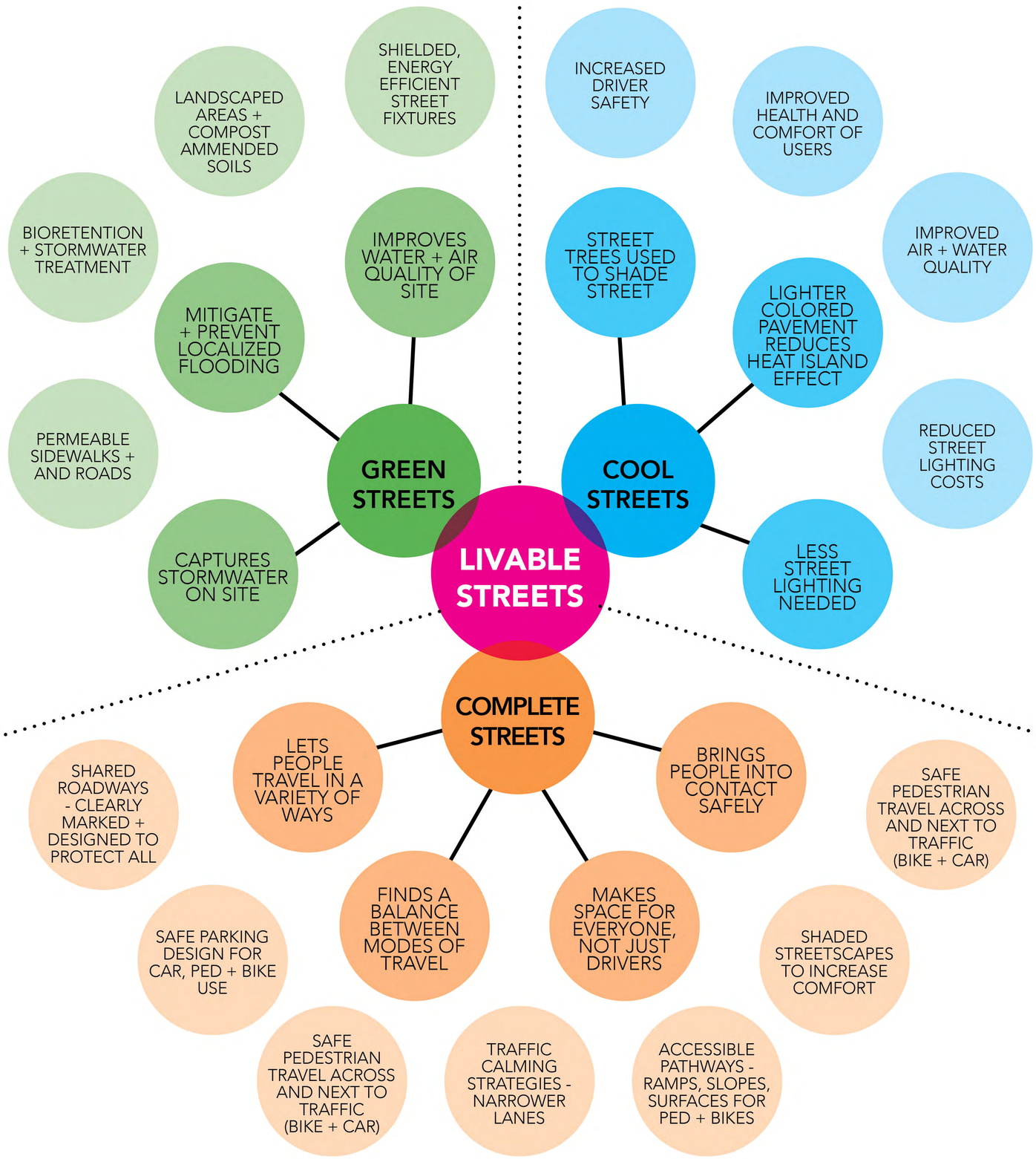
CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

WHAT MAKES A STREET LIVABLE?

(AARP - LIVABLE STREETS REPORT, BERKELEY LAB - HEAT ISLAND GROUP, EPA - GREEN STREETS)



CPEX + BETTER BLOCK BR LIVABLE STREET DEMONSTRATION

(CPEX BB-BR PERKINS ROAD COMMUNITY SURVEY 2018)

- THE CENTER FOR PLANNING EXCELLENCE (CPEX) IS A NON-PROFIT ORGANIZATION COMMITTED TO COORDINATING PLANNING EFFORTS THROUGHOUT LOUISIANA.
- IN 2016 CPEX COORDINATED A TWO DAY DEMONSTRATION PROJECT WITH BETTER BLOCK BR AT THE PERKINS OVERPASS.
- THE TWO BLOCK SITE ALONG PERKINS ROAD WAS RETRO-FITTED TO SHOW PEOPLE FROM THE COMMUNITY THE POTENTIAL BENEFITS OF CREATING MORE LIVABLE AND PEDESTRIAN FRIENDLY STREETSCAPES.

HOW THE COMMUNITY TRAVELED TO PERKINS ROAD:

44% WALKED	28% BIKED	31% DROVE
3% RIDE SHARE	2% OTHER	0% PUBLIC TRANSIT

PAINTED TRAIL UNDER PERKINS ROAD OVERPASS

POP UP PARK DEMONSTRATION WITH YOGA CLASS

TEMPORARY PAINT IDENTIFIES BIKE LANE OPPORTUNITY

TEMPORARY PAINT IDENTIFIES CROSSWALK OPPORTUNITY

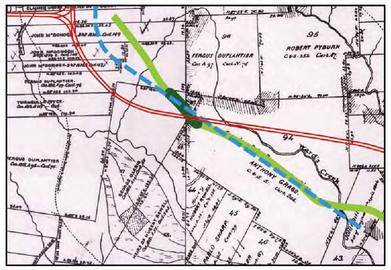
DOTD PROPOSED RAMP REMOVAL + OPPORTUNITY AREAS

(LOUISIANA DOTD)

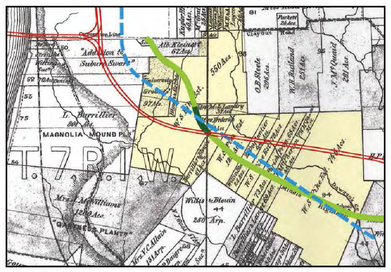
CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

NEIGHBORHOOD HISTORY

(DARIUS A. SPIETH, PH.D. PROFESSOR OF ART HISTORY, LSU)

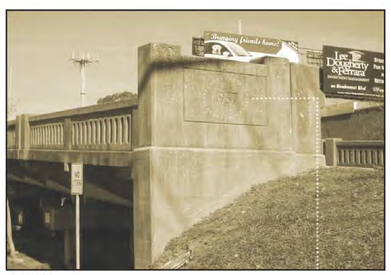


1827



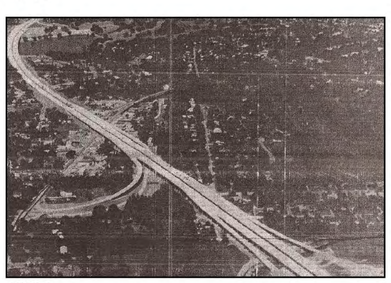
1855

1932



1937

1942



1964

- 1812 — LOUISIANA STATEHOOD
- 1827 — RICHLAND PLANTATION BUILT (NOW PR)
- 1855 — RICHLAND PLANTATION SOLD TO J PERKINS
- 1907 — RAILROAD THROUGH PR AREA BUILT
- 1923 — LSU OPENS AT PRESENT CAMPUS
- 1925 — AREA SUBDIVISIONS FOUNDED
- 1928 — HUEY P. LONG ELECTED GOVENOR
- 1929 — MAIN ROADS LAID OUT FOR SUBDIVISIONS
- 1933 — FDR NEW DEAL PLAN
- 1937 — OVERPASS OVER RAILROAD BUILT
- 1938 — SEWER & DRAINAGE SYSTEMS INSTALLED
- 1940 — CURRENT STORE BUILDING ERECTED
- 1949 — BR CITY PARISH CONSOLODATION
- 1950 — MOST RESIDENTIAL BUILDINGS ERECTED
- 1961 — BET R GROCERY STORE OPENS
- 1964 — I-10 OVERPASS BUILT
- 2013 — ACADIAN SHOPPING CENTER OPENS

NEIGHBORHOOD DEMOGRAPHICS

(CENSUS BLOCK GROUP DATA 2010 - TRACT 26.02)

Population
1,540

Avg. Age
36 33

Median Home Value
$279,100

Vacancy Rate
17%

Median Income
$54,107

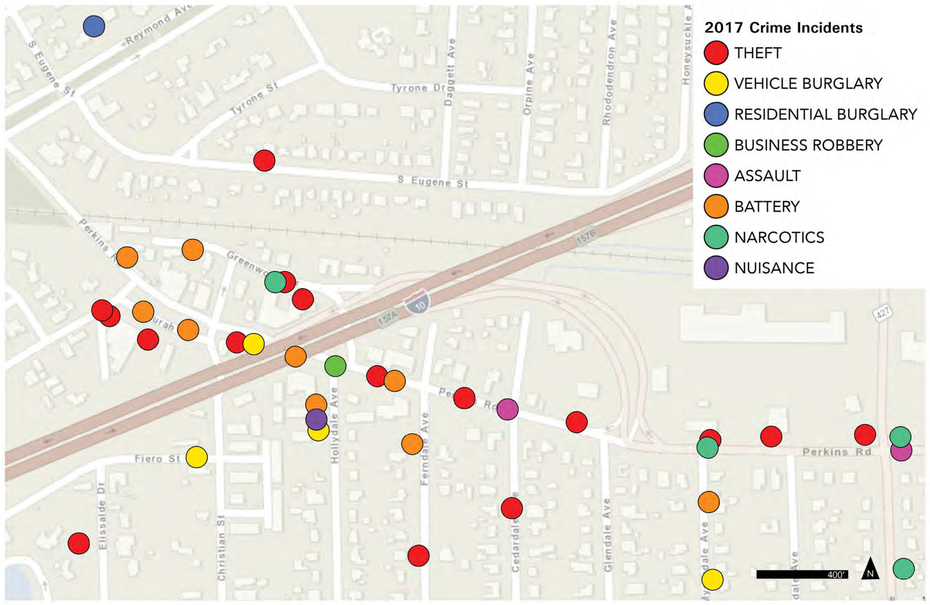
Education (High School+)
87%

Housing (Owner Occupied)
60%

Housing (Renter Occupied)
40%

CRIME INCIDENTS IN THE AREA

(POLICE CRIME REPORT 2017)



COMMUNITY QUOTES

(GATHERED BY TANVI SHAH, 2ND YEAR MLA)

THE AREA DEVELOPED NATURALLY, IT WASN'T MANUFACTURED. IT'S ALL SMALL BUSINESS. IT'S A PLEASANT PLACE.
- GEORGE'S (C. 1979)

I LIKE THE NEIGHBORHOOD FEEL. PEOPLE HAVE BEEN HERE THIRTY, FOURTY, FIFTY YEARS.
- IVAR'S (C. 1980)

WE'VE KNOWN SOME CUSTOMERS SINCE THEY WERE KIDS. OUR CUSTOMERS ARE FROM THE NEIGHBORHOOD.
- BOLTON (C. 1962)

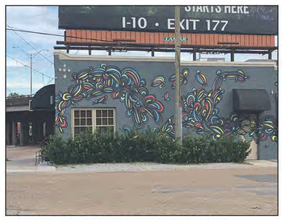
I LIKE THE LOCAL, FAMILY FEEL OF THE AREA. MOST OF THE SHOPPERS ARE FROM THE NEIGHBORHOOD.
- BET-R (C. 1961)

