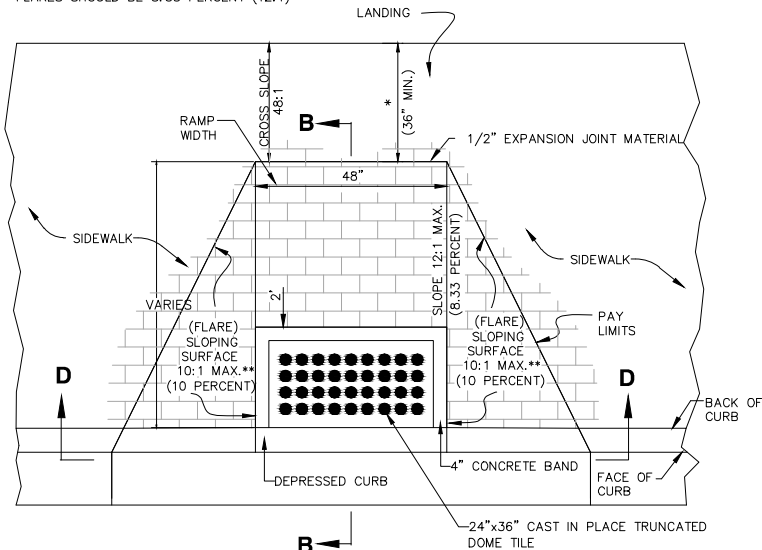


SECTION D-D
N.T.S.



SECTION B-B
N.T.S.

- * IF RAMP CHANGES DIRECTION WITH LANDING, THE MINIMUM LANDING SIZE SHALL BE 60 IN. BY 60 IN.
- ** IF THE LANDING IS AT LEAST 48", THE FLARES SHOULD HAVE A MAXIMUM SLOPE OF 10 PERCENT (10:1)
- IF THE LANDING IS BETWEEN 36" AND 48", THE MAXIMUM SLOPE OF THE FLARES SHOULD BE 8.33 PERCENT (12:1)

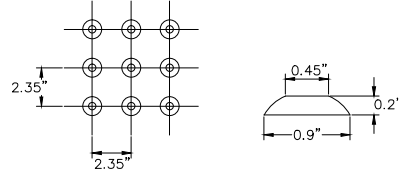


TYPE "A"
CURB RAMP PLAN
N.T.S.

GENERAL NOTES:

