

RESOLUTION NO. 89-2-5 (R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLANO, TEXAS, PROVIDING FOR THE ADOPTION OF THE U.S. 75 AMENITIES TASK FORCE PLANNING GUIDELINES AND PROMOTING THE PREPARATION OF PLANS, IMPLEMENTATION AND MAINTENANCE OF LANDSCAPE IMPROVEMENTS ACCORDING TO THE PLANNING GUIDELINES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council encourages the placement of landscape improvements to increase the aesthetic appeal and identity of the City; and

WHEREAS, the City Council feels that both private and public developers and the general public directly benefit from the recommended improvements;

WHEREAS, upon full consideration and review of all matters relating to the proposed U.S. 75 Amenities Task Force Planning Guidelines, landscape plans and implementation, the City Council finds that it is in the best interest of the City to express its intent to authorize such a program and to make the following authorization contained within this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLANO, TEXAS, THAT;

Section I. The City Council hereby adopts the U.S. 75 Amenities and Planning Guidelines; and

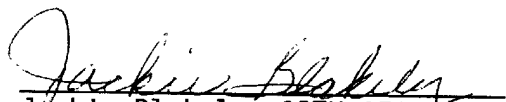
Section II. The City Council hereby authorizes Staff to develop plans for implementing landscape improvements and to apply for State Department of Highway funds for such landscape improvements within the U.S. 75 right-of-way and intersecting streets according to the Planning Guidelines; and

Section III. The City Council, in conjunction with Section II of this resolution, directs staff to establish an equitable maintenance plan to keep the improvements in a neat and living condition. This resolution shall become effective immediately upon its passage.

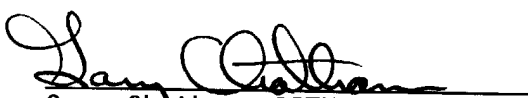
DULY PASSED AND APPROVED THIS 13th DAY OF February, 1989


Jack Harvard, MAYOR

ATTEST:

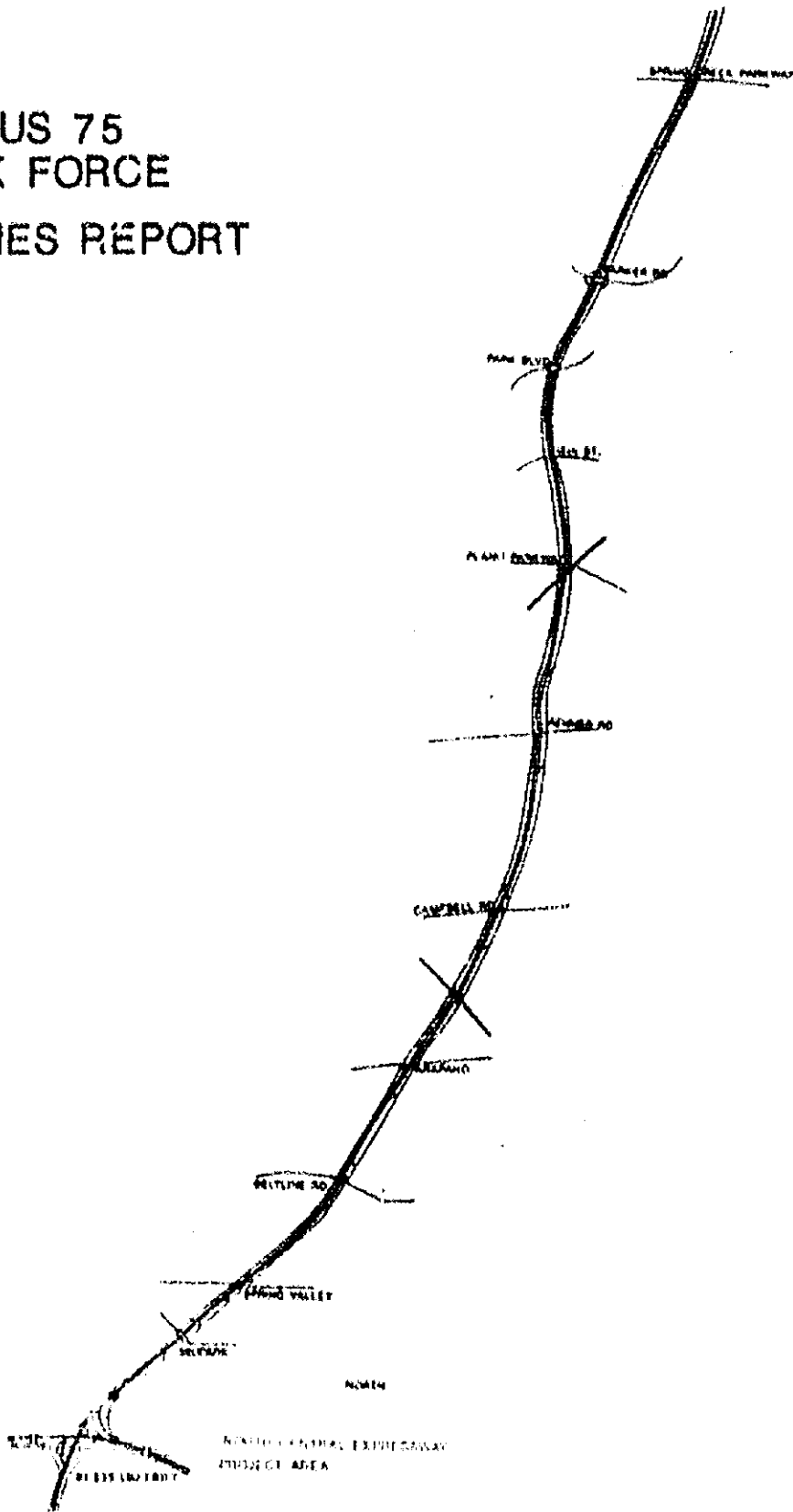

Jackie Blakely, CITY SECRETARY

APPROVED AS TO FORM:


Gary Chatham, CITY ATTORNEY

FAR NORTH US 75
AMENITIES TASK FORCE
PLANNING GUIDELINES REPORT

July 26, 1988



EXECUTIVE SUMMARY

Introduction:

The U.S. 75 Amenities Planning Guidelines have been created through a joint effort of the Richardson and Plano Chambers of Commerce, U.S. 75 Amenities Task Force; the cities of Dallas, Richardson, Plano, Allen, and Collin County. The "Guidelines" have been developed to positively influence the visual and functional qualities of U.S. Highway 75, north of Interstate Highway 635 and south of State Highway 121, as it passes through these communities. The "Guidelines" will ensure a reasonable degree of uniformity, clarity, continuity, and aesthetic character.

It is envisioned that the implementation of the design concept provided through the "Guidelines" will be jointly accomplished through cooperative efforts of the State Highway Department, the Chambers of Commerce, the Business Communities, and the Governments of the cities and counties involved.

The implementation and enforcement of the "Guidelines" is expected to be through written, formal adoption by the various cities and by the State Highway Department. Because the "Guidelines" are intended to be a long term influence which will require consistency to be effective, it is recommended that they be adopted in ordinance form by the cities involved.

The "Guidelines" are intended to insure that Central Expressway will be a positive influence in the communities upon completion of construction and in the future. Even though existing developments are not required to conform to the Guidelines immediately. It is hoped that an organization can be formed through the various Chamber's of Commerce in the cities which would encourage redevelopment of the existing landscapes under the "Guidelines". In cases where opportunity for immediate redevelopment is not possible, influence of the "Guidelines" will be at the time of redevelopment.

Note: Refer to Glossary for specific definition of terms.

75 Amenities Planning Guidelines.

The "Guidelines" specifically require the following for the Corridor (the U.S. 75 R.O.W. plus an area extending into the adjacent property 30 feet from the U.S. 75 R.O.W. lines and intersecting streets):

1. That 1 tree and 1 tree shrub be included in any development for each 50 linear feet of frontage onto U.S. 75. (Trees are not required to be spaced on 50' centers.)

2. That 50% of the trees used be primary trees. (4' bald cypress - minimum of 12 feet high.)

3. That 50% of the tree shrubs used be primary tree shrubs. (8' tall crape myrtle and/or yaupon holly.)

4. That after the primary tree requirement is met, the next 25% of trees used be primary and/or secondary trees. (Secondary

trees are 3" caliper (minimum size) Red Oak and/or Live Oak trees).

5. That if shrubs are used, at least 25% be primary shrubs. (2 gallon Dwarf Nandina).

6. That if groundcovers are used, at least 25% be primary groundcover. (1 gallon asian jasmine).

7. That after the primary tree, secondary tree, primary tree-shrub, primary shrub, and primary groundcover requirements are met, all other plant material specified be of the designers choice taken from the approved plant list of the "Guidelines".

8. That a 10 foot landscape/pedestrian easement be provided in the Interface Zone adjacent to the R.O.W. line.

9. That all parking areas be screened from the roadways to hide bumpers and headlights (maximum height 36"); and that all storage areas be screened from sight.

10. That each City adopt an identifiable contrasting hardsurface paving material which will be used for special hardsurface areas.

11. That all pedestrian crosswalks be designated by the adopted hardsurface in-laid into the pavement.

12. That all architectural screens, walls, and retaining walls be harmonious with the colors and textures of the Corridor and/or be in harmony with the development's building materials.

13. That all plant material specified on any plan be taken from the approved plant list and sized according to the list.

14. That all landscape plantings in the U.S. 75 R.O.W. be equipped with irrigation (turf irrigation is not required) which does not put water onto the road surfaces.

15. That all landscape developments in the Interface Zone be equipped with irrigation (turf areas are included) which does not put water onto road surfaces.

16. That all developments have a maintenance plan which is enforceable that will ensure live, well maintained plants.

17. That all plans developed be sensitive to the intersection of natural floodways and to the visual impact of tall retaining walls in the Corridor.

18. That all public utility boxes be placed with visual consideration and screened from sight. Where possible, overhead utility lines shall be placed underground or routed away from the Corridor (behind adjacent properties, away from major and minor intersections).

Even though there are specific requirements in the "Guidelines", it is intended that the various designers who use them have freedom in solving the problems which may occur on a site by site basis. The plan review approval body within each community will have authority to waive some or all of these requirements with justification.