SENSE OF PLACE SITE CHARACTER IMAGES

(SELF COLLECTED IMAGES)

K STREET GRILL LANDSCAPING UNDER PERKINS OVERPASS

GRAFFITI ART UNDER PERKINS OVERPASS



OVERPASS MERCHANT WALL ART

BIOSWALES UNDER INTERSTATE 10

RAILROAD NEXT TO PERKINS OVERPASS

HOUSE UNDER PERKINS ROAD OVERPASS

GRAFFITI AND RAILROAD UNDER PERKINS ROAD OVERPASS

HERATAGE OAK ON PERKINS ROAD

PERKINS ROAD STORE FRONTS

DIY BIKE PARK UNDER PERKINS OVERPASS

CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

BATON ROUGE LIDAR & SITE TOPOGRAPHY

LOUISIANA STATE UNIVERSITY ATLAS LIDAR MAP,
BATON ROUGE OPEN SOURCE DATA, FEMAIH

QUICK FACTS

AVERAGE SLOPE

3-5%

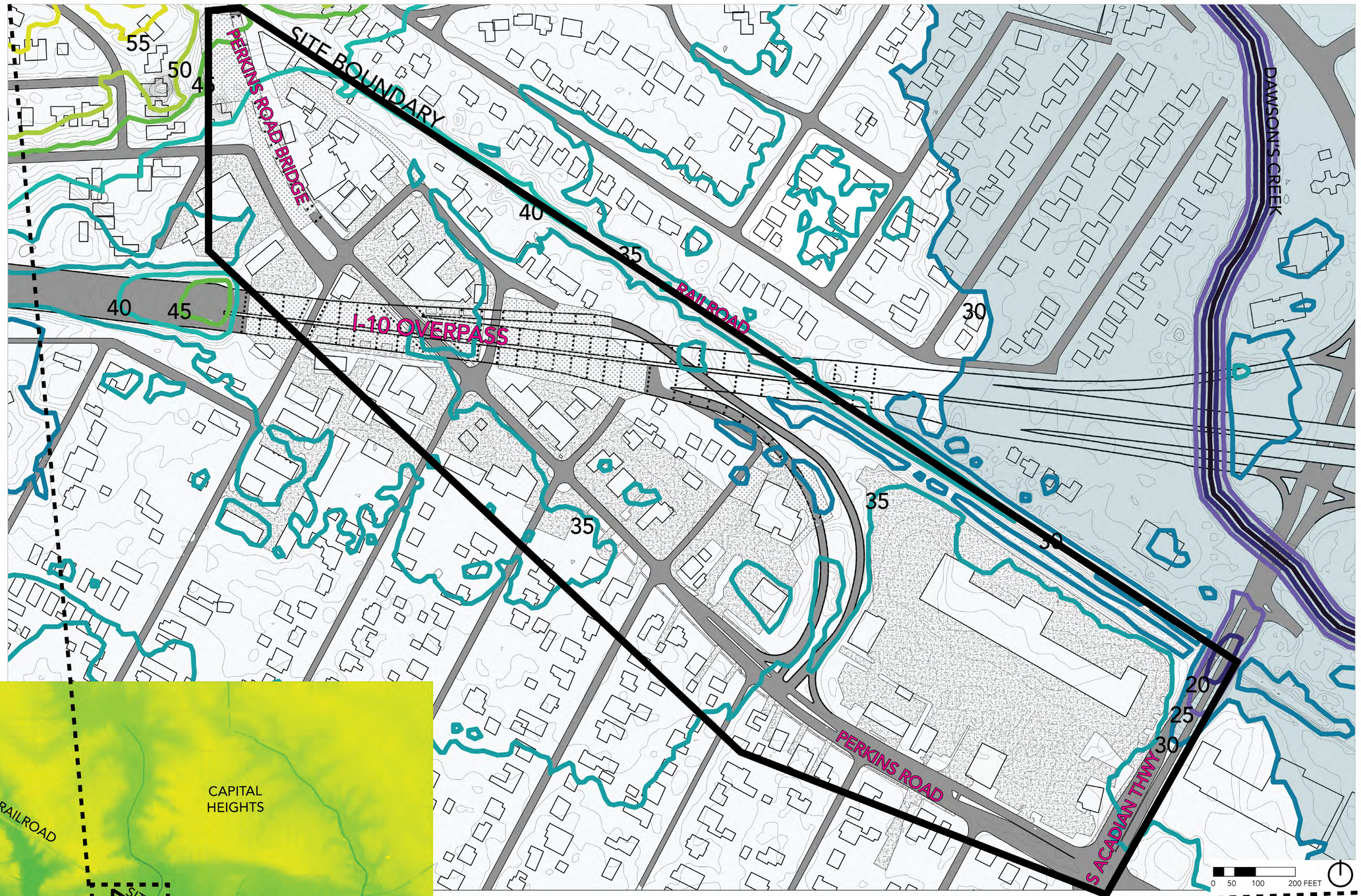
SURFACE MATERIALS

62% IMPERVIOUS
VS.
38% PERVIOUS

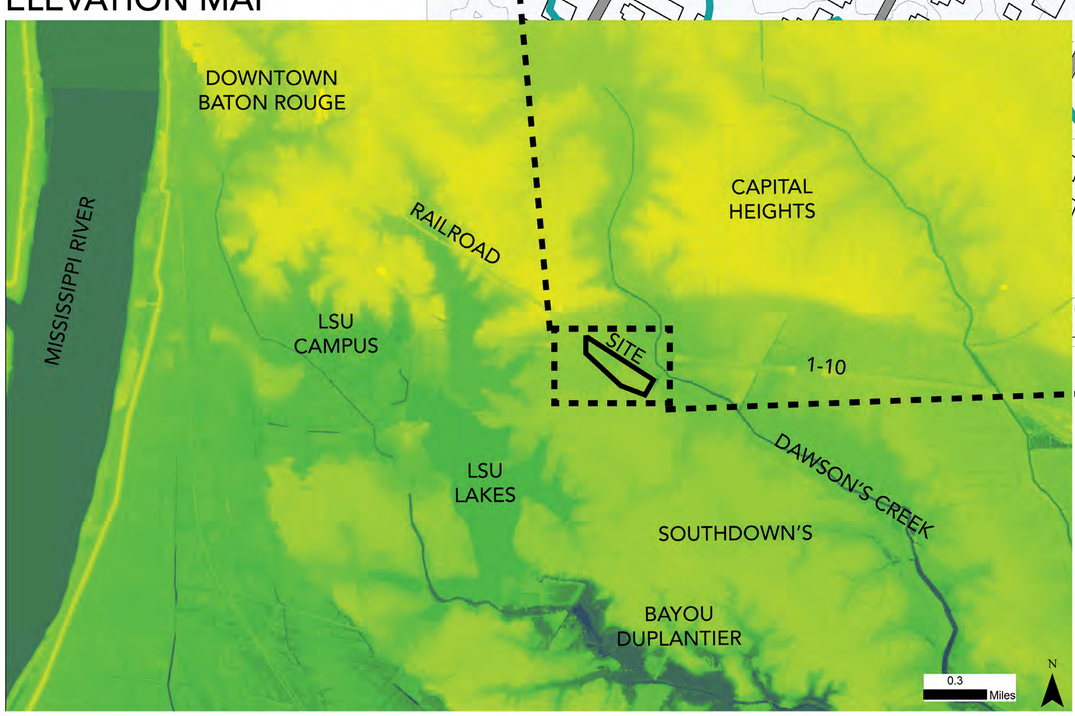
FEMA REPORT

'REDUCED RISK OF FLOOD DUE TO LEVEE'

FLOOD HAZARD + SURFACE MATERIALS SITE MAP



TOPOGRAPHY ELEVATION MAP



SITE LEGEND

CONTOUR ELEVATIONS (FEET)

- 15
- 20
- 25
- 30
- 35
- 40
- 45
- 50
- 55

2016 FLOOD HAZARD

- FLOOD HAZARD AREA

SURFACE MATERIALS

- CONCRETE
- GRAVEL
- ASPHALT

INVENTORY AND ANALYSIS - TOPOGRAPHY, HYDROLOGY, + SURFACE MATERIALS

EMILY BOURDON, GRACE RAGLAND - LA 5001 - 10.19.18

CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

GENERAL SITE CONDITIONS

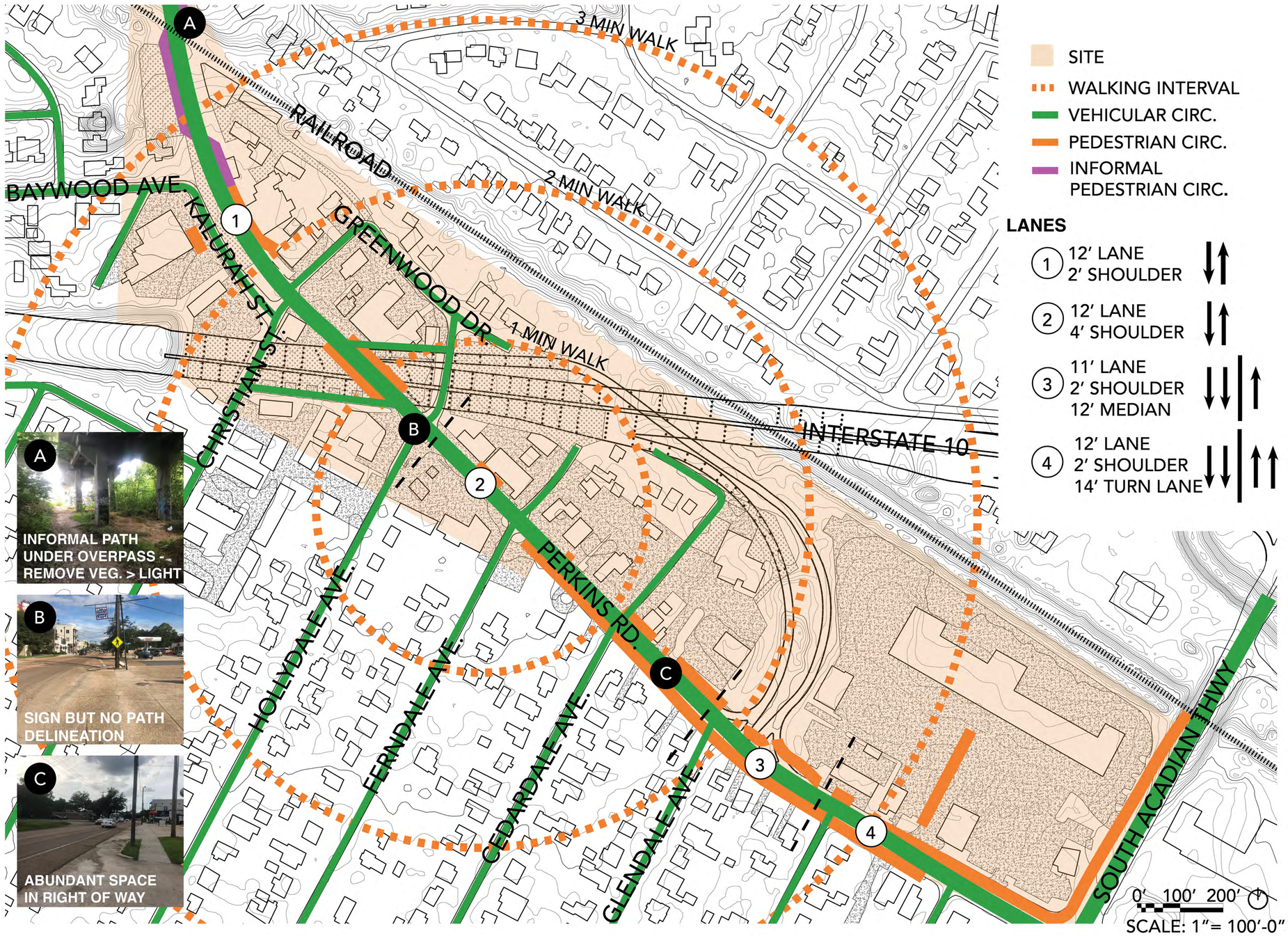
- LACKING CURBS
- LACK OF SIDEWALKS
- NO BUS STOPS
- FEW BIKE RACKS
- MINIMAL SEATING
- LACK OF CROSSWALKS
- NO BIKEWAYS
- LIMITED PARKING/BUILDING
- MATERIALS : ASPHALT, CONCRETE
- MODERATE CLEANLINESS ON ROAD
- 35 MPH SPEED LIMIT
- ROAD CONDITION: FAIR
- PARKING CONDITION: POOR
- ACCESSIBILITY: POOR
- 2 MIN TO DRIVE SITE
- 5 MIN TO WALK SITE