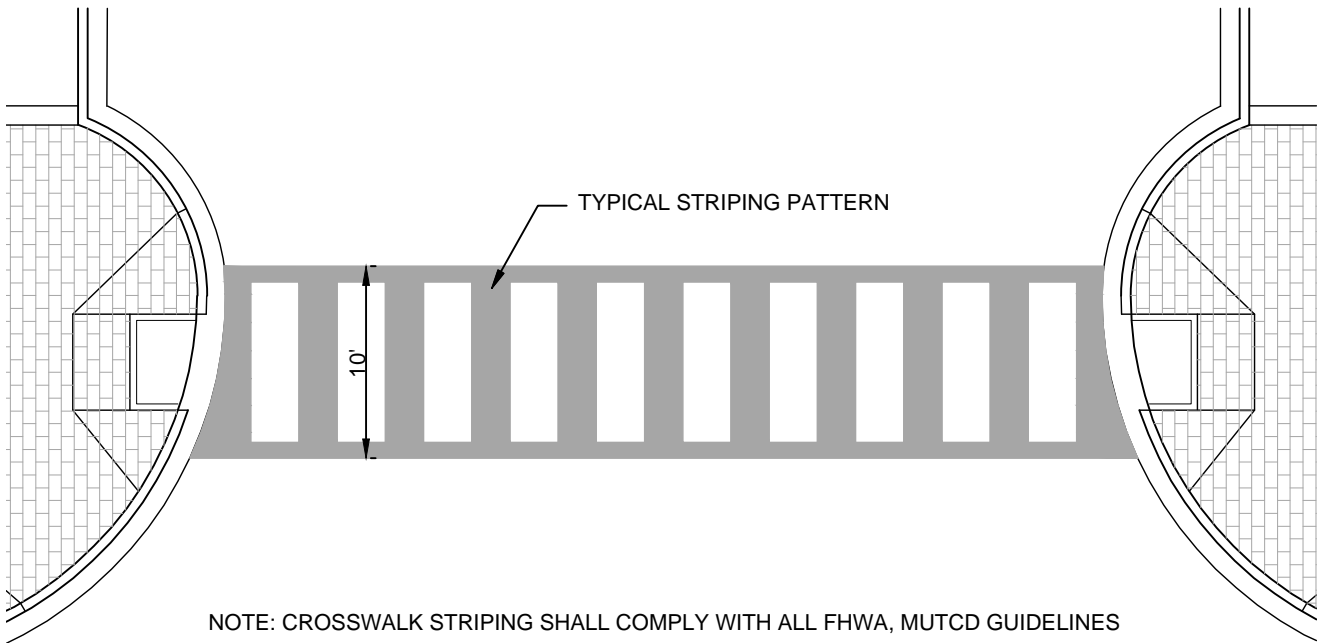
1. THE EXPANSION JOINT SHALL BE PLACED WHERE THE NEW SIDEWALK JOINS EXISTING PAVEMENT STRUCTURE.
2. DETECTABLE WARNING TILES MAY BE ANY PRODUCT MEETING ADA STANDARDS AND THAT HAVE BEEN APPROVED BY THE ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT) WITH THE EXCEPTION THAT PRECAST PAVERS OR METHODS EMPLOYING THE STAMPING OF WET CONCRETE SHALL NOT BE ALLOWED. PROOF OF ACCEPTANCE OF A DETECTABLE WARNING PRODUCT BY ALDOT SHALL BE SUBMITTED TO THE CITY ENGINEER PRIOR TO BID AND SHALL BE IN THE FORM OF EITHER AN ACCEPTANCE LETTER FROM ALDOT OR INCLUSION OF THE PRODUCT ON LIST II-25, DETECTABLE WARNING DEVICES, IN ALDOT'S MATERIALS, SOURCES AND DEVICES WITH SPECIAL ACCEPTANCE REQUIREMENTS MANUAL, LATEST EDITION.
3. DETECTABLE WARNING TILES SHALL CONSIST OF RAISED TRUNCATED DOMES WITH NOMINAL DIAMETER OF 0.9 IN (23 MM), A NOMINAL HEIGHT OF 0.2 IN (5 MM) AND A NOMINAL CENTER-TO-CENTER SPACING OF 2.35 IN (60 MM).
4. DETECTABLE WARNING TILES SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.
5. THE COLOR OF DETECTABLE WARNING TILES SHALL EITHER BE RED, GREY OR YELLOW. THE SPECIFIC COLOR TO BE USED ON ANY GIVEN RAMP SHALL BE DETERMINED BY THE ENGINEER.
6. THE COST OF TRUNCATED DOMES AND PIGMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SIDEWALK.

NOTE: DOMES SHALL BE PARALLEL TO THE RAMP SO THAT THE WHEELCHAIR WHEELS CAN TRAVEL BETWEEN THE DOMES.



TRUNCATED DOMES
SQUARE PATTERN
PARALLEL ALIGNMENT

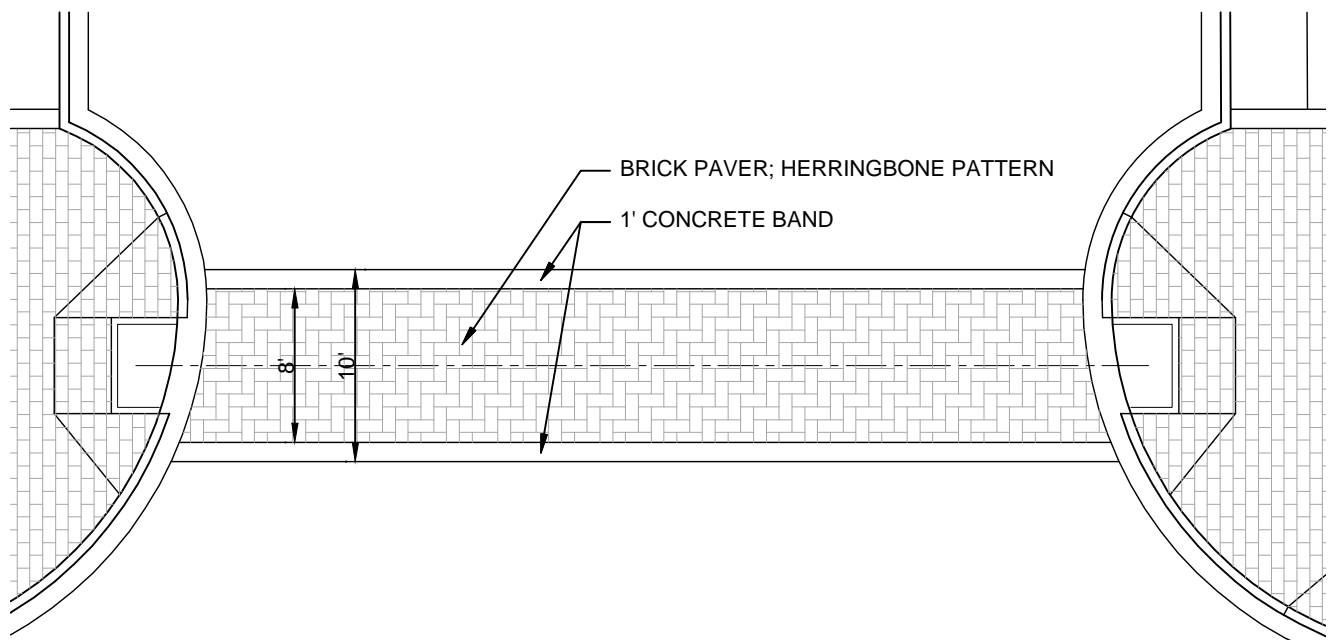
SCALE: N.T.S.