Project Implementation and Roles:

For the "75 Amenities Planning Guidelines" to become a reality and influence the visual properties of Central Expressway, a cooperative effort will need to be coordinated by the 75 Amenities Task Force involving the State Department of Highways and Public Transportation (SDHPT), the cities of Allen, Dallas, Plano, and Richardson, the Chambers of Commerce involved, Collin County, and the business communities of the various cities.

A suggested process by which the 75 Amenities Guidelines may be implemented and the suggested roles of the interested parties is as follows:

I. Finalization of "The 75 Amenities Planning Guidelines" Document.

- A. Review and comment on Draft 1. April 20, 1988.
 - (1) Presentation by Guidelines Development Sub-Committee.
 - (2) Comment by the 75 Task Force as a whole.
- B. Comment by staff - Highway Department, the cities and counties involved, and the Chambers of Commerce involved. May 1, 1988
- C. Draft revision by Guidelines Development Subcommittee based on comments. June 7, 1988.
- D. Draft revision mailed to Task Force for final review and comment. June 14, 1988.
- E. Final review and comment; Guidelines approved by 75 Task Force subject to comments. July 1, 1988
- F. Task Force formally request adoption of the Guidelines by the Chambers of Commerce Boards. By Chairman of the 75 Amenities Task Force, July 7, 1988.
- G. Task Force formally request the City Manager's of the various cities to study the "75 Amenities Planning Guidelines" with eventual formal adoption in mind. (By chairman of the 75 Amenities Task Force. July 7, 1988.)

II. Formal Adoption of Cities.

- A. Meetings scheduled with the various city planning commissions and staff to answer questions. As needed.
- B. Formal adoption completed by the cities. By September, 1988.

FAR NORTH CENTRAL EXPRESSWAY

amenities task force report

Accepted
on

July 26, 1988

US 75 - "THE CORRIDOR"

BACKGROUND

The major transportation improvements in the US 75 Corridor from Woodall Rodgers Freeway north to S.H. 121, particularly the reconstruction efforts, will be the largest and most visible public works project in Dallas and Collin Counties through the end of the century. Given the impact of these extensive improvements on the working, living and traveling environment of hundreds of thousands of people, special consideration has been given to its urban design, visual impacts, environmental integration and potential for complementary amenities. However, as described below, additional efforts to enhance the historical project are required as US 75 reconstruction nears completion.

Dallas' northward growth along US 75 has played an important functional and symbolic role in the development of the Region. Originally, the Corridor was the route for the Houston and Texas Central Railroad, the main rail route to Dallas in the 19th century. The rapid northward expansion of Dallas during the thirties and forties focused community attention on the need for a major north-south highway facility.

As a joint Federal/State/County project, Central Expressway was "state-of-the-art". Its design incorporated a series of concepts that were considered innovative at that time; full access control, grade-separated cross streets, landscaped median strips, one-way frontage roads, U-turn loops, emergency parking shoulders, grassed parkways and major storm drainage facilities. When construction was completed through SH 121 in October, 1958, this major freeway link between Dallas and McKinney became a reality.

US 75 TODAY

In the 41 years since North Central was designed, dramatic land development along the Corridor and advanced highway design technology left the existing freeway substantially out-moded. While the need to provide additional transportation capacity in the Corridor has been recognized for some time, the ability to widen the facility south of I 635 was constrained by ex-

tensive development immediately adjacent to the narrow right-of-way. Conversely, the section north of I 635 has had less intensive development than the southern section and can accommodate the proposed modifications within the existing right-of-way. The need to maintain traffic operations in the Corridor while supplementing its capacity offers a complex design and construction challenge with no obvious or uncontroversial solutions.

The very scale of the project, 0.5 miles in Dallas, 6 miles in Richardson, and 5 miles in Plano make it imperative to focus attention on the qualitative aspects of the project, its visual impact, opportunities for structural enhancement and the importance of optimal environmental integration of the new expressway and facility into the commercial and residential context of the Corridor. There are also opportunities to provide amenities that will improve transportation functions and provide other enhancements. These issues and opportunities constitute the focus of an urban design. As early as mid-year of 1986, a citizens advisory and amenities task force were formed to address amenities improvements for US 75 from Woodall Rogers Freeway, north to I 635. The Task Force is completing a final package to be considered for implementation.

AMENITIES TASK FORCE

In November, 1987, a special task force was brought together representing the Cities of Dallas, Richardson, Plano and Allen to thoroughly evaluate opportunities for enhancing the US 75 Corridor from I-635 north to S.H. 121. A special subcommittee was appointed to establish a set of guidelines that the various municipalities, civic and private organizations and individuals that interface with US 75 can use to develop the visual design and other amenities features.

TASK FORCE GOALS AND OBJECTIVES

Implementation of the recommendations and guidelines created for this project will be a key element in producing a unique urban transportation system. The Corridor enhancements will in effect integrate a highly visible and important public works structure with the delicate physical fabric of both residential and commercial developments.

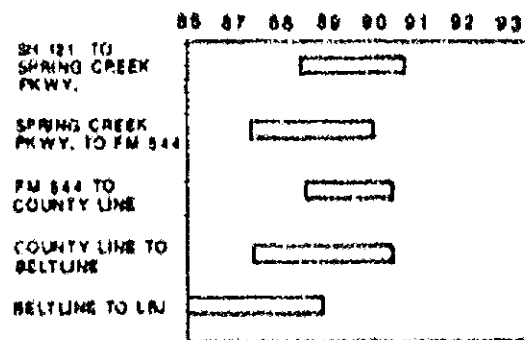
OBJECTIVES

- > To recognize that the physical character of US 75, when completed, will provide the setting for a dynamic four-dimensional experience to both the regular user and the passing motorist.
- > To plan and develop US 75 as a scenic landscaped corridor which avoids monotony and enhances or creates scenery.

- > To develop a hierarchy of landscape elements along US 75 that are respectful of adjacent land uses and characterized by clear design denoting a sense of order and simplicity.
- > To develop a design approach that will soften the physical character of bridges and retaining walls. The structures should be made to appear to complement their environs in mass, form, color, texture and materials. Full consideration should be given to the use of plant and architectural materials to achieve this objective.

CONSTRUCTION PHASING/TIMING

It is important in considering the implementation of amenities to this corridor to evaluate the construction in progress. Due to the level of construction already completed or near completion, many considerations regarding hardscape, street fixtures and signage are predetermined. The project schedule is provided below:



SOCIAL GOALS

To address the issues facing all users of the US 75 Corridor (i.e., vehicular, transit, cyclist and pedestrian) in order to create a landscaped environment that provides safe, efficient and comfortable transportation whether moving by car, bus, rail, bicycle or foot.

OBJECTIVES

- > To actively involve each respective city, adjacent property owners and civic organizations in the Corridor Study and implementation programs of various objectives.

- > To communicate a sense of order and safety to motorists transit users, cyclists and pedestrians through development of landscaping designs, lighting designs and structural treatments.
- To address the needs of non-motorized traffic (cyclists, pedestrians and the handicapped) through appropriate design of pathways and traffic control systems.

COMMUNITY INTERFACE GOALS

To address the issues affecting the quality-of-life for neighborhoods, businesses and other adjacent land uses that are directly affected during construction and after completion by the physical proximity and characteristics of US 75.

OBJECTIVES

- > To recognize that various land uses have different requirements to interface with US 75 and recommend specific design treatments that respond well to the various relationships.
- > To identify adjacent land uses, particularly at exit ramps and bridges, through consistent design that is characterized by clarity of communication and simplicity for economical maintenance.
- > To incorporate plantings where practical to alleviate the hardscape qualities of US 75 design, frame desirable views, screen undesirable views and create attractive settings for corridor users.
- > To develop appropriate areas with plantings that enhance the character of the corridor.

ENVIRONMENTAL GOALS

To lessen the physical and environmental impacts of US 75 through close attention to noise levels, air quality, runoff water quality and vegetative treatment undertaken within the corridor.

OBJECTIVES

- > To review opportunities for noise and glare reduction through application of the deflective plantings, berms and deflective sound walls where determined to be necessary.

- > To consider the air movement and temperature characteristics within the US 75 Corridor in relation to landscape materials to ensure the auto emissions and other air-borne pollutants are quickly dissipated.
- > To properly accommodate irrigation systems within the corridor in order to prevent erosion, loss of plant life and to promote water conservation.
- > To consider economical landscape maintenance as a design consideration, including easily mown slopes and plants chosen for appropriate mature forms, and groundcover plantings.
- > To utilize plants suitable to growth within the US 75 environment that require minimum care and maintenance.

ECONOMIC GOALS

To recognize and optimize the opportunities offered by reconstruction of US 75 and implementation of any rail systems being developed, resulting in enhanced corridor identity, improved marketing and increased land values.

To enhance business opportunities and thereby create a positive economic impact on the communities.

OBJECTIVES

- > To capture revenues from enhanced land values in the area surrounding any natural or built facilities along the "Corridor or Interface Zone".
- > To encourage public/private development and maintenance of the project that maximize all available economic resources.
- > To seek innovative funding mechanisms by which amenity components can be implemented including private sector participation.
- > To encourage maximum State Department of Highways and Public Transportation and local governmental participation in aesthetic improvements to US 75.

VISUAL DESIGN PRINCIPLES

US 75 is visually interactive in two ways. First, it presents itself as a dynamic experience to those who travel its length at high speed. It is a series of visual events experienced in sequence ("view from the road"). The Expressway is, at the same time, a static object establishing a major

presence through several communities of a densely populated and developed urban fabric. It is heard, seen and sensed by persons who are not on the highway itself but may see it from their neighborhood community or look down at it from an office high above the Corridor ("view of the road"). The development of an amenities program must consider these two aspects of US 75 simultaneously, seeking to make the US 75 Corridor presence less obtrusive where possible and, at the same time, allowing it to be a unique and distinctive part of Dallas and Collin County as a visual amenity.

Several visual design principles can be identified that address the "Aesthetic", "Aid-to-User" and "Good Neighbor" goals. The key principles range from functional ("clarity") to the more abstract ("unity").

CLARITY/ORIENTATION

The principle of clarity is to promote clear communication. Major structures including bridges, walls and cantilevers, and minor structures including signs, lighting and other appurtenances including landscaping on the US 75 Corridor should be simply and efficiently designed.