CIRCULATION FACILITIES/ACCIDENTS

- BUS ROUTE
- BIKE LANE
- SHARED USE PATH
- SHARROW
- CYCLIST CRASH
- PEDESTRIAN CRASH
- STREET CROSSWALK

- > 50-70 MPH
- > 40-50 MPH
- > 30-40 MPH
- > 15-30 MPH
- 5-15 MPH

CIRCULATION SITE MAP



- SITE
- WALKING INTERVAL
- VEHICULAR CIRC.
- PEDESTRIAN CIRC.
- INFORMAL PEDESTRIAN CIRC.

LANES

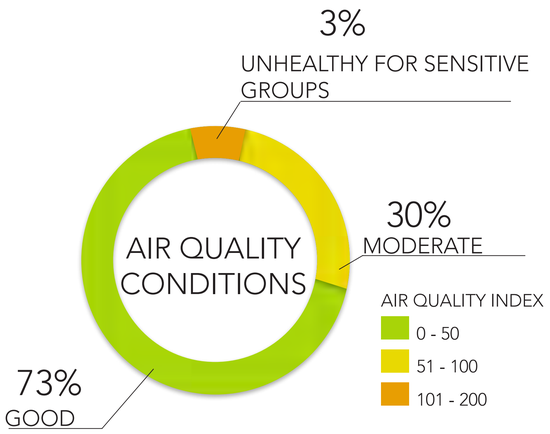
1. 12' LANE, 2' SHOULDER
2. 12' LANE, 4' SHOULDER
3. 11' LANE, 2' SHOULDER, 12' MEDIAN
4. 12' LANE, 2' SHOULDER, 14' TURN LANE

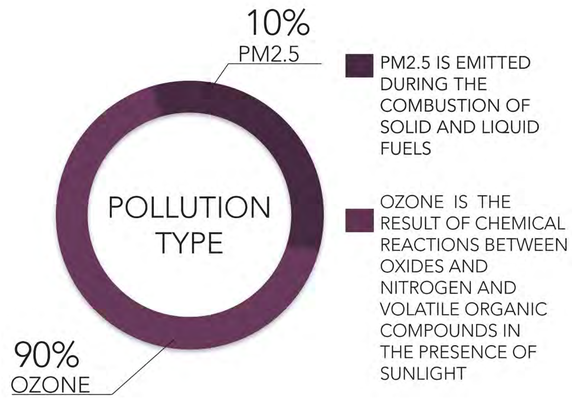
TRAFFIC

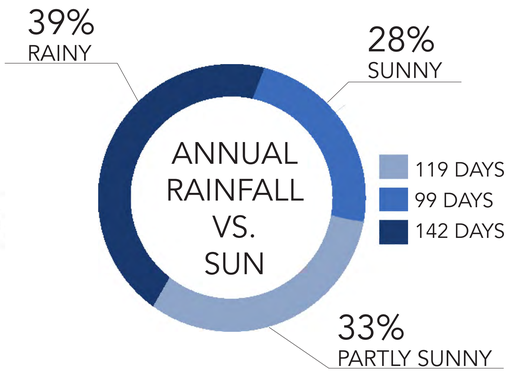
- STOP AND GO
- SLOW
- MODERATE
- FREE FLOW

CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

CLIMATE CONDITIONS IN BATON ROUGE, LA

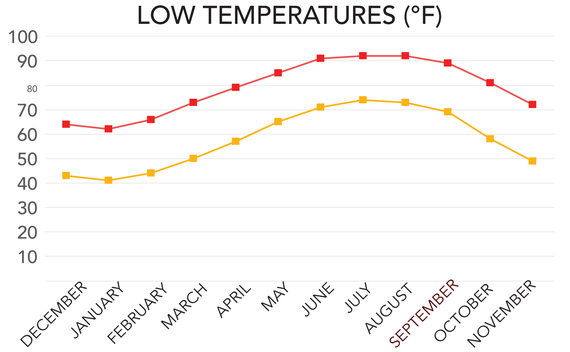






TEMPERATURE

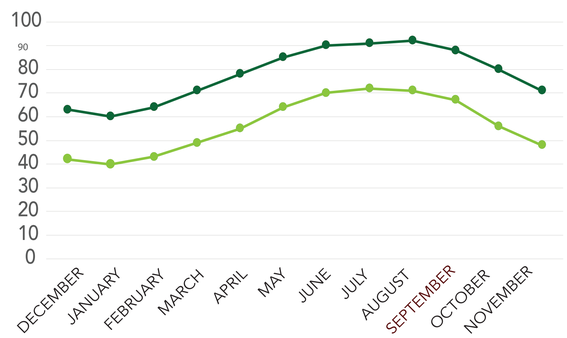
BATON ROUGE AVERAGE MONTHLY HIGH AND LOW TEMPERATURES (°F)



- HIGH: AUGUST 92.5°F
- LOW: JANUARY 62.3°F

HUMIDITY

HIGH AND LOW MONTHLY HUMIDITY (%)

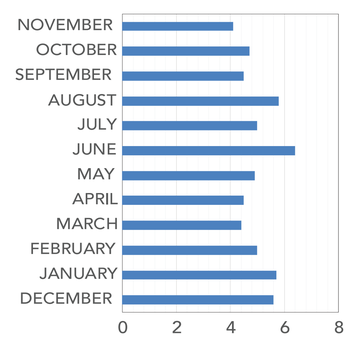


- HIGH: AUGUST 78%
- LOW: JANUARY 50%

PRECIPITATION

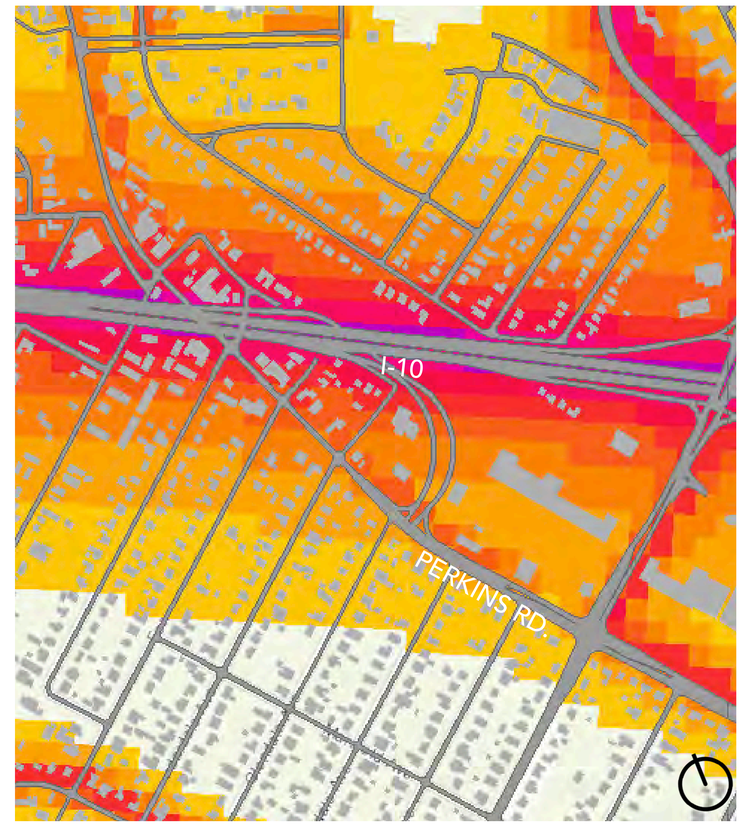
** BATON ROUGE ANNUAL RAINFALL: 63"*

AVERAGE MONTHLY PRECIPITATION (IN)



- HIGH: JUNE 6.4"
- LOW: NOVEMBER 4.1"

NOISE DECIBELS



CONUS Road Noise

35 - 40	50.01 - 55	65.01 - 70	80.01 - 85
40.01 - 45	55.01 - 60	70.01 - 75	85.01 - 90
45.01 - 50	60.01 - 65	75.01 - 80	90.01 - 95

EXISTING VEGETATION

** PERCENTAGE OF SITE COVERED BY TREE CANOPY: 37%*

SCALE: 1"= 40' 0"

EXISTING TREE CANOPY

COMMON SITE TREES

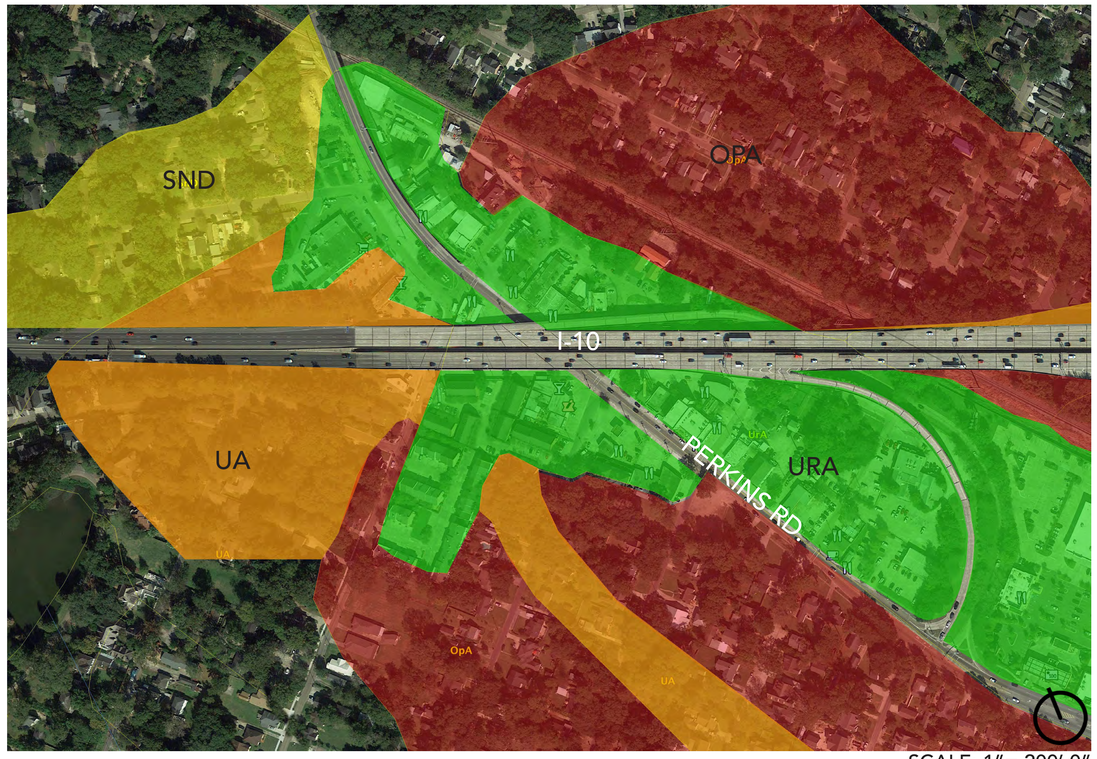
AMERICAN SWEET GUM

NATCHEZ CRAPE MYRTLE

SOUTHERN LIVE OAK

WATER OAK

EXISTING SOILS



SCALE: 1"= 200' 0"