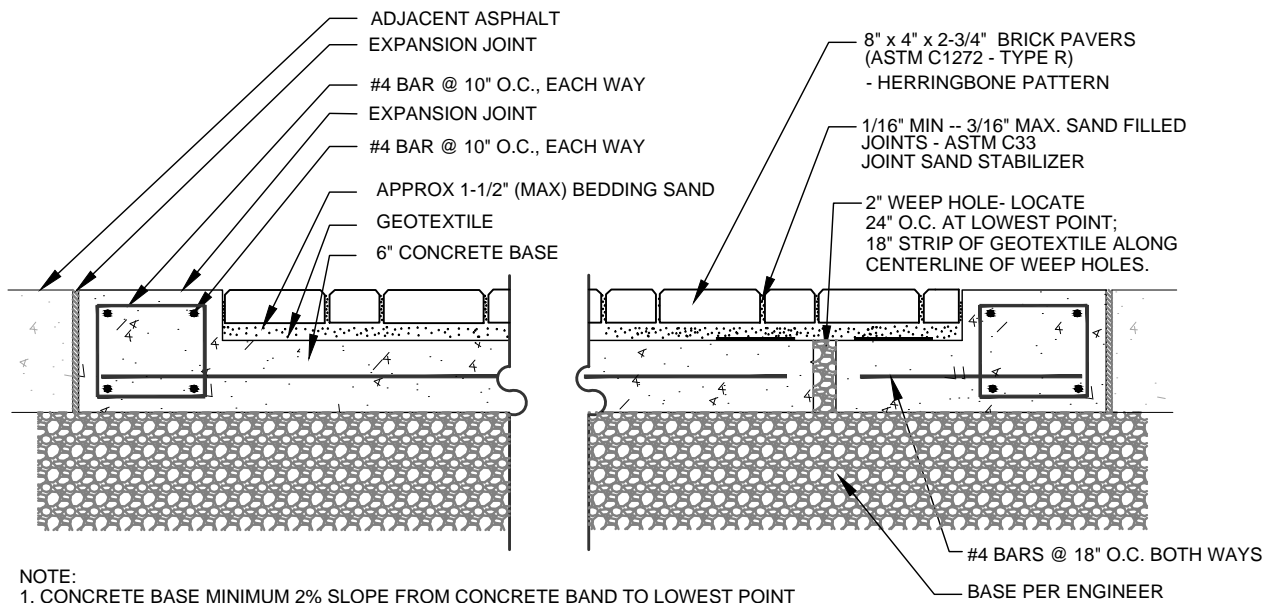
SCALE: N.T.S.

CROSSWALK - PAINTED

PD-9



PLAN



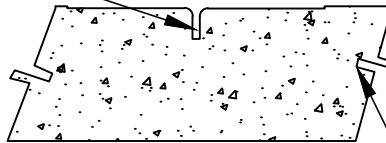
NOTE:
1. CONCRETE BASE MINIMUM 2% SLOPE FROM CONCRETE BAND TO LOWEST POINT
2. PROVIDE EXPANSION JOINTS IN CONCRETE BASE (30' MAX. SPACING)

SECTION

SCALE: N.T.S.