The principle of orientation relates to the importance of providing a sense of place and location to the driver. On a highway that is at or above-grade, a driver can be cognizant of the passing scene while still concentrating on the road straight ahead. This sense of orientation is usually based not only on instructional clues such as highway signs, but also on the ability to see places or buildings that are viewed from a distance, approached and passed.

Special treatment of walls, where possible, and the introduction of distinctive details to entrance/exit ramps and major intersections can be used to orient the driver to locations and special areas along the Corridor through which the highway passes. Various land uses exhibit distinct characteristics from which design elements can be extracted and incorporated within US 75 corridor, for example, special district signs, median treatment and unique landscape designs.

UNITY/CONTINUITY

These principles recognize the "systems" nature of US 75 and its connections to other components of the Corridor system and to local streets. Consistent functional engineering design standards for roadway elements, uniformity of traffic control devices and lighting systems should provide strong visual reinforcement of these relationships and enhance driver awareness. Too much visual continuity can, however, create monotony and reduce orientation. Establishing the appropriate degree of variety and orientation within a unified design context with plant materials and architecture is a key objective of the visual design process. The "non-function" design decisions relating to major expressway elements (color, texture, details) offer opportunities to achieve variety within functional unity.

VARIETY/SIMPLICITY

Variety and simplicity are the most abstract objectives in the aesthetics of highway design. They relate to the need to avoid monotony and boredom, both for safety and aesthetic reasons avoiding distracting over-elaborate design treatments. Regarding views from the road, this suggests respecting the driver's necessary preoccupation with the safe, comfortable operation of his vehicle. Visual design treatment must, therefore, be bold and clear but not overwhelming or distracting. Regarding views of the road, this consists of avoiding "trendy" design treatments that are inconsistent with the long-term and public nature of the facility. Providing for an appropriate visual experience within the design context the Corridor will require considerable forethought and planning.

ECONOMY

Pursuit of the above-described principles must be carried out within an overall framework of cost-effectiveness for both capital and maintenance expenditures. The SDH&PT is committed to aesthetic improvements that will integrate the highways into the environments, as evidenced in the Landscape Development Matching Program to which the State Highway Commission has committed funds for matching local public and private sector efforts.

Experience nationwide indicates that introducing visual design quality and amenities is not primarily a matter of substantial capital costs. The additional capital costs associated with achievement of enhanced visual quality fall into two categories: design (development of overall concepts for plant materials and architectural features and their careful integration into the final engineering design), and construction (special details or introduction of non-standard structure types). The costs of increased design/management time are very small as a percentage of total construction costs. The marginal increase represented by such efforts during the highway design process can have a substantial impact on the quality of facilities that will last many years.

Achievement of high visual design quality appears to depend primarily on the sponsoring highway agency's commitment to aesthetics and amenities rigorously applied throughout the entire design and construction process. Construction specifications and contractor quality control, for example, can make a critical difference.

Where additional costs are involved, SDH&PT policy implies that special treatments involving substantial expenditures and regular maintenance will depend on local government and private sector financial support and initiative. Public and private initiative and financial support is critical. The strength of private support will, in turn, be a function of the degree to which the community sees the amenities improvements along US 75 as being in their economic interest.

DESIGN ELEMENTS

The new design for the Corridor creates a highway with three dimensional elements: horizontal improvements at grade such as paving, landscaping, sidewalks, etc. and vertical improvements which extend above grade such as retaining walls, bridge abutments, overpasses, street fixtures, etc.. Opportunities for enhancing both aspects of the project exist which must be carefully considered for their role in the visual impact of large scale construction elements that dominate highway views. Such amenities are therefore viewed as; "any number of improvements which can introduce or improve the quality and visual character of the corridor" (see glossary of terms).

HORIZONTAL FEATURES

The color and texture of paving for service roads, intersecting arterial streets, and pedestrian ways combined with design detailed construction can provide interest and set a theme for a given area or district. The phased construction of the Corridor does not, however, allow for the introduction of paving material changes since much of the paving and retaining walls are near completion. The possibility of retrofitting textured treatments exists to highlight pedestrian crossings at major intersections although these amenities will be achieved at a premium cost.

Those areas where landscape opportunities exist between the frontage road and the main lanes of the highway may be largely retained as permeable surface where grades allow. In several locations where walls are continuous and landscape areas are narrow, the introduction of some non-roadway paving or hardscape surfacing will reduce the hazards associated with long-term financial burden of maintenance. Landscaping areas flanking the frontage roads and within adjacent properties must be addressed, since these areas have a substantial impact on the overall landscape design considerations, specifically uniformity. The median treatment should be designed to consider pedestrian safety, vehicle safety and the visual experience of the motorist.

VERTICAL FEATURES

The selection of structural elements has historically been limited to standards adopted by the SDIPT for repeated application on state and regional highway projects. In an effort to address the primary visual structures of US 75, the Corridor's hardscape vertical treatments for retaining walls, bridge faces and columns and caps were selected jointly by the Cities of Dallas, Richardson and Plano in 1986. The A-5 Maple Sugar color and vertical fractured fln texture were selected and are being implemented with current construction. Prior to the formation of committee, A-5 and A-7 Maple Sugar colors were selected by the Task Force to replace the A-5 color scheme. The signage, lighting standards and decorative wall treatments are being implemented with current construction and are therefore fixed.

Several advantages in complementing the motorists' visual image can be realized by landscaping the numerous overpasses or "fly-over" embankments. The bridge structures and railroad crossings are the most visible elements while driving the corridor. Therefore, every effort should be made to enhance these vertical improvements.

Landscape materials that provide year around color and screening abilities should be used to accent many of the vertical elements of the Corridor. In addition, visual interest may be added by using cascading and climbing vines and tall shrubs.

MISCELLANEOUS FEATURES

Equally important visual elements such as traffic control equipment and overhead utilities within the rights-of-way should be evaluated. High quality signalization and street sign standards may be chosen that can distinguish special districts or types of development within a community. The overhead utility distribution system, although necessary to provide service to development along the Corridor, need not be a dominant vertical element in the landscape. The implementation of underground utility placement can make a dramatic visual change to the motorist and eliminate visual clutter at busy intersections.

Numerous opportunities to define the entry points into cities and counties should be explored. Standard highway signage is fixed by the SDH&PT and can not be altered; however, arches, special signage, plantings, etc. can be used on private or municipally owned properties to accentuate transitions from one jurisdiction to another. Special interest groups or municipal task committees can be encouraged to implement this concept.

In addition to sidewalks along the frontage roads in the areas of densely developed frontage, pedestrian access continuity must also be maintained at cross-streets and bridges. Stream, greenbelt, and pedestrian crossings should be accommodated where intersecting the corridor. Accommodating drainage details at stream crossings as part of the initial construction of the project has been finalized and will be implemented with construction. However, pedestrian and greenbelt crossing should be evaluated, as necessary, by each municipality to ensure compliance with adopted plans for hike and bike trail and open space systems within the community. Additional pedestrian considerations can be made at the intersections of major thoroughfares and secondary street intersections of the Corridor.

FORM-SETTING ELEMENTS

The diversity in selection of treatments such as color, texture and design form is diverse. The ultimate selection of these elements is too often left up to the contractor in the field rather than being deliberately and carefully addressed through the design process. All applications in this regard must be carefully evaluated to maintain a harmonious and uniform character for improvements within the Corridor.

LANDSCAPE CONSIDERATIONS

OBJECTIVES

To improve the aesthetic qualities through the use of landscape materials (hardscape and softscape design elements) in order to:

- > Enhance views;
- > Soften the visual impact of concrete;
- > Provide a unified visual experience for the motorist;
- > Establish identity for communities or major intersections.

PARKWAYS

Parkways are primary considerations and should be safely designed for pedestrians and the motorist. Minimizing maintenance requirements, visual unity, views to and from adjacent properties are all design considerations.

ADJACENT PROPERTIES

To provide landscaping requirements for abutting properties should conform to the design guidelines of the Corridor. Some provision, however, should be made regarding strip developments such as retail centers, office parks, and open space areas where plant materials may already exist. The following concerns should be addressed and appropriate recommendations made based on:

- > Solicitation of input from property owners to develop landscape guidelines within adjacent properties;
- > Review processes for landscape plans at the municipal level.
- > Regulatory landscape requirements including; pedestrian easements, landscape easements, replacements of plant material and maintenance;
- > Conflict of plantings with overhead and underground utilities;

BRIDGES

Bridges provide opportunity to identify major intersections and cross streets. Special attention should be placed on the relationship of plantings to bridge walls since these structures are dominant visual features. Since views to bridge walls from abutting properties supersede those from the main lanes, unique walk and landscape combinations within these areas should not interrupt the overall uniformity of the corridor. Specialized signage and lighting at major intersections may be implemented with little departure from the other unifying elements of the Corridor.

OVERPASSES

Embankments provide the greatest opportunity for municipal identity and participation since they are viewed by all motorists traveling the Corridor. These areas will also require the highest level of municipal maintenance responsibility owing to municipal ownership.

MEDIANS

Medians are the largest open areas within the right-of-way, where significant opportunities for landscaping exist. Visibility, maintenance, motorist safety, irrigation, and surface and subsurface utilities are primary considerations. Design should employ plant material replacement constraints and policies.

PLANT MATERIALS

Standards for uniform plant material size, type, and spacing should be established. SDH&PT safety design criteria should be incorporated into the landscaping guidelines. Municipalities and abutting property owners should be provided with a plant pallet and percentage requirements for review by the City. Assistance should be offered to abutting property owners during their design and review process.

IRRIGATION

Irrigation should provide water to trees and shrubs for large turf areas considering water conservation, road spray, and maintenance costs as primary concerns. Municipalities should be responsible for irrigation sleeve locations.

MAINTENANCE

Interlocal maintenance contracts establishing high quality standards will be promoted. High standards of maintenance for landscape areas within each municipality (i.e. cross streets and bridge abutments) should be established. Private property owner associations should consider

adopting or participating in similar maintenance agreements to provide a uniform level of service and landscape appearance throughout the project and to protect the landscape investment.