UDORTHENTS UA

ORVILLE SILT LOAM OPA

URBAN LAND URA

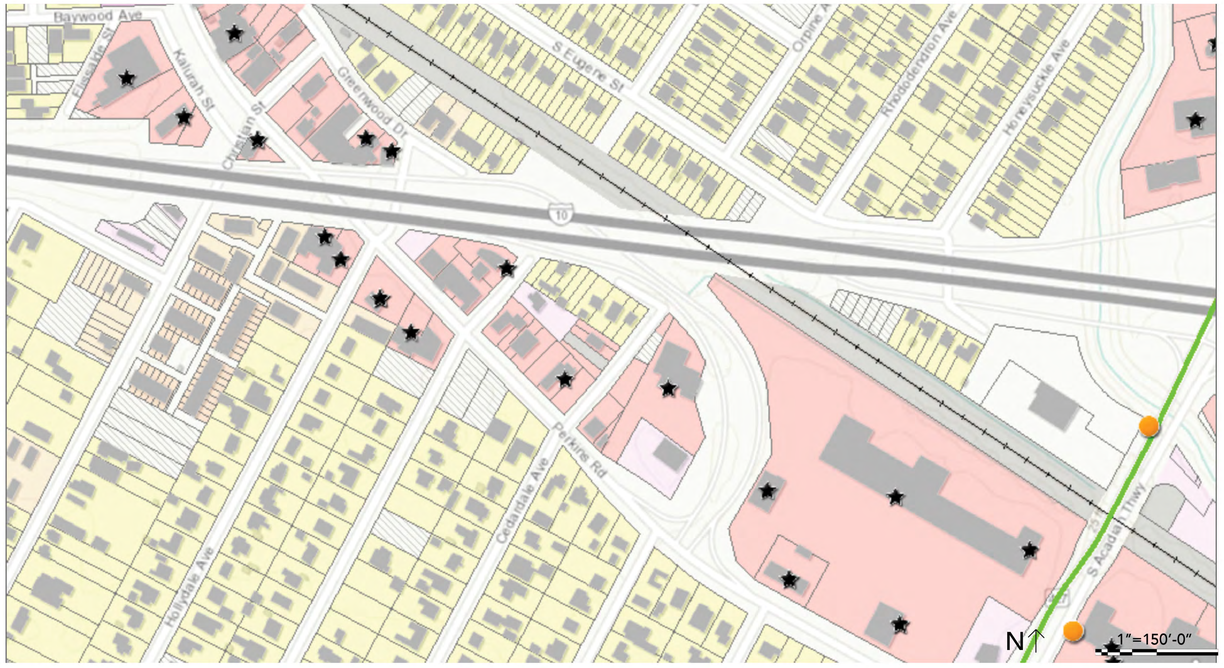
SCOTLANDVILLE SILT SND

INVENTORY AND ANALYSIS - TOPIC OF RESEARCH

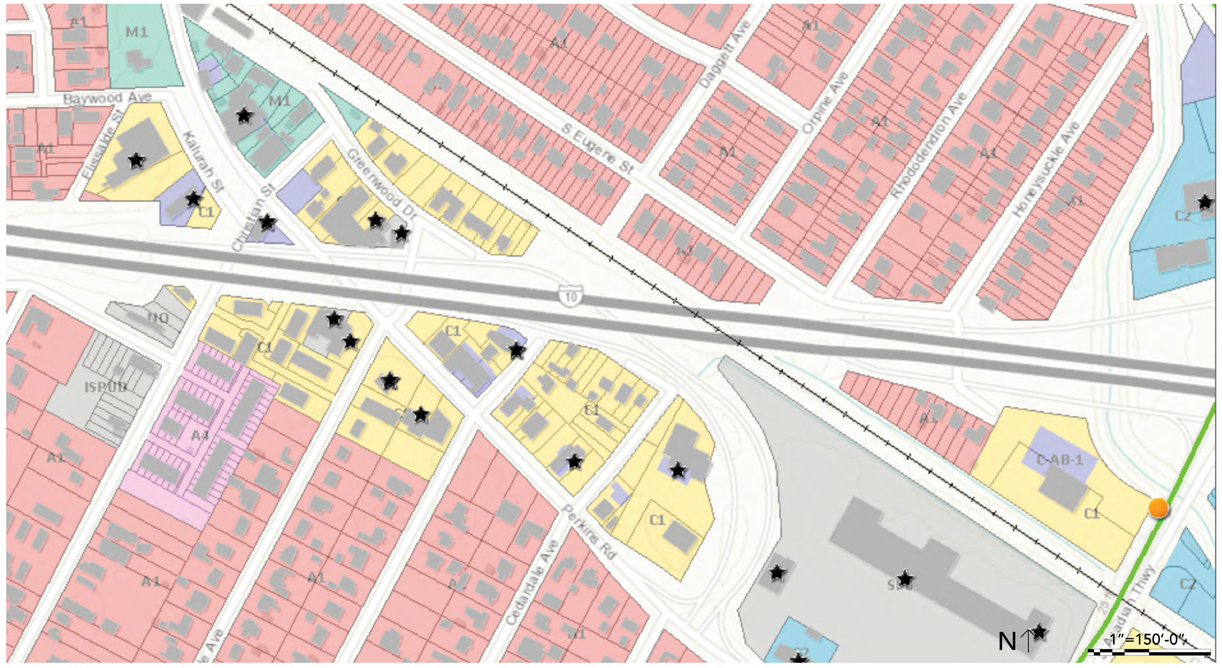
KARA FITZSIMMONS, ANNE CATHERINE RODRIGUEZ, DREW SAMSON - LA 5001 - 10.19.18

CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

LAND USE



ZONING



LAND USE KEY

COMMERCIAL

LOW DENSITY RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL

17 RESTAURANTS

2 BARS

18 LIQUOR LICENSES

12 COMMERCIAL STORE FRONTS

The land use map above shows the high quantity of commercial storefronts in a centralized location along a busy arterial street located within a dense single family residential neighborhood, making for perfect shopping conditions for the local residents.

ZONING KEY

M1: LIGHT INDUSTIRAL

Shown in the light aqua color, M1 zoning code is only applied to the rear storage yards of the overpass area. Businesses located within this area use their properties for warehousing and storage.

C1: LIGHT COMMERCIAL

Highlighted in yellow, light commercial is the most common commercial zoning in baton rouge. Typical businesses in this area are clothing shops, salons, bars, shops, a pharmacy, and restaurants.

A1: SINGLE FAMILY RESIDENTIAL

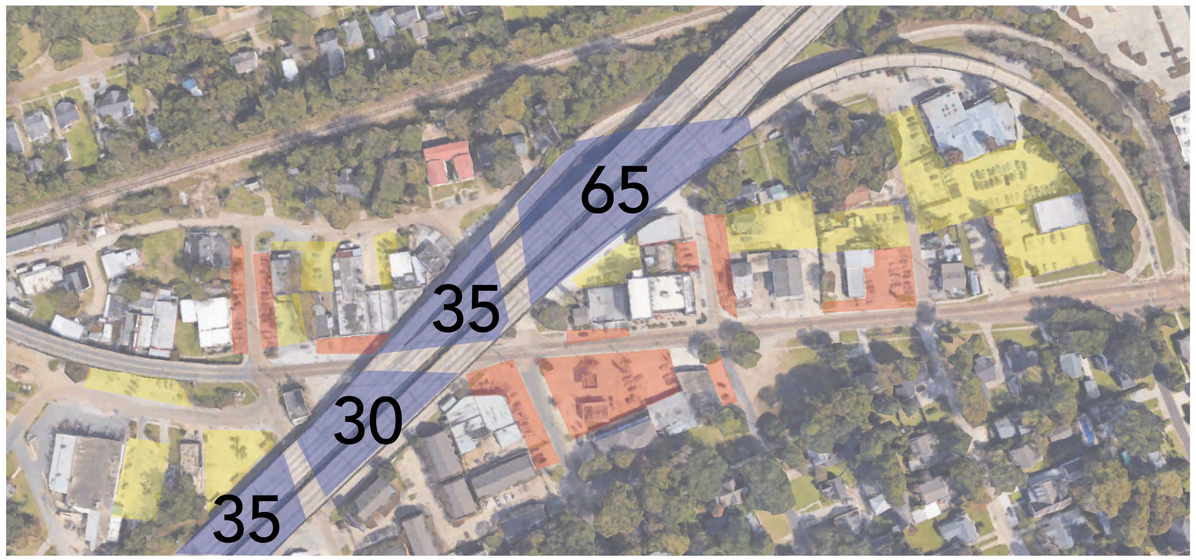
Shown in red, our site is almost completely surrounded in single family residential housing. On both sides on the railroad track it is zoned A1, meaning 4.1 lots are alloted per acre of approved zoning.

A3: LIMITED RESIDENTIAL

Similar to A1, A3 is also limited single family residential housing. A3 differs from A1 in that 11.5 lots are approved for every acre of zoning, making for a higher density area of living.

(BATON ROUGE ZONING COD:CHAPTER 4 ZONING ORDINANCES)

SITE PARKING CONDITIONS



~350 EXISTING PARKING SPOTS

~120 MORE POTENTIAL PARKING SPOTS

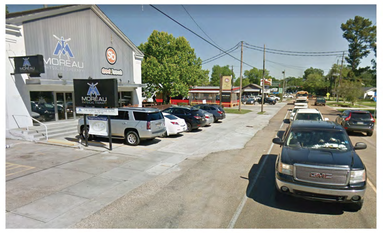
Currently, our site along Perkins Road utilizes a combination of out of date, and illegal, pull-in parking and a **non-convential, inconvenient, and unsafe** system beneath the overpass. With an overabundance of parking spots, there is a potential to convert the unutilized spaces to a more used and beneficial green space, or to redesign the traffic and parking sytems to be more **interconnected** and **coordinated**, providing a **quicker** and **safer** walk to commercial areas.