SCORE JOINT - 1/4" W. x 1" D,
1/4" RADIUS; AS SHOWN ON
PLANS

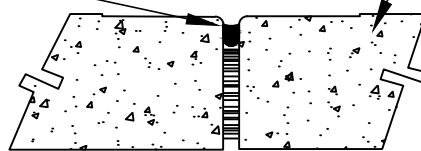
SCORE JOINT



4" TH. TYP.

EXPANSION JOINT - 1/2";
PRE-MOLDED FILLER W/
URETHANE SEALANT AND
BACKER ROD EXPANSION,
JOINTS @ 30'-0" O.C. TYP.

EXPANSION JOINT



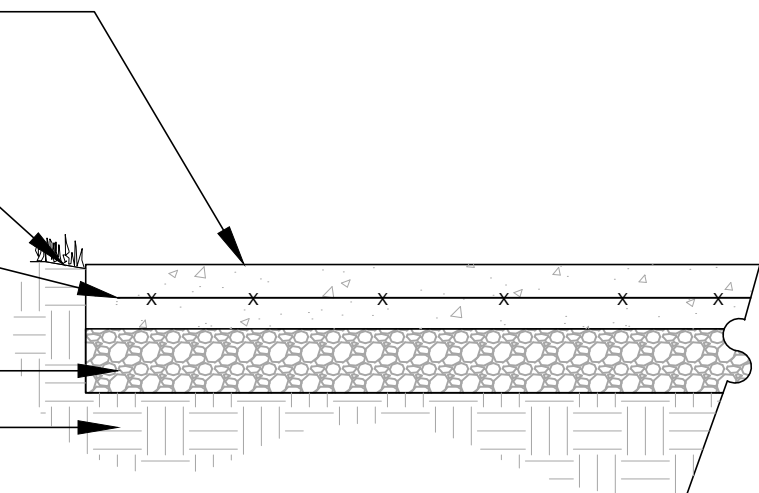
CIP CONCRETE SLAB; 4" THICK;
STANDARD GRAY; MEDIUM
BROOM FINISH, EXPANSION
JOINTS @ 30' O.C. MAX., SCORE
JOINTS AS SHOWN ON PLANS

ADJACENT GRADE

4 X 4, 10 GAUGE W.W.M.

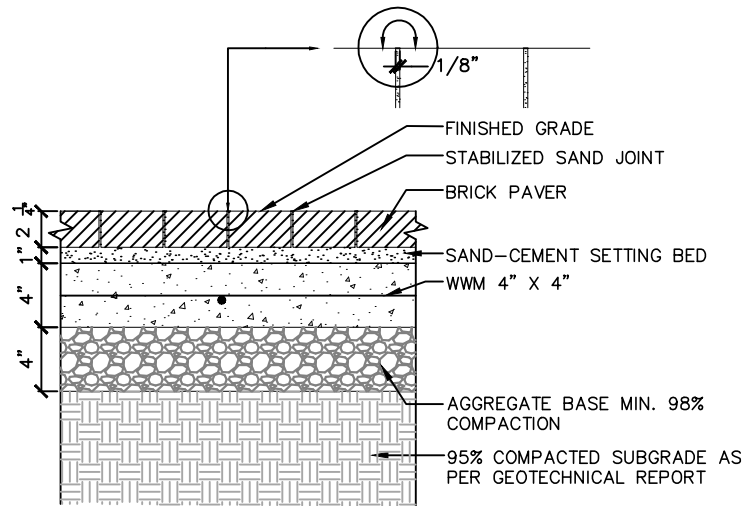
#57 STONE, 6" TH.

COMPACTED SUBGRADE

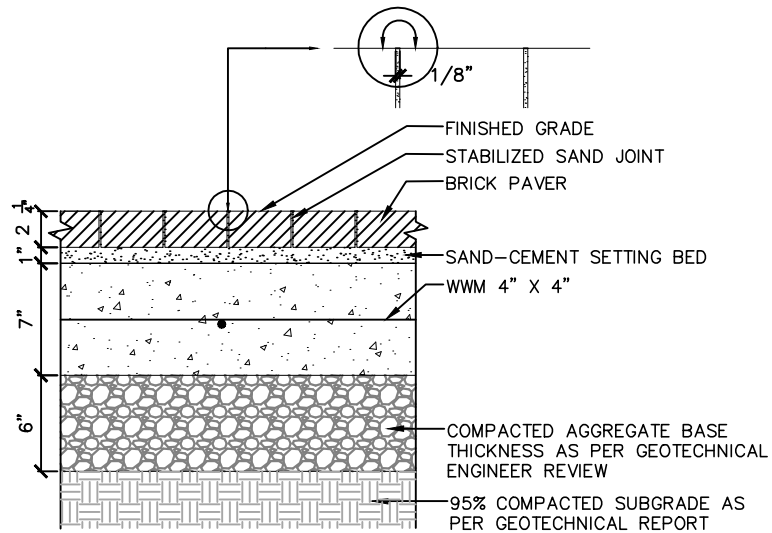


CONCRETE PAVING - PEDESTRIAN

N.T.S.