AMENITIES PLANNING GUIDELINES

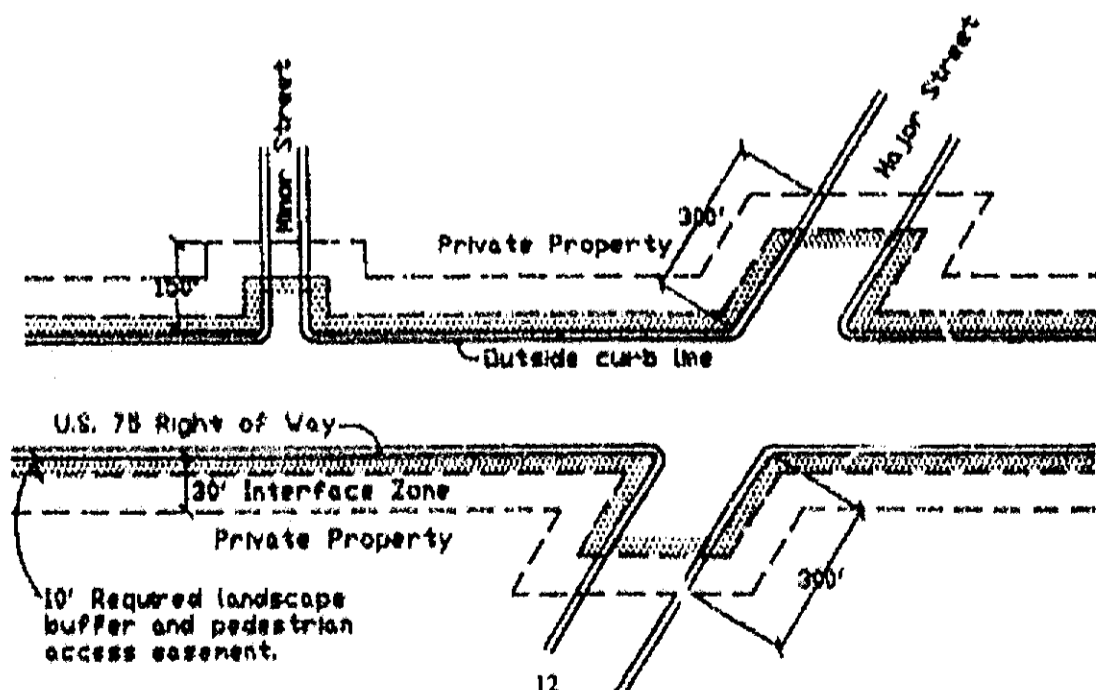
PURPOSE/USE

Purpose: To provide a planning tool for present and future amenities development in the US 75 Corridor, north of I. 635 and south of S.H. 121. The guidelines are intended to insure clarity, unity, continuity and specific planning guidelines for common areas of concern of the entities and developments involved, without impeding creativity and individual design solutions.

Use: The Planning Guidelines are to be used by governmental entities, as well as adjacent property development and redevelopment designers, to accomplish the purposes of the Corridor Amenities Guidelines.

Application:

The guidelines for landscape frontage development within the right-of-way are based on the linear feet of frontage along each right-of-way. The requirements are the same for public and private properties. For private property, the application of plant materials must be met within the "interface zone" (ie: the area of land outside of the State Highway right-of-way, extending 30 feet into adjacent properties, 300 feet into the right-of-way's of major intersections and 150 feet into the right-of-way's of secondary intersections. The sketch below illustrates the area as defined.



LANDSCAPING

The minimum planting requirements for areas within the Corridor are as follows:

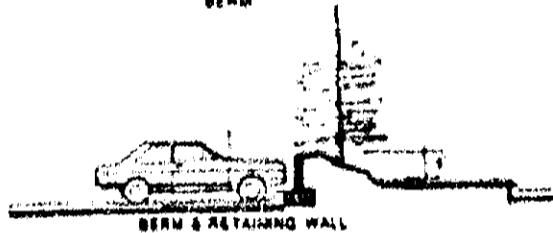
1. One Primary Tree and one Primary Tree Shrub shall be required for every 50 linear feet or portion of frontage or two Tree Shrubs shall be accepted in place of one Tree however, 50 percent of the requirement for Trees must be met;
 2. Adjacent properties shall provide a minimum 10 foot wide landscape buffer and pedestrian access easement along the entire length of a lot where adjacent to the US 75 right-of-way line and Interface Zone, except that the buffer strip need not exceed 10 percent of the lot depth according to the filed plat.
 3. Required plant materials shall be located within 30 feet of the property line, within the interface zone.
- PRIMARY TREES shall be Bald Cypress, minimum 4" caliper and shall consist of 50 percent of the requirement.
 - PRIMARY TREE SHRUBS shall be Crape Myrtle and Yaupon Holly, minimum 8' in height and shall consist of 50 percent of the requirement and.
 - PRIMARY SHRUBS shall be dwarf nandina, minimum 2 gallon and shall consist of 25 percent of the quantity of shrubs used.
 - PRIMARY GROUND COVER shall be Asian Jasmine, 1 gallon when groundcover is selected for use within 10 feet of the right-of-way.
 - SECONDARY TREES shall be Red Oak and Live Oak, minimum 3" caliper shall consist of 25 percent of the requirement.
 - SECONDARY TREE SHRUBS shall be at the discretion of the designer and consist of a maximum 50 percent of the requirement.
 - SECONDARY GROUND COVER if used shall be at the discretion of the designer and shall be placed a minimum of 10 feet back of the right-of-way.
 - TERTIARY TREES shall be minimum 3" caliper which may be at the discretion of the designer and shall not exceed 25 percent of the requirement and

Additional landscape considerations are that:

- Proposed additions to existing developments and developments which have building setbacks greater than fifty feet with no parking in front of

the building and demonstrate a satisfactory landscape appearance shall be exempt from these guidelines.

- > Exception to a guideline requirement may be given where it can be demonstrated by a designer that views, excessive grades, utility placement, or other obstructions prohibit practical placement of plant materials as required.
- > All parking and outdoor storage areas adjacent to the buffer zone shall be screened with architectural and/or landscape materials (chosen from the approved plant list). Earthen berms shall also be considered to address screening issues; however, shrubs used to screen parking areas should be 3 feet maximum height.



PARKING LOT SCREENING

- > Native plant materials and design layout should be considered when approaching or crossing major creeks or tributaries which intersect US 75. A natural free-form planting style, for example, may be more appropriate than a geometric design when adjacent to a creek.
- > All plants shall be chosen from the approved plant list and shall meet the minimum standards of the American Association of Nurserymen for plant sizes.

U.S. 75 Corridor Approved Plant List

TREES	Min. Height/ Caliper	Min. Width/ Ball Size
PRIMARY		
Bald Cypress <i>Taxodium Distichum</i>	12'6"	4'42"
SECONDARY		
Live Oak <i>Quercus virginiana</i>	14'6"	3'32"
Red Oak <i>Quercus shumardi</i>	14'6"	3'32"
TERTIARY		
Sweetgum <i>Liquidambar styraciflua</i>	14'4"	3'32"
Cedar Elm <i>Ulmus crassifolia</i>	14'6"	3'32"
Honeylocust Shademaster <i>Gleditsia triacanthos 'Shademaster'</i>	14'5"	3'32"
Golden Raintree <i>Koelreuteria paniculata</i>	10'4"	3'32"
Texas Ash <i>Fraxinus velutina 'Rio Grande'</i>	14'4"	3'32"
Burr Oak <i>Quercus macrocarpa</i>	12'4"	3'32"
Escarpment Oak <i>Quercus fusiformis</i>	14'5"	3'32"

TREE SHRUBS	Min. Height/Caliper	Min. Width / Ball Size
PRIMARY		
Yaupon Holly <i>Ilex vomitoria</i>	8'3"	4 canes/2'
Crape Myrtle <i>Lagerstromia indica</i>	8'3"	4 canes/2'
SECONDARY		
Deciduous Yaupon <i>Ilex decidua</i>	8'3"	4 canes/2'
Native Hawthorn <i>Crataegus spp.</i>	8'3"	4 canes/2'
Southern Crabapple <i>Malus spp.</i>	8'3"	2 1/2"25"
Chinese Pistache <i>Pistacia chinensis</i>	8'3"	2 1/2"25"
Mexican Plum <i>Prunus mexicana</i>	8'3"	2 1/2"25"
Wax Myrtle <i>Myrica cerifera</i>	8'3"	4 canes/2'

SHRUBS	Min. Height/ Caliper	Min. Width/ Ball Size
PRIMARY		
Nandina	12"/10"	2 gal.
<i>Nandina domestica</i>		
SECONDARY		
Dwarf Burford Holly	12"/12"	2 gal.
<i>Ilex cornuta 'burfordi nana'</i>		
Abelia Grandiflora	12"/12"	2 gal.
<i>Abelia grandiflora</i>		
Barberry	18"/15"	2 gal.
<i>Barberry spp.</i>		
Red Yucca	15"/18"	5 gal.
<i>Hesperaloe parviflora</i>		
Texas Sage	15"/15"	5 gal.
<i>Leucophyllum frutescens</i>		
Indian Hawthorn	24"/24"	5 gal.
<i>Raphiochapsis indica</i>		
Native Eumao	30"/48"	10 gal.
<i>Rhus typhina</i>		
Dwarf Crape Myrtle	15"/15"	5 gal.
<i>Lagerströmia indica 'nana'</i>		
Photinia	35"/24"	5 gal.
<i>Photinia fraseri</i>		
Dwarf Yaupon Holly	10"/10"	2 gal.
<i>Ilex vomitoria 'nana'</i>		
Pampas Grass	30"/24"	5 gal.
<i>Coelocleria seloana</i>		

GRND. COVERS/VINES	Min. Ht./ Min. Wdt.	Container
PRIMARY		
Asian Jasmine	4"/12"	1 gal.
<i>Trachelosperum Asiaticum</i>		
SECONDARY		
Purple Winter Creeper	Can full w/6" runners	1 gal.
<i>Euonymus coloratus</i>		
Santolina	3"/8"	1 gal.
<i>Santolina virens</i>		
Trumpet Vine	18" full on stake	1 gal.
<i>Campsis radicans</i>		
Coral Honeysuckle	18" full on stake	1 gal.
<i>Lonicera sempervirens</i>		
Purple Honeysuckle	12"/12"	1 gal.
<i>Lonicera japonica 'purperia'</i>		
Virginia Creeper	18" full on stake	1 gal.
<i>Parthenocissus quinquefolia</i>		
Lady Banks Rose	18" full on stake	1 gal.
<i>Rosa banksia lutea</i>		
Wisteria	4' full on stake	5 gal.
<i>Wisteria sinensis</i>		
Vinca (major)	4"/8"	1 gal.
<i>Vinca major</i>		

TURF GRASS

Application

Common Bermuda	Seed or Hydromulch
<i>Cynodon dactylon</i>	
Fescues	Seed or Hydromulch
<i>Festuca rubra</i>	
Buffalo Grass	Seed
<i>Buchloe dactyloides</i>	

IRRIGATION

The longevity and hardiness of plant materials will depend primarily on irrigation. Various forms of irrigation including Leaky Pipe, Aqua-Pore and Drip Irrigation should be investigated further to determine which system is best suited for various applications within planting and turf areas in the Corridor and Interface areas. Specific selection of an irrigation system should:

- Limit over-spray onto adjacent roadways;
- Complement short term maintenance of areas which will be self sustaining and long term maintenance of areas which are dependent on irrigation year around;
- Conserve water to the greatest extent possible.