EFFICIENT PARKING

PROBLEM AREAS

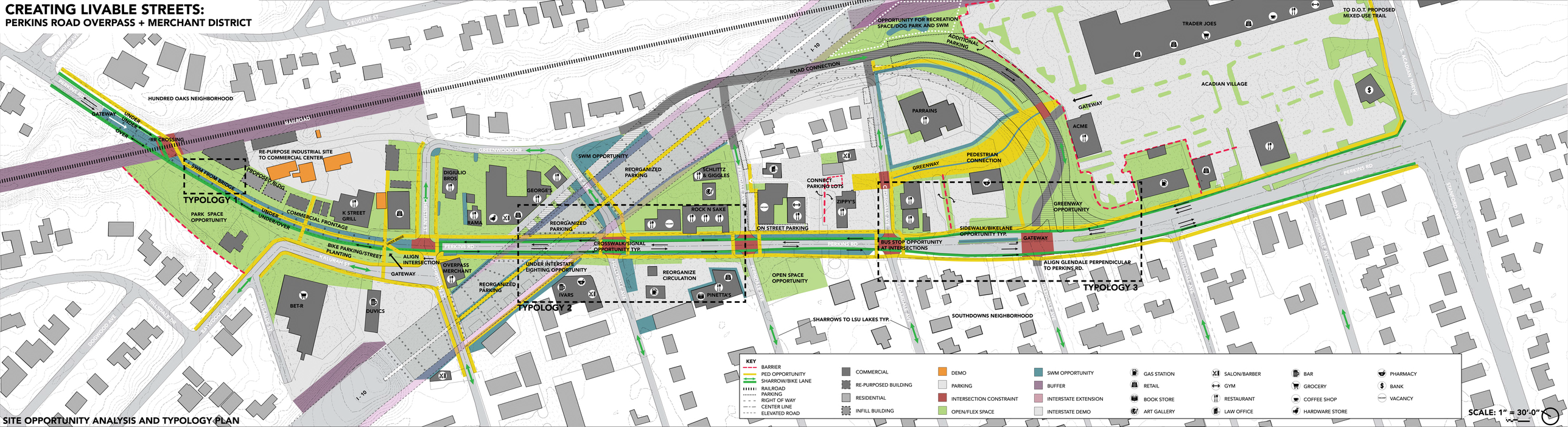
N

1"=100'-0"



ZACH DUBOFSKY, JACOB MCGILL- LA 5001

CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT



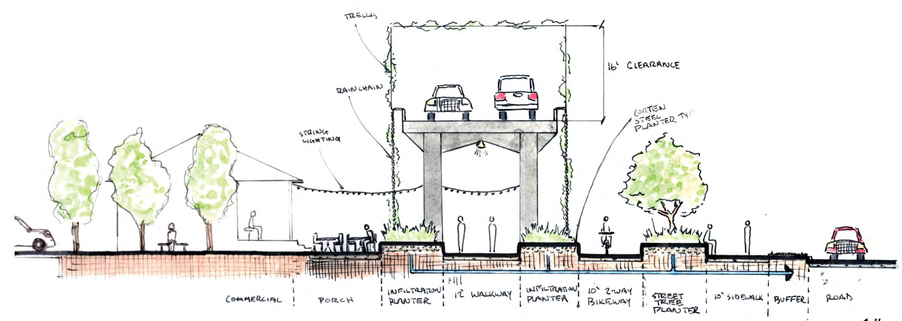
SITE OPPORTUNITY ANALYSIS AND TYPOLOGY PLAN

CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

MATRIX

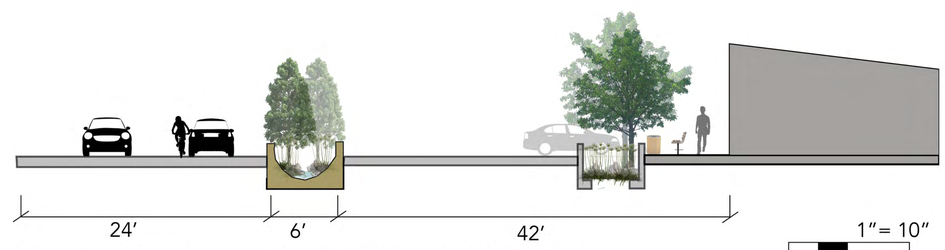
CONSTRAINTS	OPPORTUNITIES	DESIGNS
excess pavement	stormwater management / green infrastructure	infiltration planters / bioswale / rainchains
not walkable / high heat island effect	connectivity under overpass / surrounding streets	shade planting / street trees
underutilized space near underpass	open green space	park space / event flex space / seating
railroad intersection	walking trails / sidewalks	at grade pedestrian railroad crossing
lack of pedestrian right of way	wide streets	sharrows / bike lanes / crosswalks
enclosed area under Overpass / safety concerns	gateway to Merchant District	wayfinding / art / lighting / unique character
congestion / intersection angles / speeding	traffic calming	reduced speed limit before bridge / road realignment
limited parking / busy layout	business / economic potential	new storefronts / outdoor seating / redesigned sustainable parking
noisy / hectic	sound barrier	buffer against railroad / planting above and along overpass

SECTIONS, ELEVATIONS, AND SKETCHES



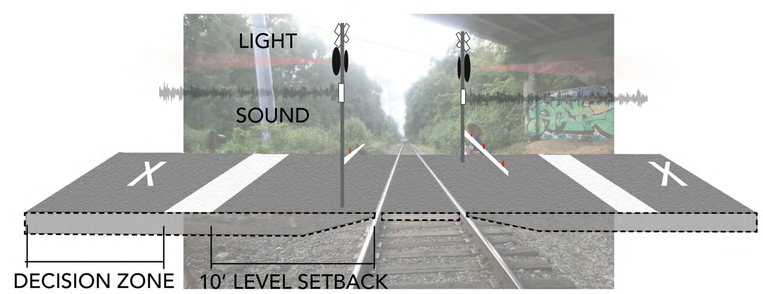
PROPOSED BRIDGE IMPROVEMENTS

1"= 10"
0 5 10 20

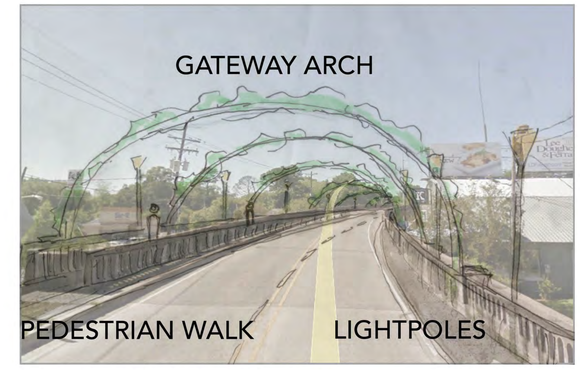


PROPOSED KALURAH STREET AND BET-R PARKING IMPROVEMENTS

1"= 10"
0 5 10 20



PROPOSED AT GRADE PEDESTRIAN RAILROAD CROSSING NTS

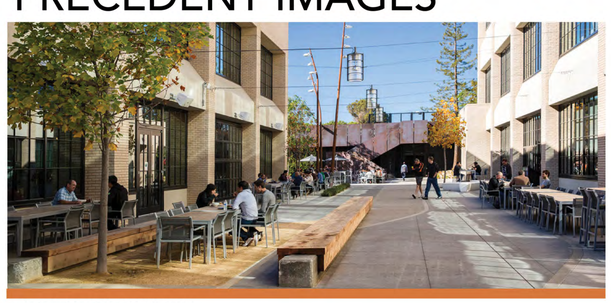


OVERPASS ENTRANCE

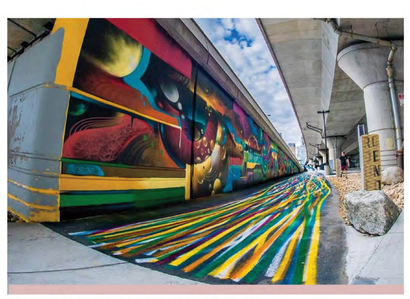
KALURAH STREET SHARROW

KALURAH STREET SHARROW

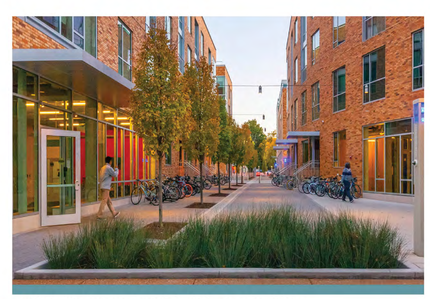
PRECEDENT IMAGES



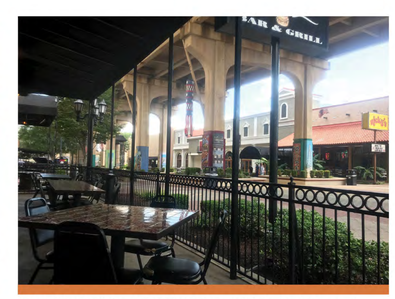
NEW BUSINESS



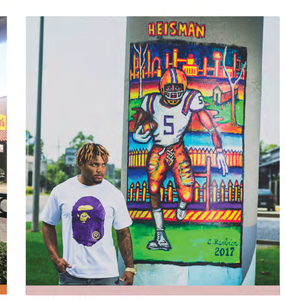
UNIQUE CHARACTER



INFILTRATION PLANTER

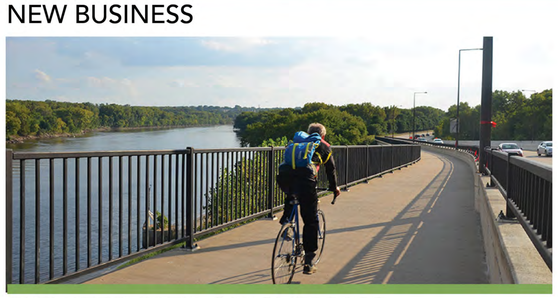


SEATING UNDER OVERPASS



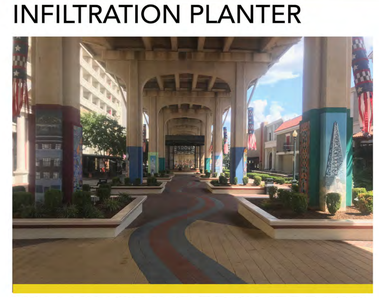
LOCAL ART

LIGHTING AND STREET TREES



ELEVATED PATH ON OVERPASS

CREATIVE STORMWATER TREATMENT



WALKING UNDER OVERPASS

BETWEEN BUSINESSES

STREETSCAPING

EVENT SPACE

SITE ANALYSIS - OPPORTUNITY + CONSTRAINTS

DREW SAMSON, GRACE RAGLAND, JACOB MCGILL - LA 5001 - 10.19.18

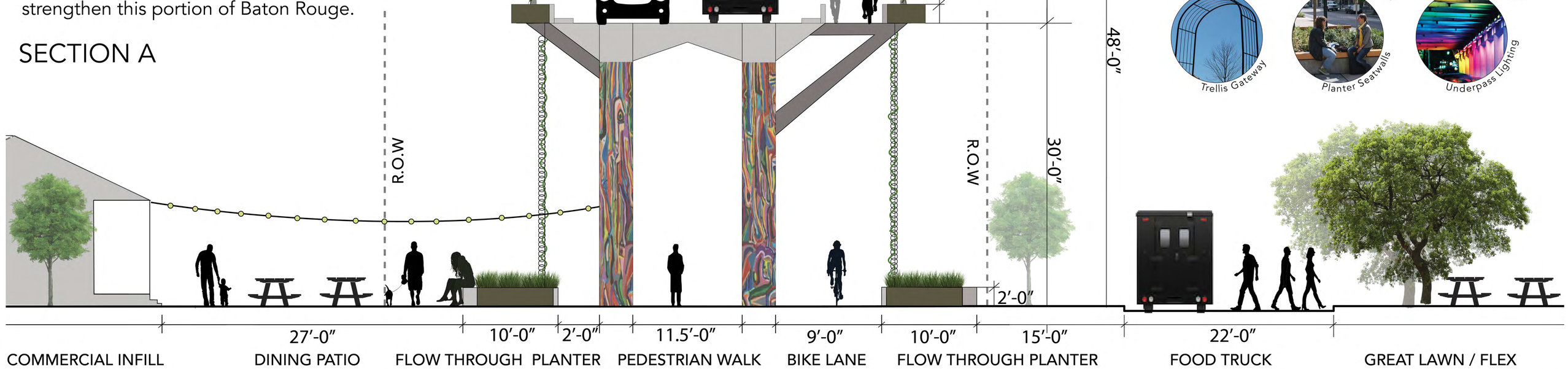
CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

NARRATIVE

From Reymond Avenue to the Perkins Road Bridge will be improved to create a West gateway to the Merchant District. The bridge and underpass will set the tone and experience for the community. The planned interventions will add pedestrian circulation, landscape plantings and event space, as well as enhance the existing gritty and spunky vibe by incorporating art installations throughout. The area will become a hub of its own unique culture. These additions will spark economic revenue and give the Merchant District an enriched sense of place that will carry on into the rest of the site and unify the District. These designs will provide safety, comfort and access to all that will strengthen this portion of Baton Rouge.