BRICK PAVING – PEDESTRIAN



BRICK PAVING – VEHICULAR

SCALE: N.T.S.

PRUNE BROKEN OR DEAD BRANCHES, REMOVE EXCESS DO NOT CUT MAIN LEADER

SET TRUNK PLUMB

SPECIFIED MULCH, 3" THICK MIN. 4" FROM TRUNK

3" PVC SIPHON TUBE; NON-PERFORATED W/ CAP; EXTEND PIPE FLUSH WITH TOP OF MULCH & PROVIDE CAP, VISIBLE PORTION PAINTED BLACK

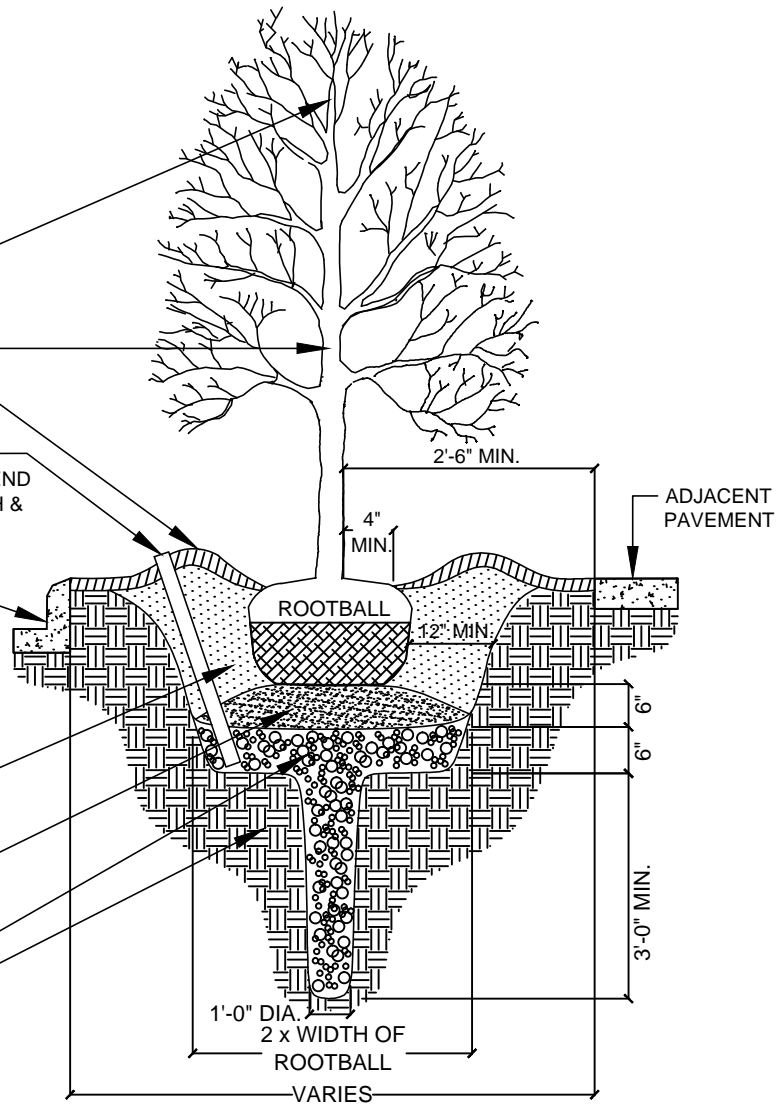
PROPOSED CURB

PLANTING MIX BACKFILL

COMPACT PLANTING MIX TO PREVENT SETTLING; 6" DEPTH

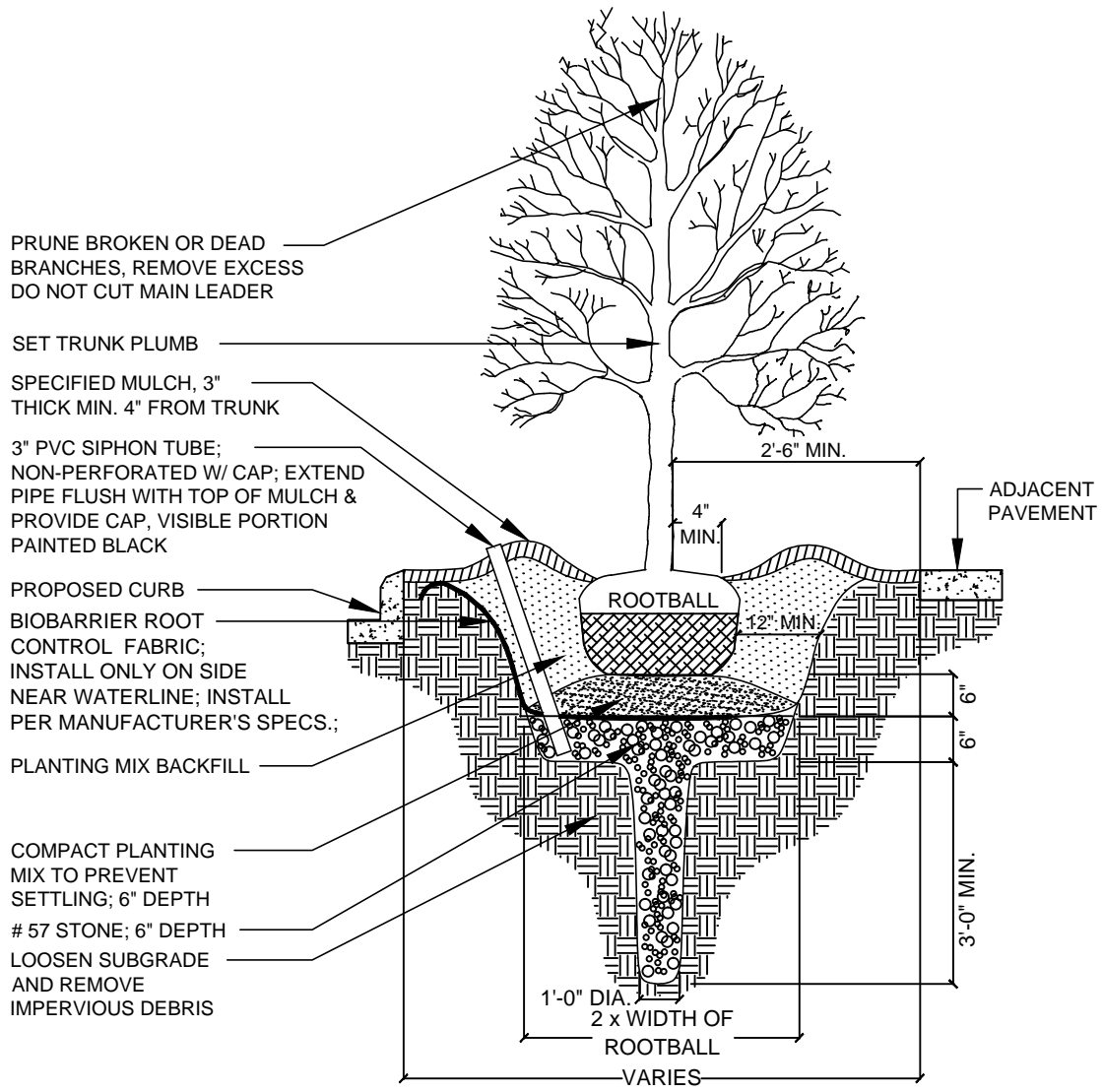
57 STONE; 6" DEPTH

LOOSEN SUBGRADE AND REMOVE IMPERVIOUS DEBRIS



PLAN

SCALE: $\frac{1}{2}'' = 1'-0''$



PRUNE BROKEN OR DEAD BRANCHES, REMOVE EXCESS DO NOT CUT MAIN LEADER

SET TRUNK PLUMB

SPECIFIED MULCH, 3" THICK MIN. 4" FROM TRUNK

3" PVC SIPHON TUBE; NON-PERFORATED W/ CAP; EXTEND PIPE FLUSH WITH TOP OF MULCH & PROVIDE CAP, VISIBLE PORTION PAINTED BLACK

PROPOSED CURB
BIOBARRIER ROOT CONTROL FABRIC; INSTALL ONLY ON SIDE NEAR WATERLINE; INSTALL PER MANUFACTURER'S SPECS.;