Recommendations of irrigation systems within the corridor and interface zone include:

- Irrigation of turf areas in large areas with a quick-coupler system;
- Leaky Pipe irrigation of planter beds and tree locations for Phase I to test its appropriateness for other phases.

MAINTENANCE

A long term interlocal maintenance agreement shall be established for the Corridor and Interface Zone. The agreement shall specify a level of maintenance agreeable to all parties and shall specify an independent maintenance firm to carry out maintenance responsibilities. Private property owners within the Interface Zone should enter into a maintenance agreement which specifies a level of maintenance equal to the municipality in which it is located and should agree to specify an independent maintenance firm to carry out maintenance responsibilities.

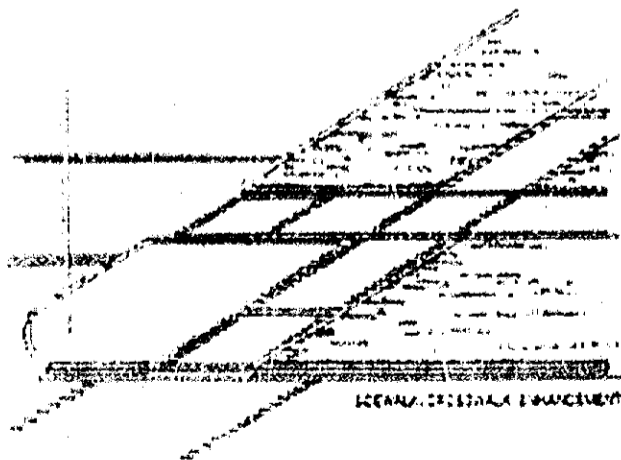
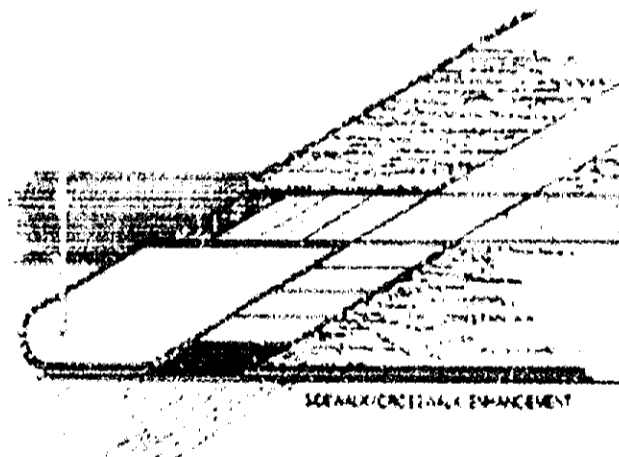
ARCHITECTURAL ELEMENTS

The design of retaining walls, pedestrian overpasses, or any other architectural elements (not to include individual buildings) shall be of a color and texture harmonious with those adopted for the Corridor.

Screening of outdoor storage areas, dumpsters, vehicles, etc. within visual range of US 75 shall be designed with harmonious colors, materials, and textures to that of hardscape improvements within the Corridor. Although specific recommendations are not contained herein, each municipality should incorporate this element for consideration of site plan and / or landscape plan review.

HARDSURFACE ELEMENTS

Hardsurface elements such as sidewalks, paved planter edges, pedestrian crosswalks, etc. shall be constructed of the adopted paving colors and materials. Graphic examples are provided below:



PEDESTRIAN OVERPASSES

Pedestrian overpasses shall be constructed of materials and colors as adopted for use within the Corridor.

UTILITIES

All public utility boxes (ie: switch gear, traffic control, etc.) shall be screened from sight where possible. Where possible, overhead utility lines shall be placed underground or routed away from the Corridor (behind adjacent properties, away from major and minor intersections).

STREET FURNITURE AND SIGNAGE

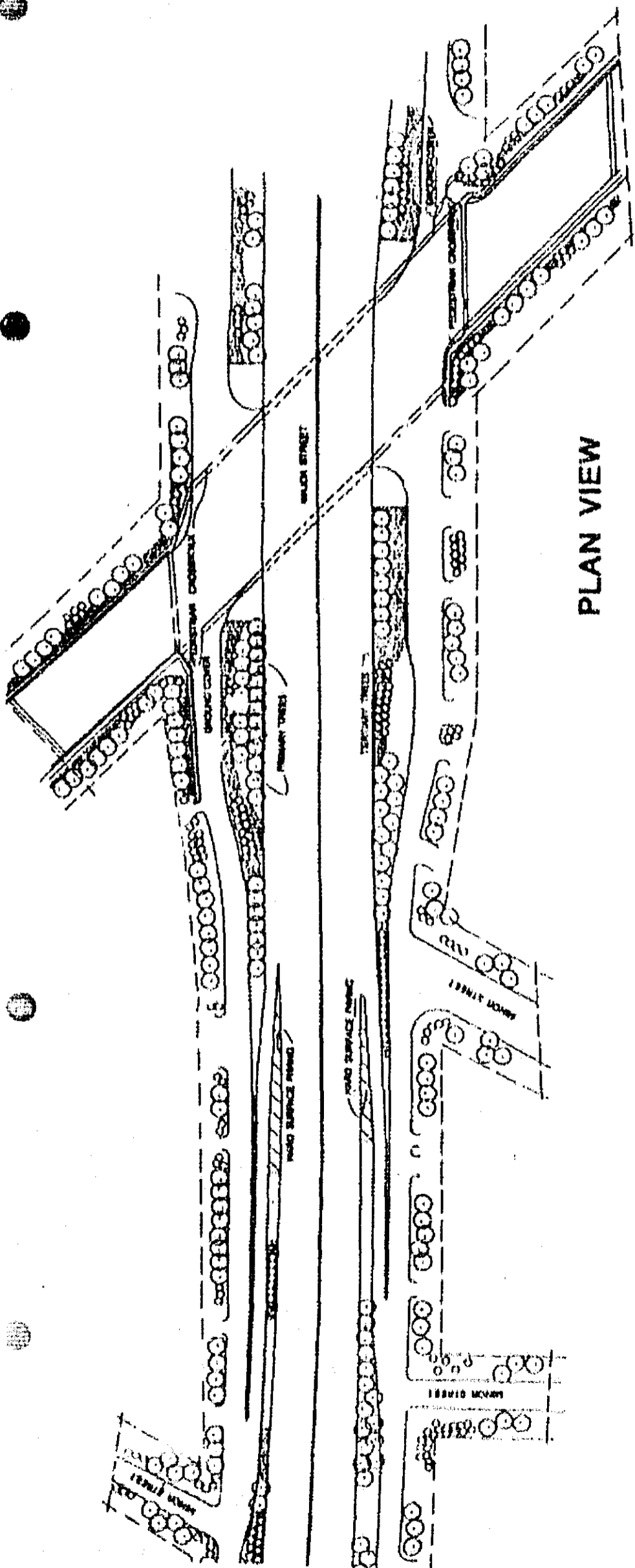
All street furniture and signage standards beyond the State Highway right-of-way should be at the discretion of the municipality in which it is located.

APPENDIX

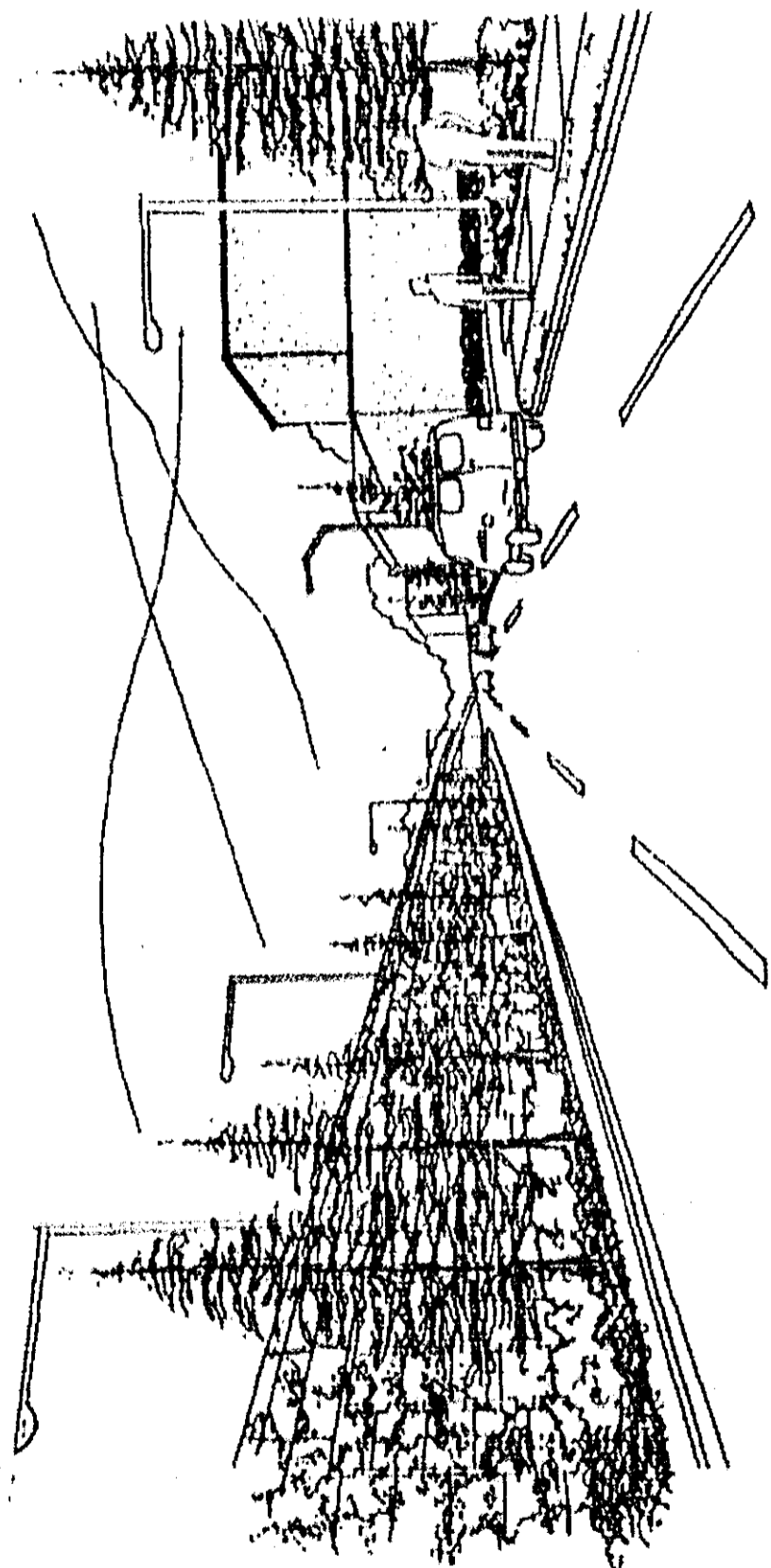
ILLUSTRATIONS:

1. MAJOR INTERSECTION PLAN VIEW AND DRIVERS PERSPECTIVE
2. MAJOR INTERSECTION AERIAL PERSPECTIVE
3. MINOR INTERSECTION PLAN VIEW AND DRIVERS PERSPECTIVE
4. MINOR INTERSECTION AERIAL PERSPECTIVE
5. OVERPASS PLAN VIEW AND DRIVERS PERSPECTIVE
6. OVERPASS AERIAL PERSPECTIVE
7. MEDIAN ENHANCEMENT

MAJOR INTERSECTION

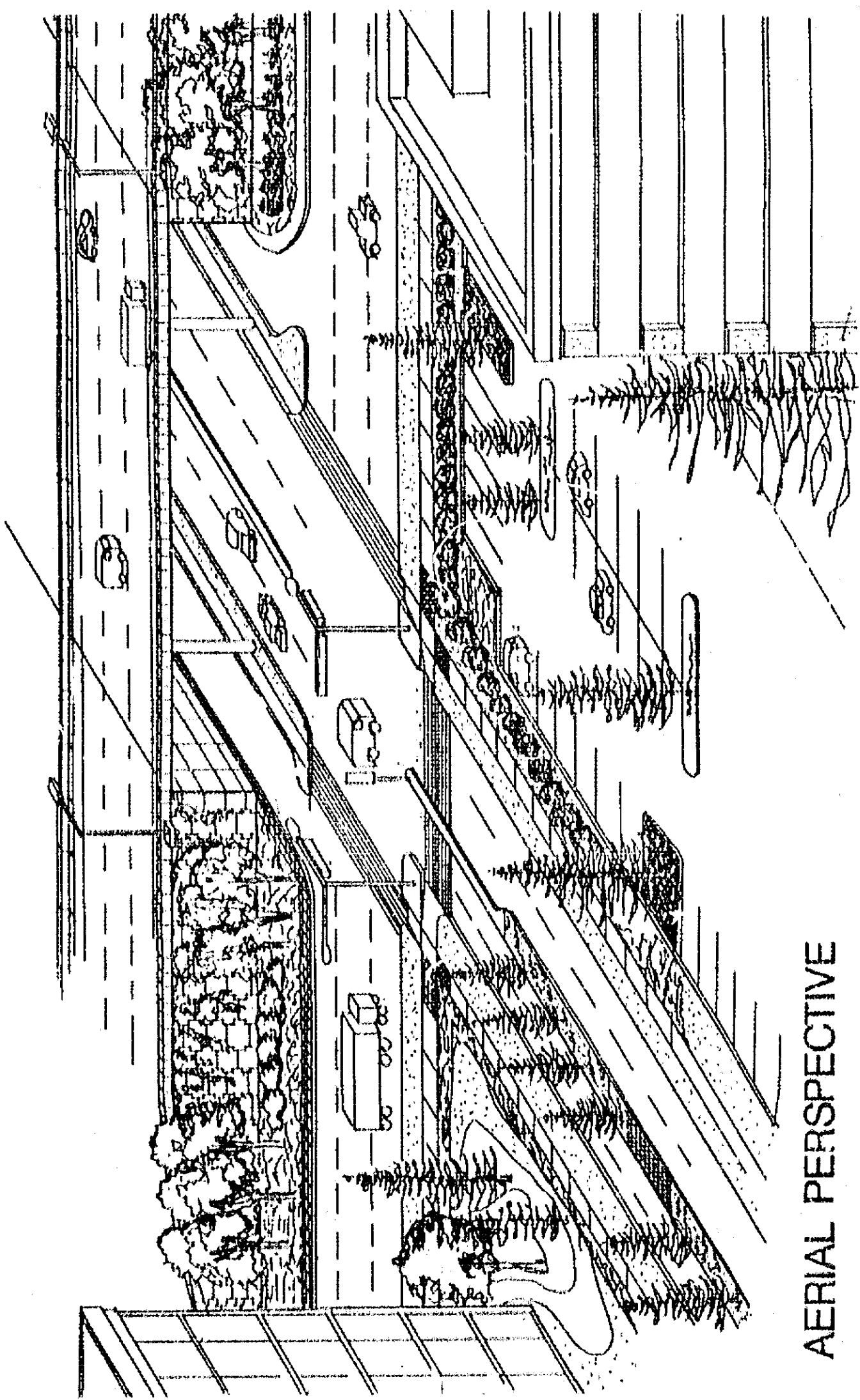


PLAN VIEW



DRIVERS PERSPECTIVE

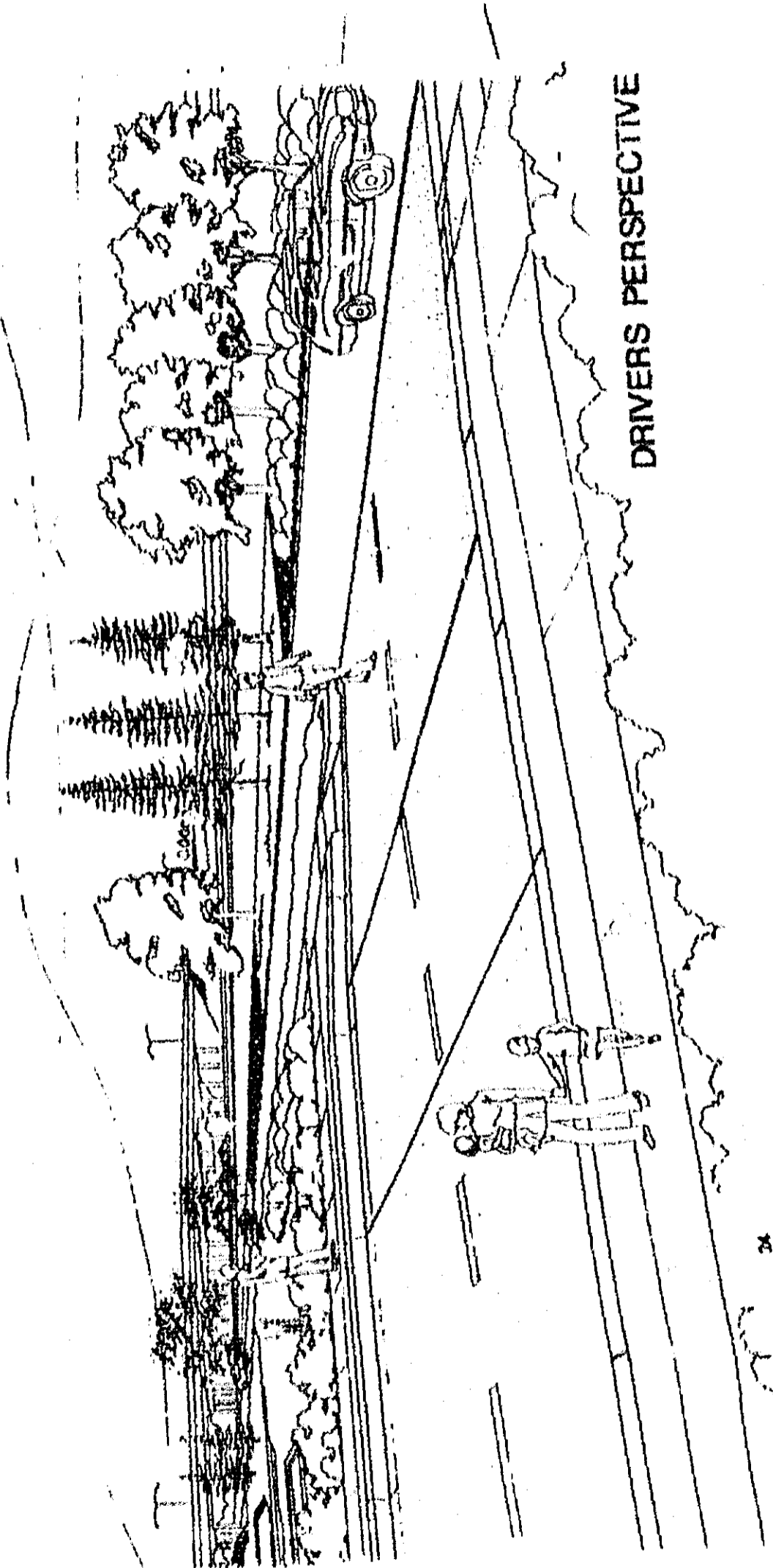
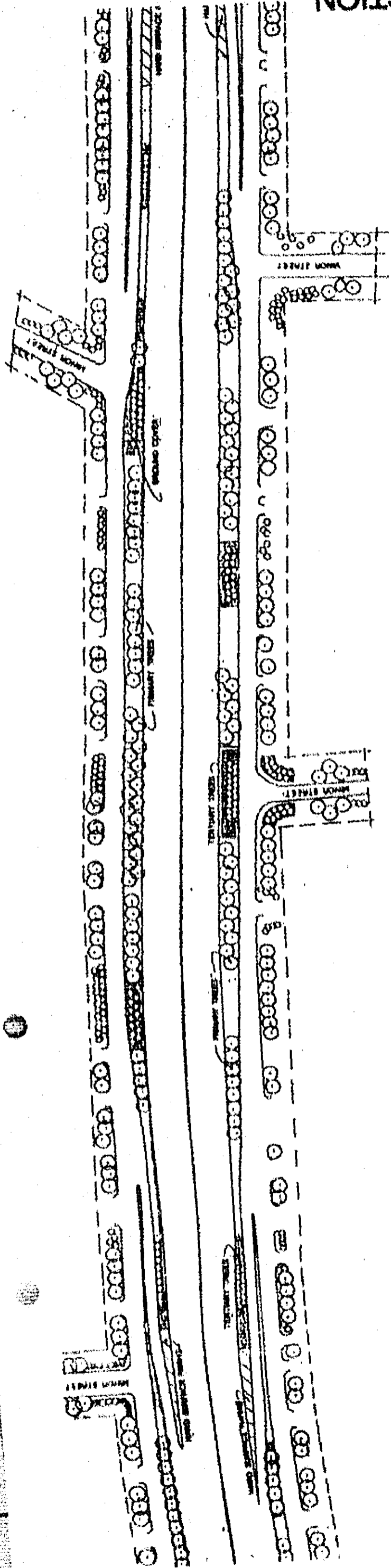
MAJOR INTERSECTION