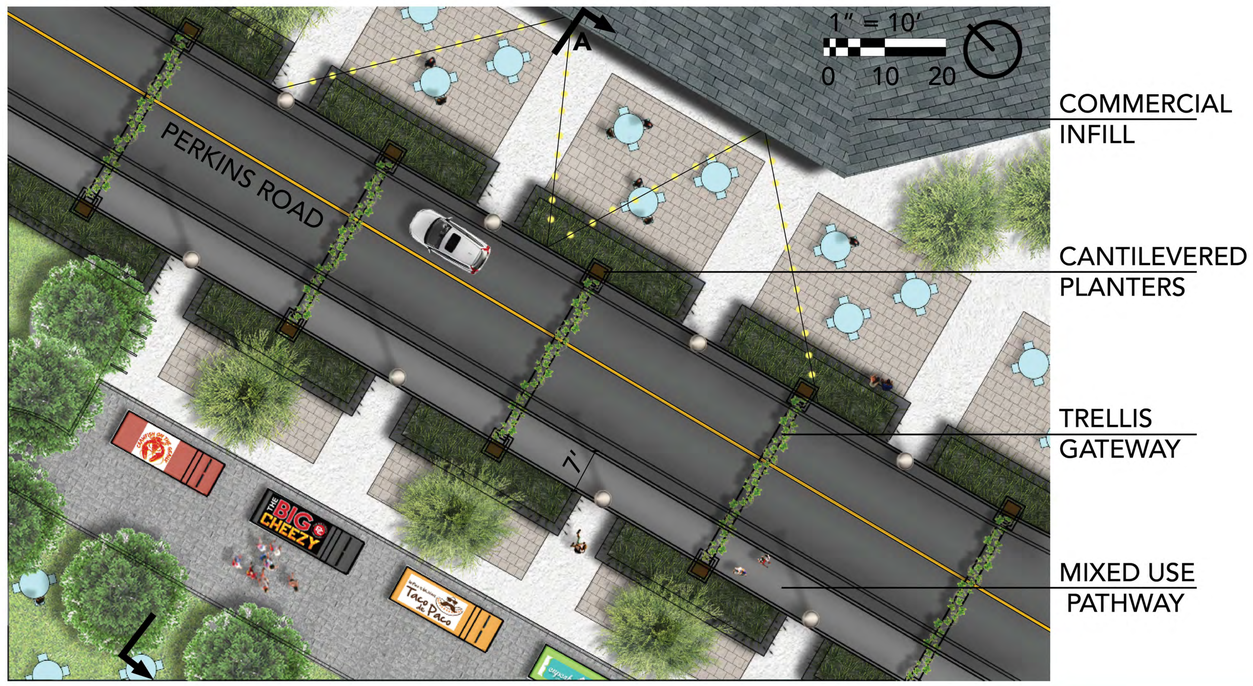
SENSE OF PLACE

SECTION A

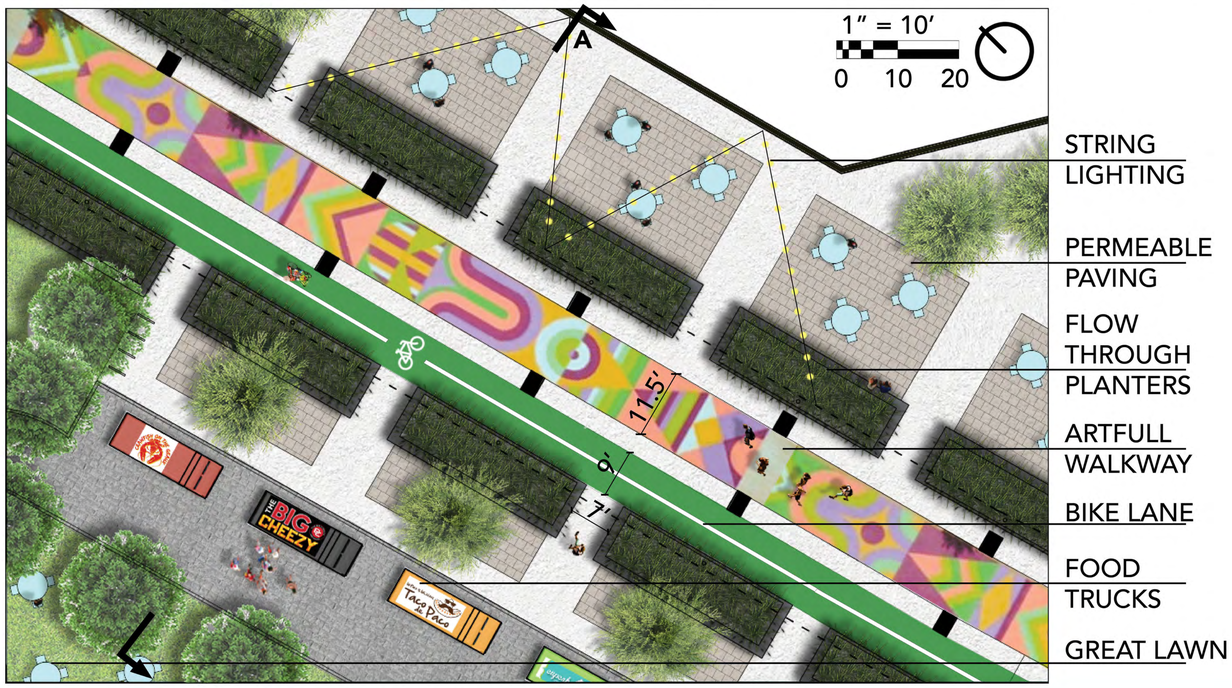


1/4" = 1'
0 4 8

BRIDGE TYPOLOGY PLAN



BENEATH BRIDGE TYPOLOGY PLAN



TYPOLOGY 1 - PERKINS ROAD BRIDGE GATEWAY

DREW SAMSON, GRACE RAGLAND, JACOB MCGILL - LA 5001 - 10.19.18

CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

CONSTRAINTS

- RIGHT OF WAY
- INTERSTATE STRUCTURE
- UTILITY STRUCTURES
- EXISTING BUILDINGS

OPPORTUNITIES

- ADD DISTINCT CROSSWALKS AT BUSY INTERSECTIONS
- IMPLEMENT TRAFFIC CALMING STRATEGIES
- INTRODUCE BIKE LANES + BUFFERS TO PERKINS ROAD
- INCREASE STORMWATER MANAGEMENT PRACTICES
- ORGANIZE PARKING IN EXISTING LOTS
- INCREASE PROGRAM IN OPEN SPACES
- DEFINE VEHICULAR + PEDESTRIAN REALMS
- INCREASE PERVIOUS SURFACES ON SITE
- ADD ARTFUL + SAFE LIGHTING
- ADD ARTFUL DOWNSPOUTS
- INCREASE ACCESSIBILITY

EXISTING IMAGES

INFRASTRUCTURE CONSTRAINTS

LACK OF DESIGNATED ENTRANCES + REALMS

FAILING PATHWAY + PLANTER

NARROW SETBACK FROM ROAD

ARTFUL CROSSWALK OPPORTUNITY

EXCESSIVE IMPERVIOUS SURFACES

ARTFUL UNDERPASS OPPORTUNITY

NEWLY DEVELOPED COMMERCIAL

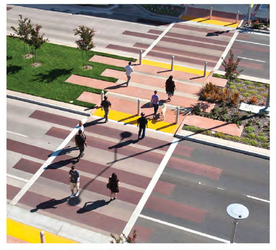
PRECEDENT IMAGERY

MSK: DOWNTOWN LEXINGTON
COMPLETE PEDESTRIAN REALM

KIMLEY-HORN: STREETSCAPE
DEFINED PEDESTRIAN + VEHICULAR REALMS

HERMAN KUIJER: MARSTUNNEL UNDERPASS
WELL-LIT UNDERPASS

ED HAYDEN: WAUWATOSA, WI
PAINTED BIKE LANE


ARTFUL CROSSWALK + MEDIAN

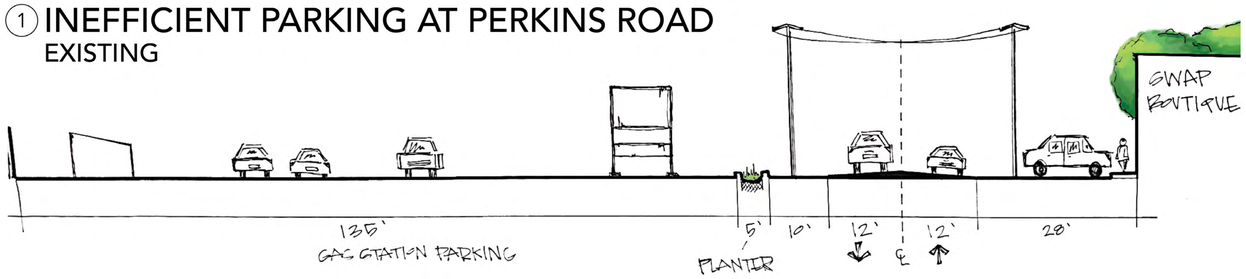
TERRA: ELMWOOD, ILLINOIS
LANDSCAPE BUFFER

PFS STUDIO: UNDERPASS PARK
ARTFUL UNDERPASS INTERVENTION

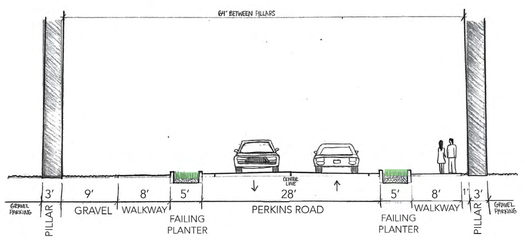
HASSELL: STREETSCAPE
BUFFERED BIKE LANE

SECTION STUDIES

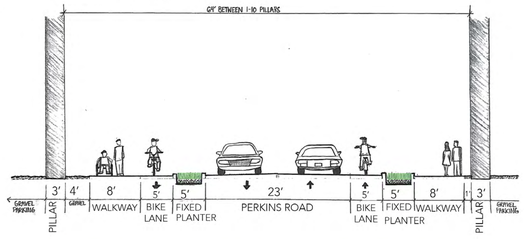
① INEFFICIENT PARKING AT PERKINS ROAD
EXISTING