PLANTING MIX BACKFILL

COMPACT PLANTING MIX TO PREVENT SETTLING; 6" DEPTH

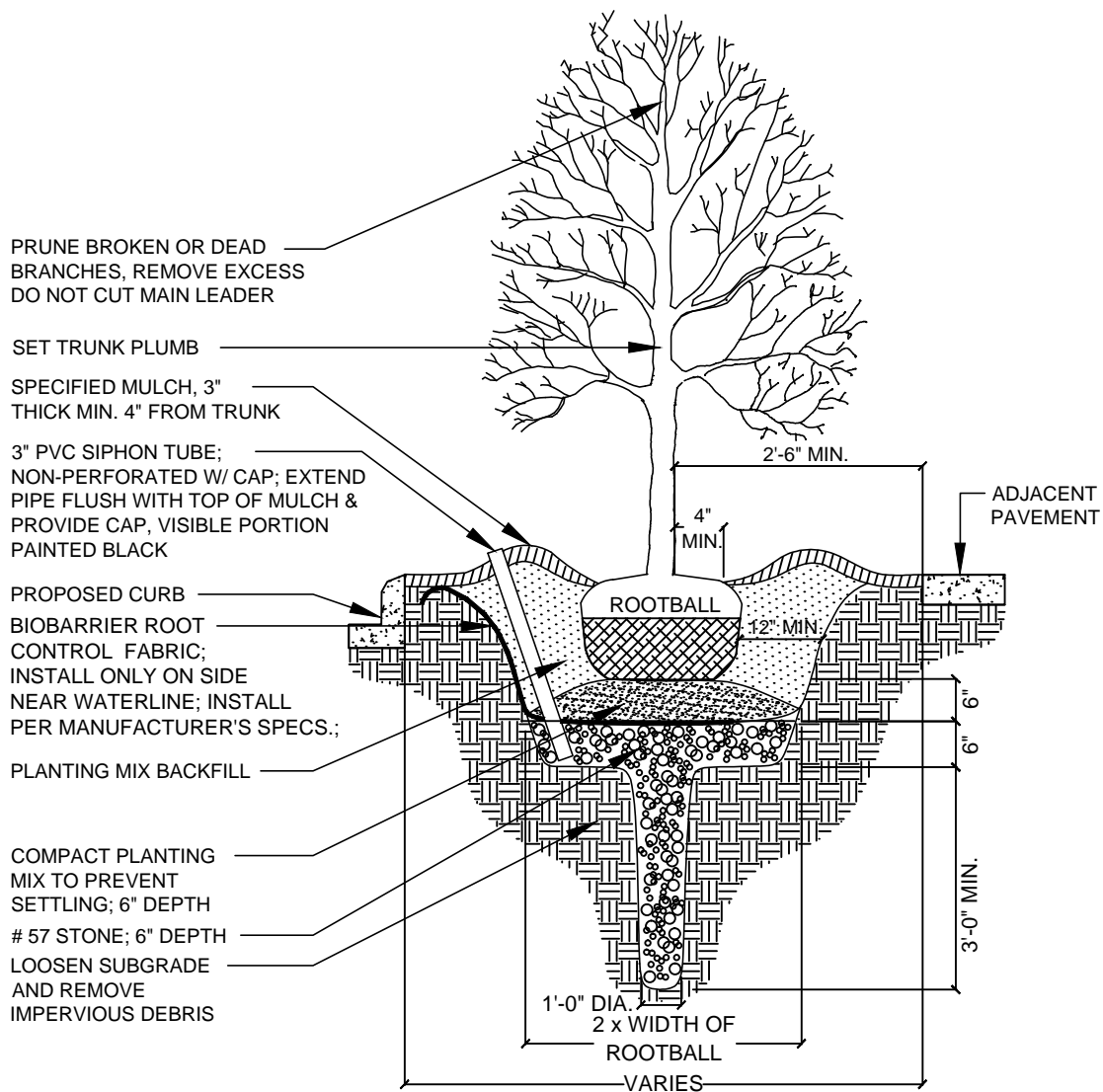
57 STONE; 6" DEPTH

LOOSEN SUBGRADE AND REMOVE IMPERVIOUS DEBRIS

SOURCE INFORMATION FOR ROOT CONTROL FABRIC
 COMPANY: FIBERWEB, INC.
 MODEL: BIOBARRIER ROOT CONTROL SYSTEM
 CONTACT: 1-615-847-7068
 WWW.BIOBARRIER.COM