AERIAL PERSPECTIVE

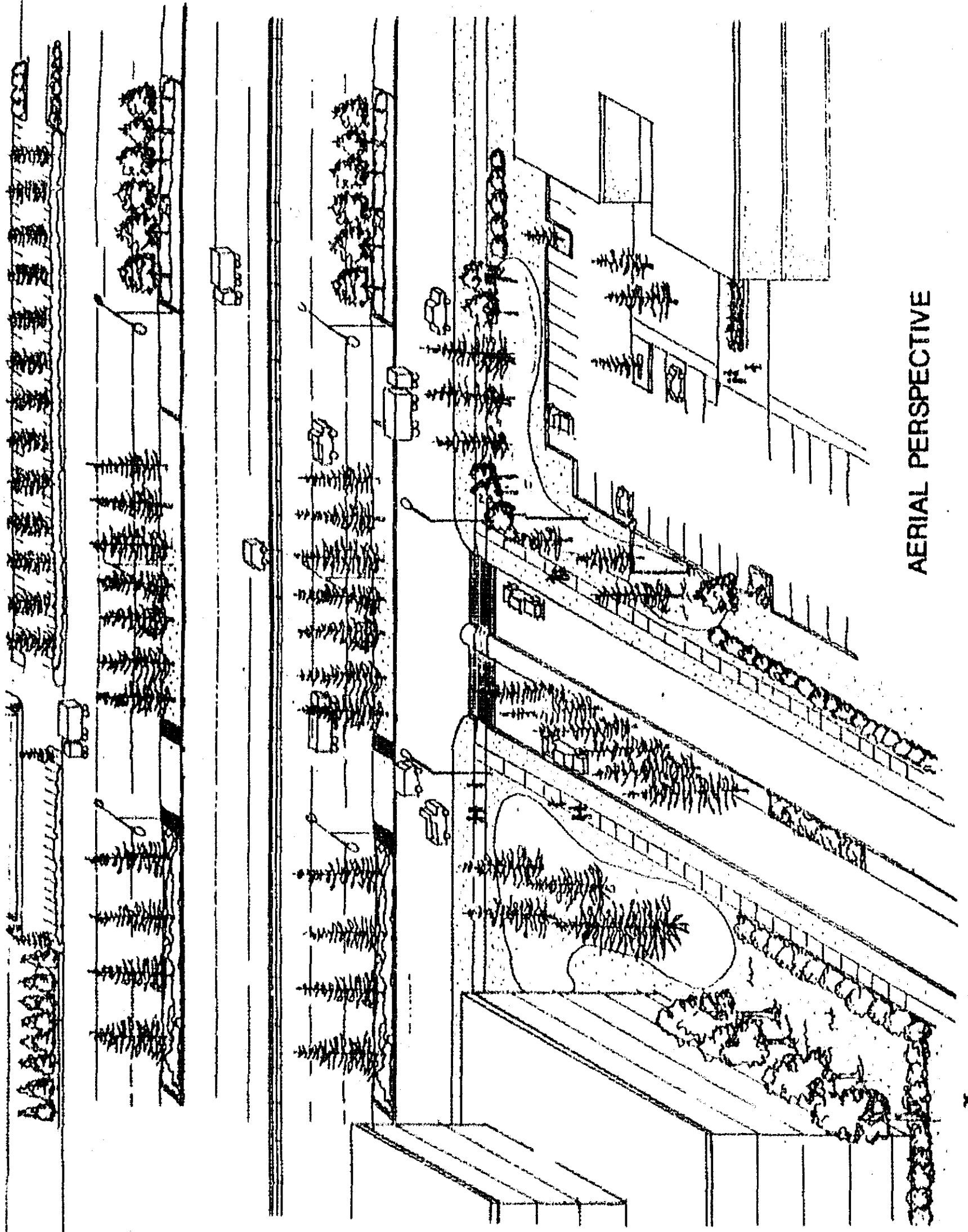
MINOR INTERSECTION

PLAN VIEW

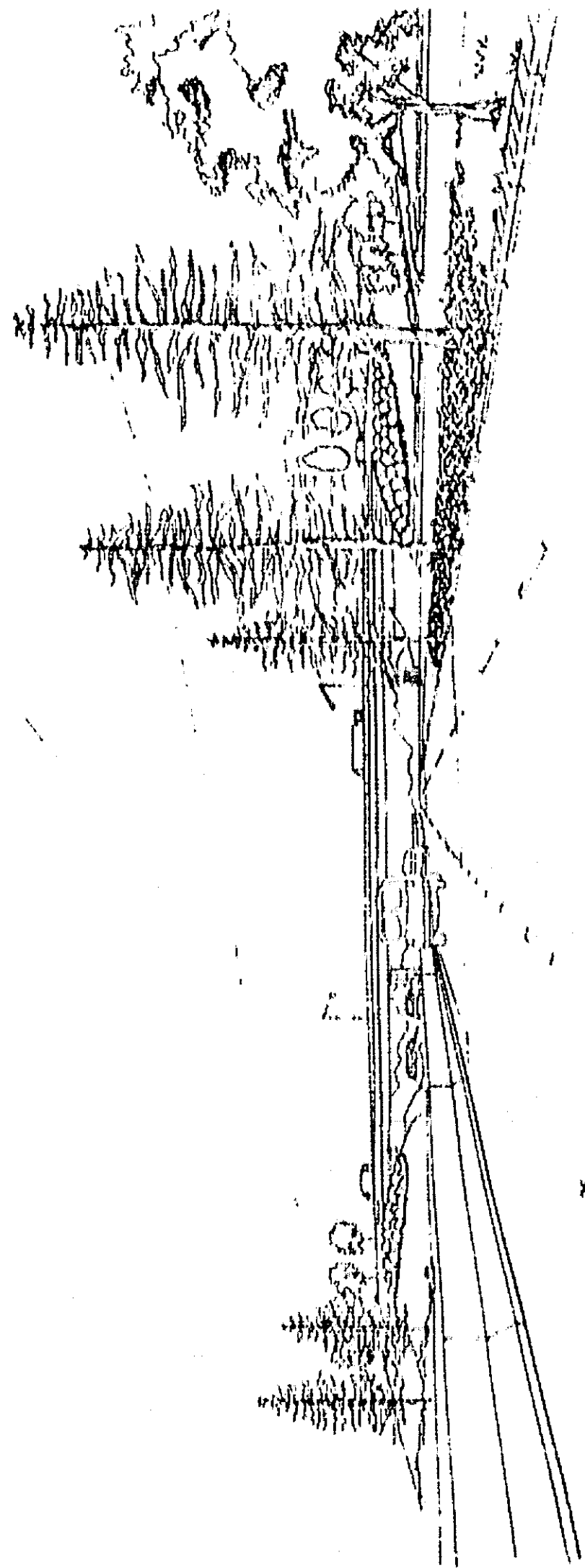
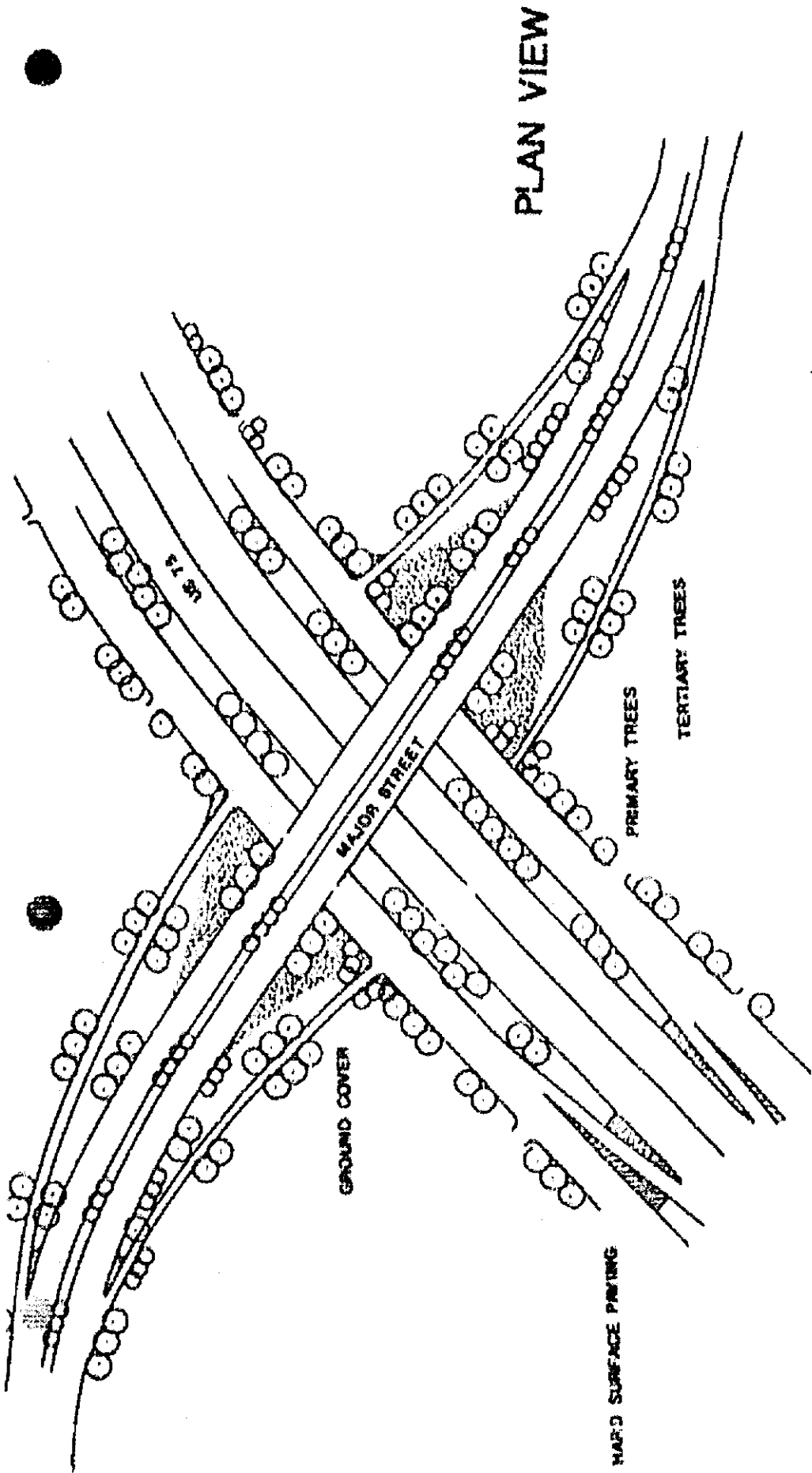