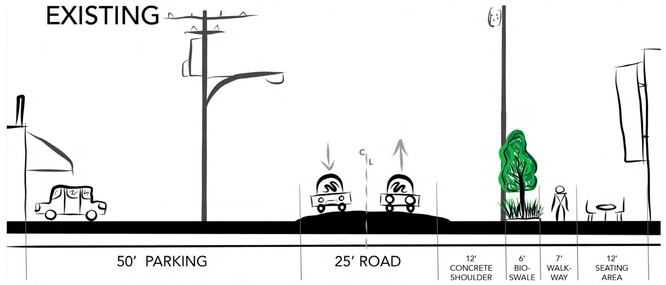
② PERKINS ROAD UNDERPASS
EXISTING



PROPOSED



③ PERKINS ROAD NEAR FERNDALE AVE
EXISTING



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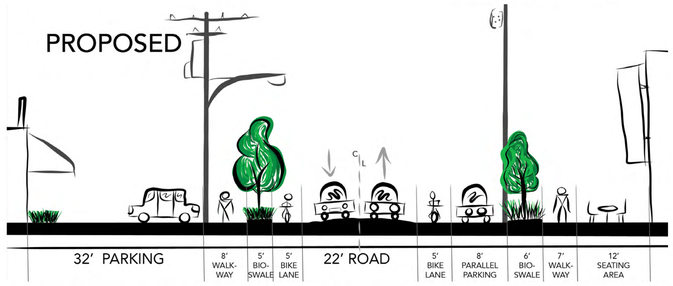


SCALE: 1"=10'-0"
0 5 10 20 FEET

SITE IMPROVEMENT STUDIES

PERKINS RD + FERNDALE AVE
INTERSECTION IMPROVEMENTS

PERKINS RD + I-10 UNDERPASS
BIKE LANES + PLANTER BUFFER

I-10 UNDERPASS PARKING LOTS
PEDESTRIAN WALKWAY

SITE ANALYSIS - OPPORTUNITIES + CONSTRAINTS

EMILY BOURDON, ANNE CATHERINE RODRIGUEZ, + ISABEL ROUNTREE - LA 5001 - 10.19.18

CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

DESIGN NARRATIVE

The Perkins Road Overpass and Merchant District is a popular area with unique character that serves the surrounding community with a wide variety of restaurants, shops, and other amenities. This typology study area is focused along Perkins Road from the I-10 Overpass east to Ferndale Avenue. To create a more accessible and inviting area, the design aims to expand the safe travel zones for pedestrian and bike movement throughout the site. By implementing a road diet, decreasing the width of the road by 1 to 5 feet will allow space for expanded sidewalk widths, for increased outdoor seating areas, for designated bike lanes, and for calming vehicular traffic. Additionally, interventions will be made to improve stormwater management, enhance lighting, and introduce safe crosswalks along Perkins Road and beneath the I-10 Overpass.

DESIGN STRATEGIES

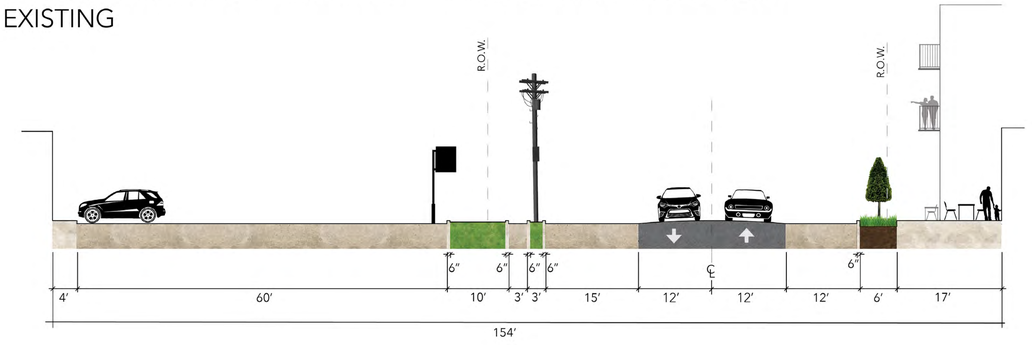
- Creating distinctive crosswalks at busy intersections
- Allowing more space for outdoor seating + engagement
- Introducing artistic downspout disconnections from the overpass
- Improving parking efficiency at the underpass + commercial areas
- Enhancing lighting at the underpass for a safer atmosphere to park
- Increasing opportunities for stormwater to infiltrate into vegetation + soil

SITE AERIAL

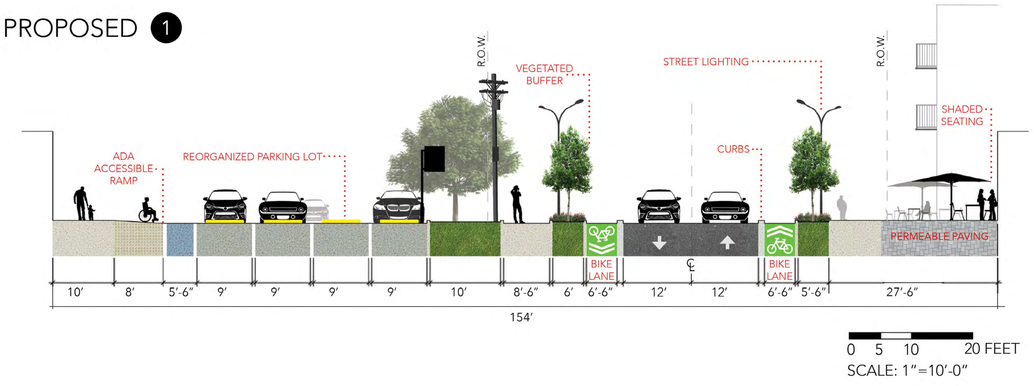
TYPOLOGY SECTIONS

PERKINS ROAD PARKING + PEDESTRIAN REALM

EXISTING

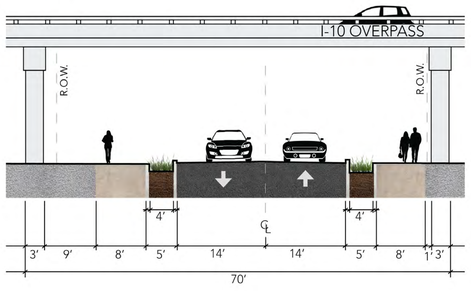


PROPOSED 1

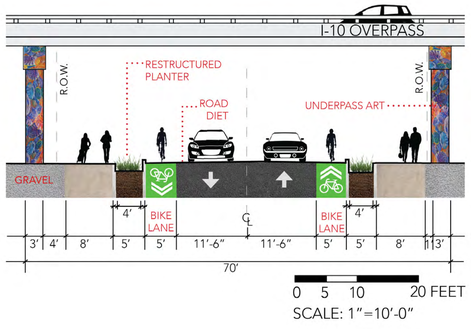


PERKINS ROAD UNDERPASS

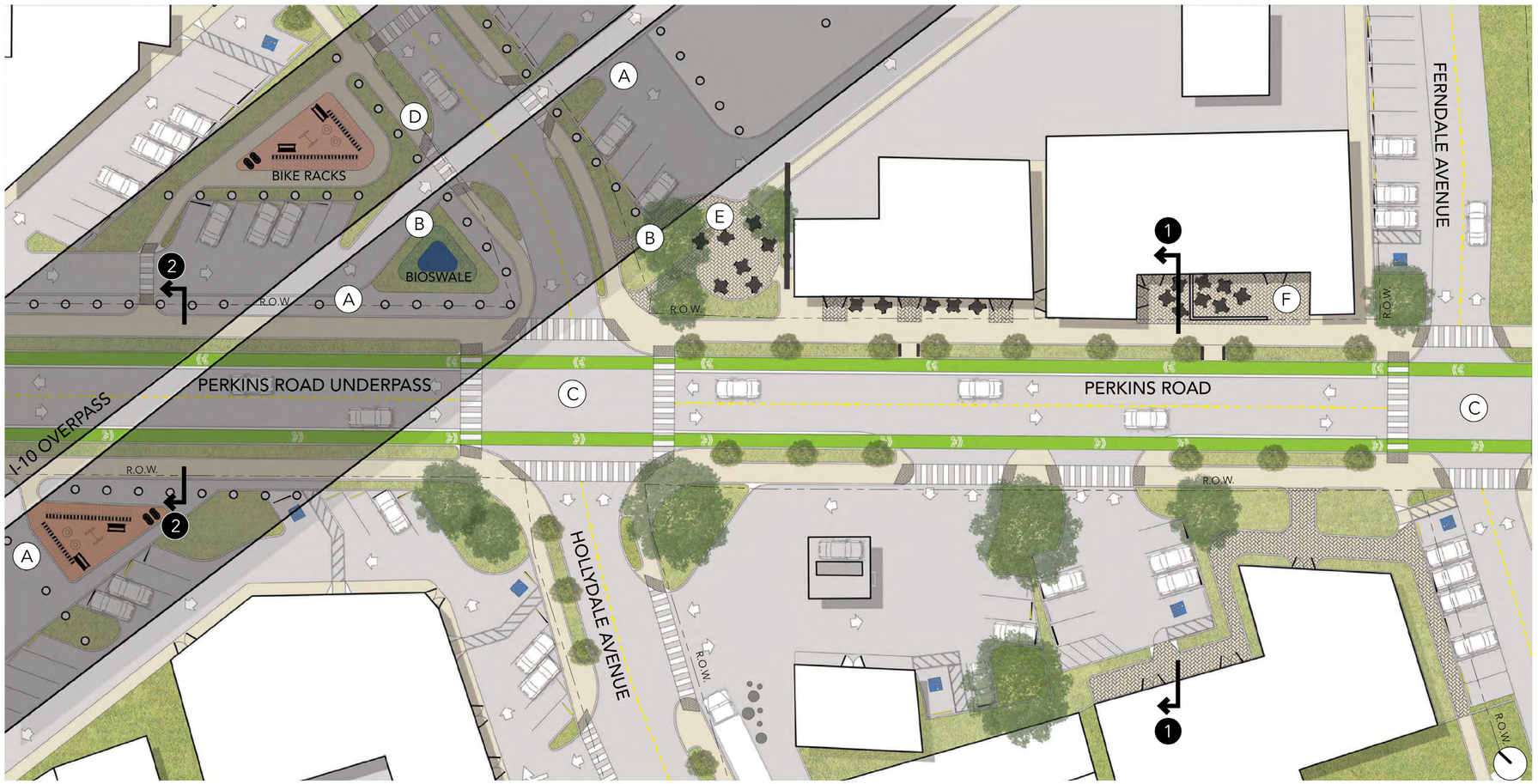
EXISTING



PROPOSED 2

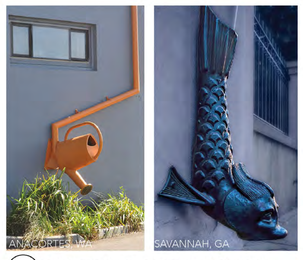


TYPOLOGY SITE PLAN - PERKINS ROAD UNDERPASS TO FERNDALE AVENUE



TYPOLOGY PRECEDENTS

(A) UNDERPASS LIGHTING



(B) ARTFUL DOWNSPOUTS

(C) PERKINS RD. CROSSWALK

(D) UNDERPASS PATHWAY

(E) URBAN PLAZA

(F) STREETSCAPE SEATING

TYPOLOGY 2 - PERKINS ROAD UNDERPASS TO FERNDALE AVENUE

EMILY BOURDON, ANNE CATHERINE RODRIGUEZ, + ISABEL ROUNTREE - LA 5001 - 10.19.18

CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

OPPORTUNITIES AND CONSTRAINTS

PERKINS RD./CEDARDALE ST.

Currently, our site contains many **undeveloped properties** and **under utilized parking lots**, creating potential for possible interventions within the areas generally most open.