PLAN

SCALE: 1/2"=1'-0"

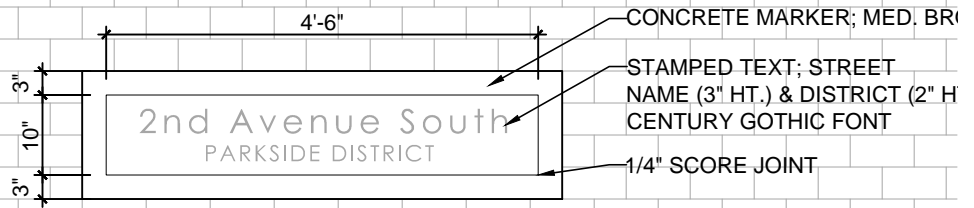
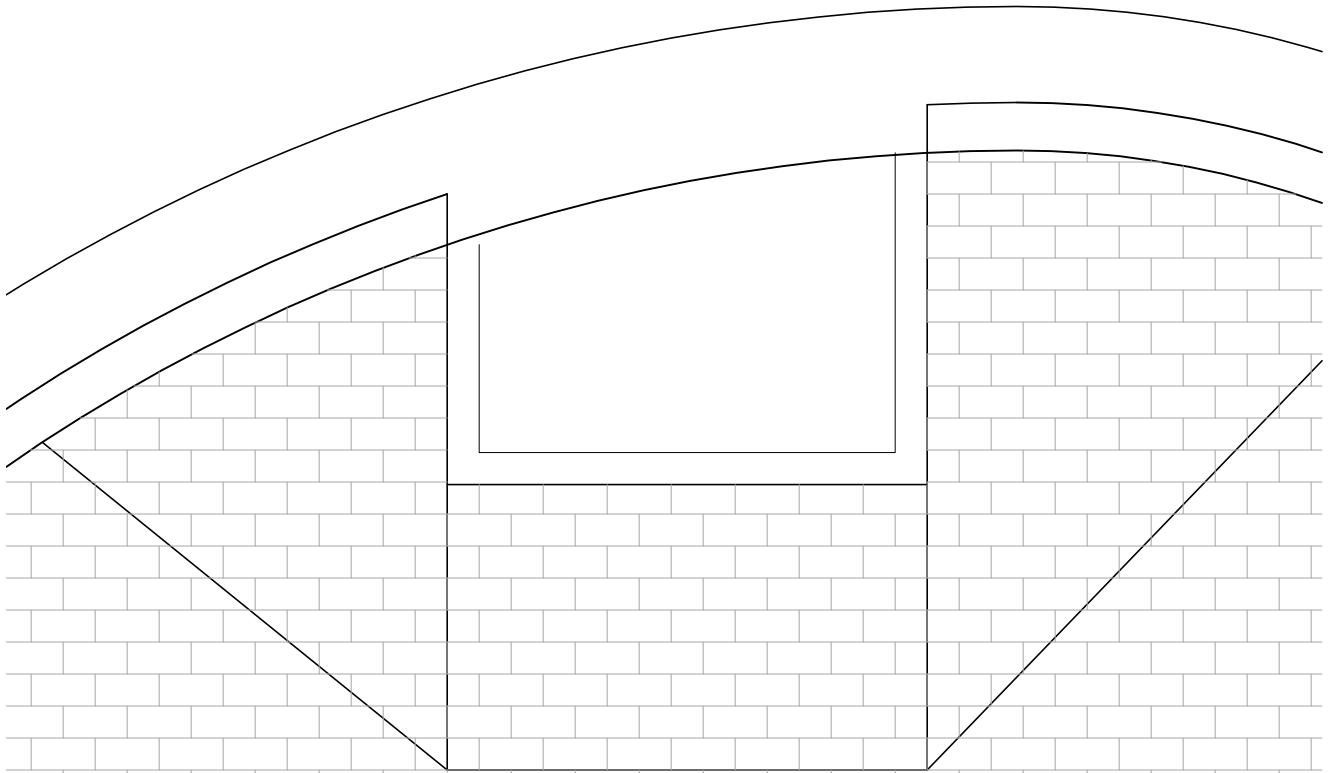


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PLAN

SCALE: 1/2"=1'-0"



PLAN

SCALE: $\frac{1}{2}$ "=1'-0"

DISTRICT PAVING MARKER

PD-28