-Many **potential parking areas**, possible to reduce total spaces.

PERKINS RD. AT I-10 RAMP

At the center of our site, is the existing interstate exit and entrance that is slated for removal by the DOTD, creating large amounts of space for implementing **traffic calming** interventions.

-Potential for **green space, bus stop,** and **traffic calming** interventions.

PERKINS RD./CEDARDALE ST.

Perkins Road has many utility poles in very close proximity to the roadway, creating limitations in the forms of planting and visibility, and providing an extra constraint to the infrastructure.

-Designated space provided for **non pedestrian green spaces.**

PERKINS RD./FERNDALE ST.

At most sections of the site, there is a large setback from the street to the stores to facilitate the **outdated parking** being utilized. If the amount of parking spaces were to decrease or be reorganized, green space is added.

-Wide spaces can be transformed into a more **environmental pedestrian zone**.

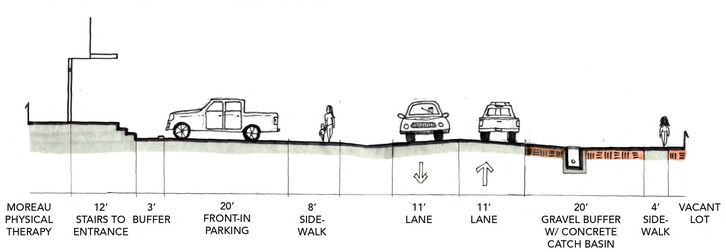
PERKINS RD./FERNDALE ST.

At the I-10 ramp, there is a wide median built into Perkins Road, offering **potential for plantings and additional stormwater management**. Additionally, the plantings encourage slower traffic.

-Existing, wide, median with **space for street trees.**

EXISTING SITE CONDITIONS

PERKINS RD./FERNDALE ST.



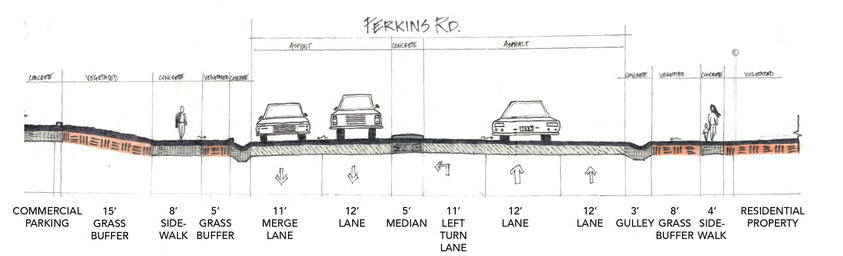
B

DENSE BUFFER PLANTINGS

WIDE, SAFER SIDEWALKS

C

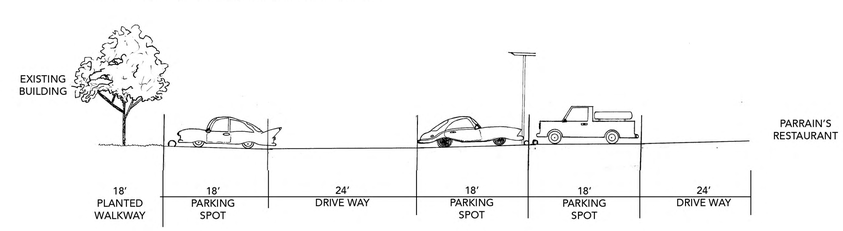
PERKINS RD./CEDARDALE ST.



DESIGNATED BIKE LANE

WIDE MEDIAN FOR PLANTS

PERKINS RD./PARRAIN'S



SAFER ON STREET PARKING

DESIGNATED PEDESTRIAN WALK THROUGH

ZACH DUBOFSKY, KARA FITZSIMMONS, JOEY GRAZIANI - LA 5001

CREATING LIVABLE STREETS:
PERKINS ROAD OVERPASS + MERCHANT DISTRICT

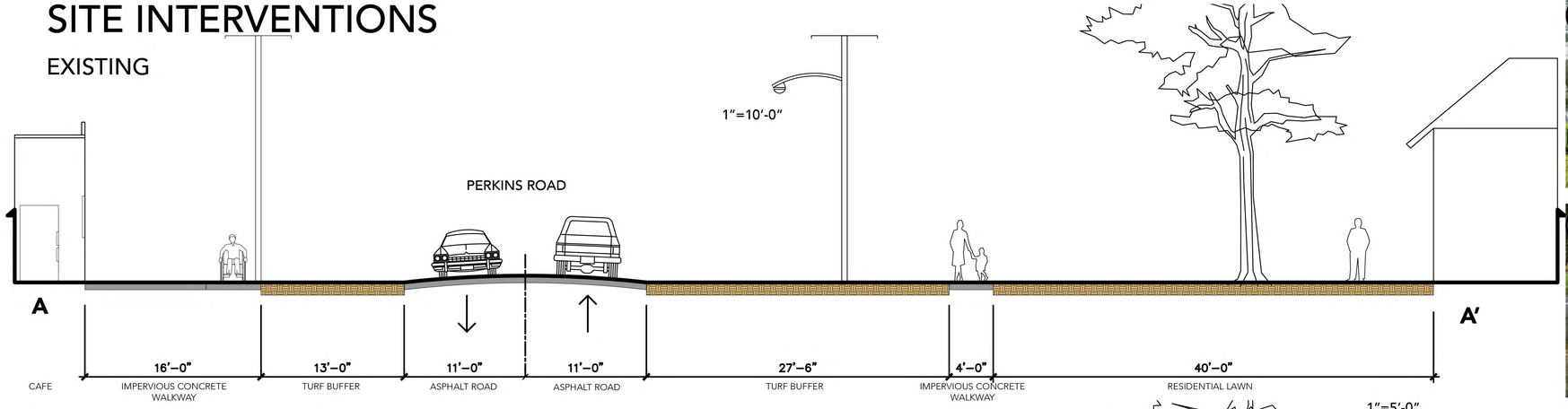
PROJECT NARRATIVE

This typology study area focuses on the eastern end of the Perkins Road Merchant District from Cedardale Street to Acadian Throughway. With the I-10 ramp slated for removal, many unique opportunities exist for improvement to create more livable streets. Our goals for the area are to create visually appealing streets that reduce traffic speeds, increase accessibility and safety for all, engage the community, enhance the existing culture of the surrounding area, implement economic stimulus, provide environmental benefits through a combination of green street, complete street, and incorporating cool street design strategies. We selected our sites based on the criterias of their spatial and locational significance in a busy mixed use area. Many opportunities exist for improved stormwater management, pedestrian safety, parking, and traffic safety.

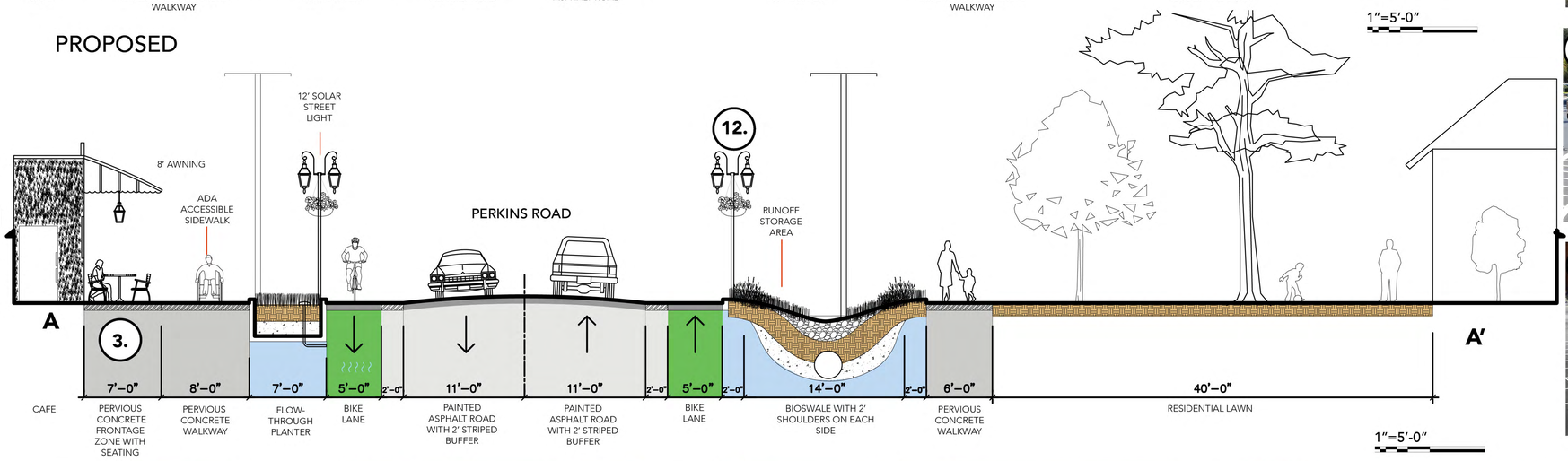
PRECEDENTS FOR COMPLETE STREETS

SITE INTERVENTIONS

EXISTING

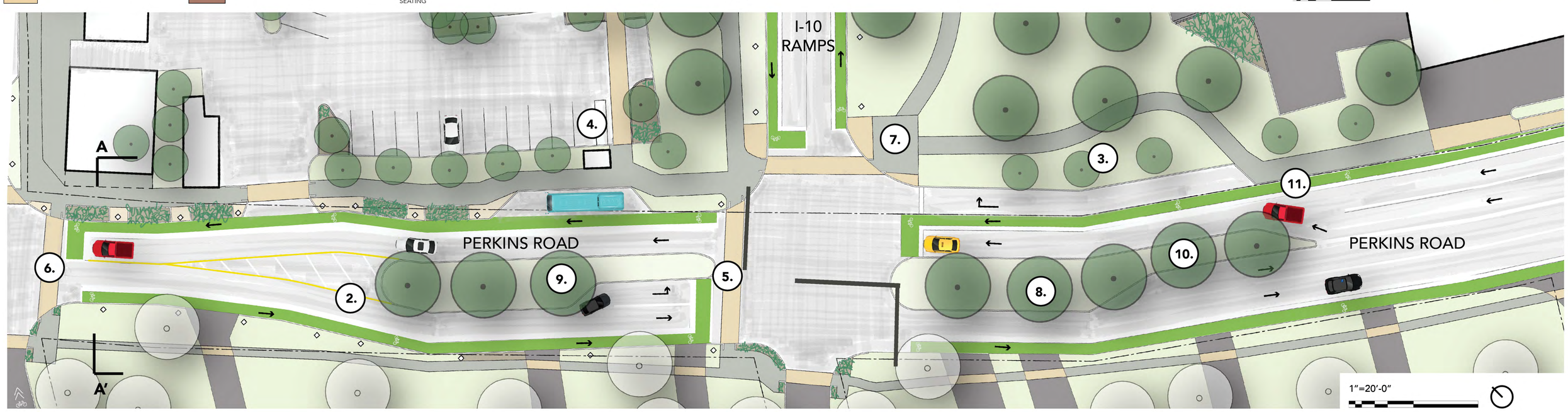


PROPOSED



PROPOSED SITE PLAN

- Ex. Trees
- Proposed Trees
- "Cool" Asphalt
- Landscape
- Permiable #2
- Handicap
- Permiable #1
- Asphalt
- Bike Lane
- ADA Ramp



TYPOLOGY 3- PERKINS ROAD OVERPASS GATEWAY

ZACH DUBOFSKY, KARA FITZSIMMONS, JOEY GRAZIANI - LA 5001