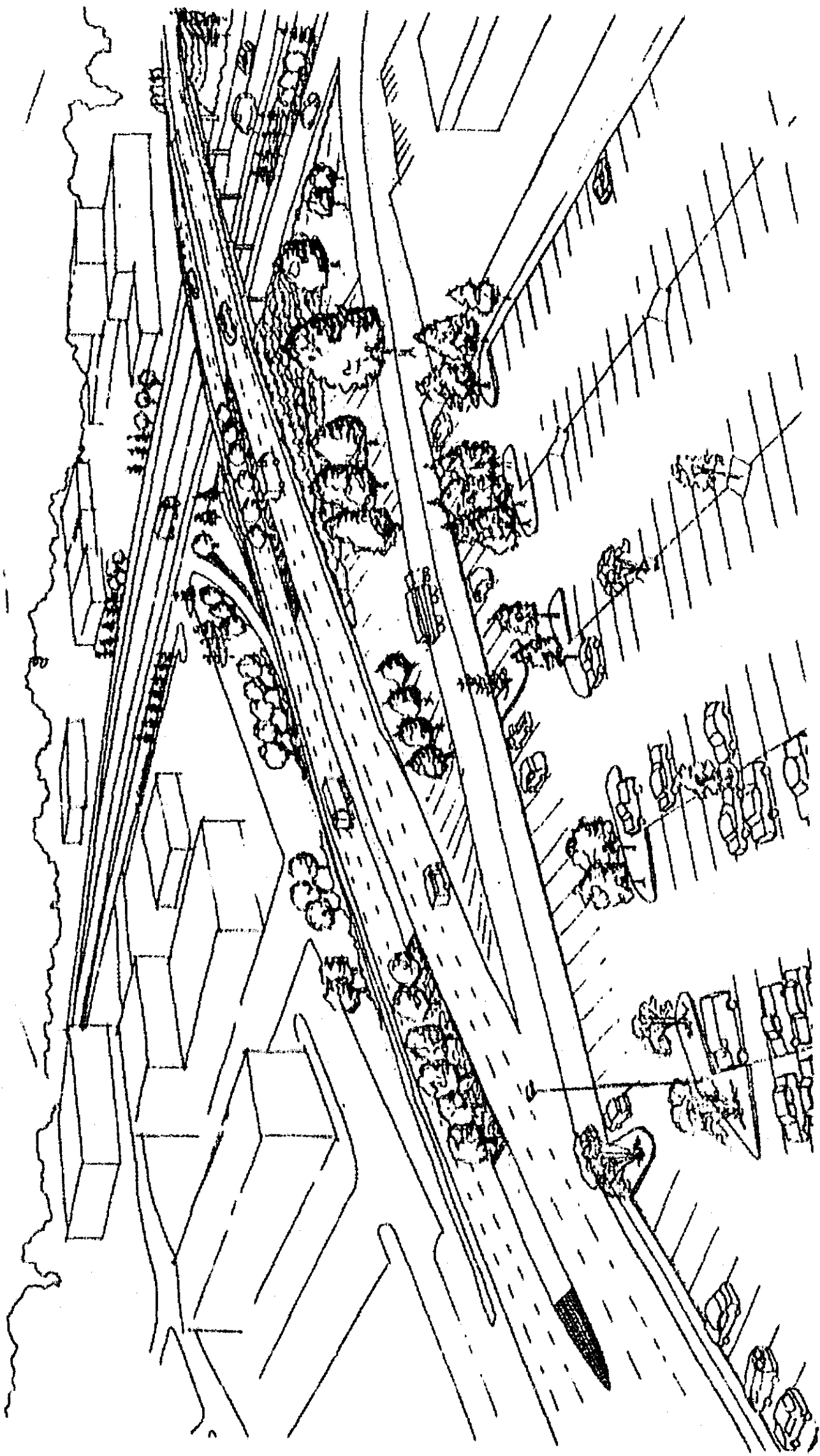
DRIVERS PERSPECTIVE

MINOR INTERSECTION



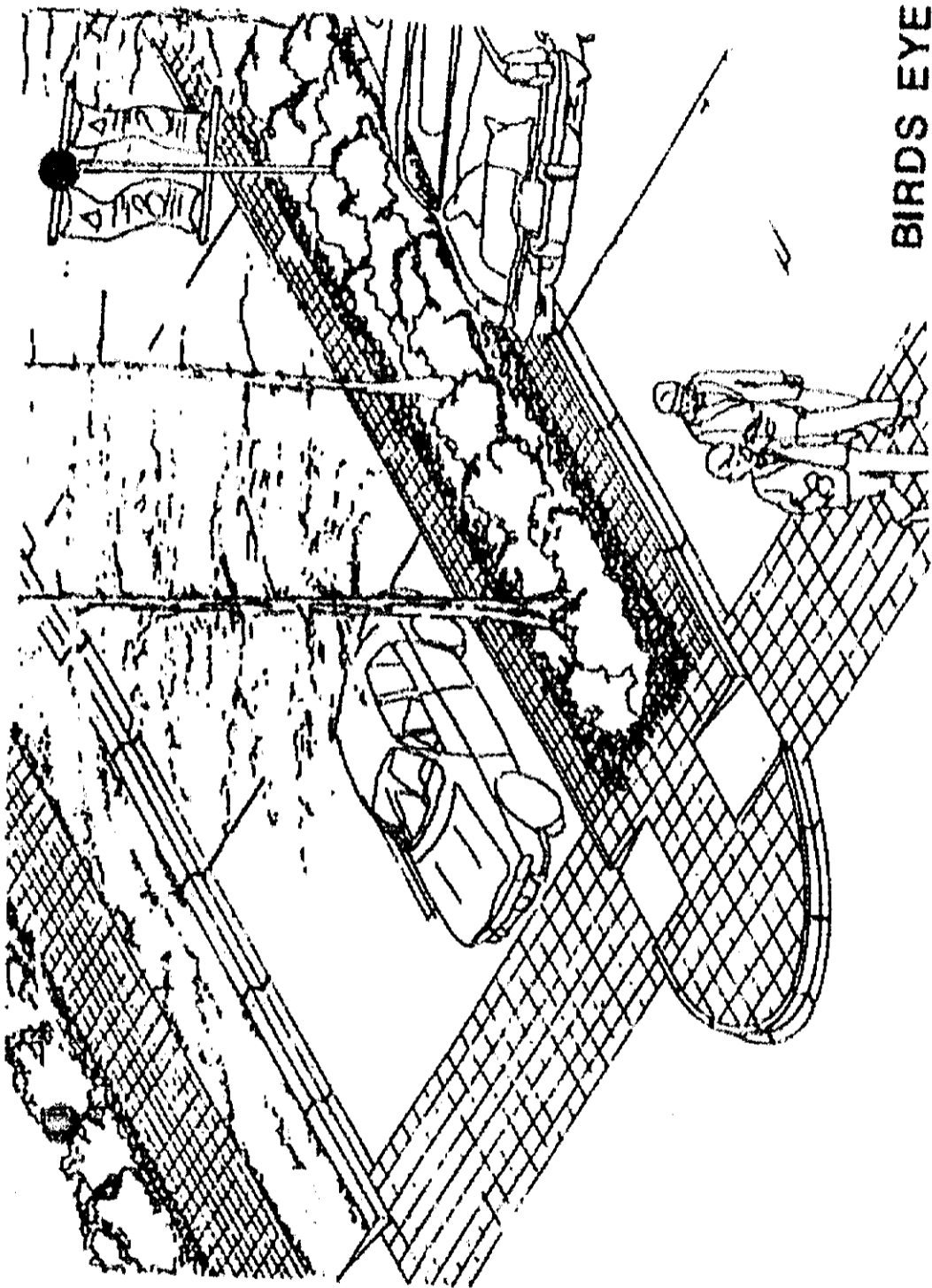
AERIAL PERSPECTIVE



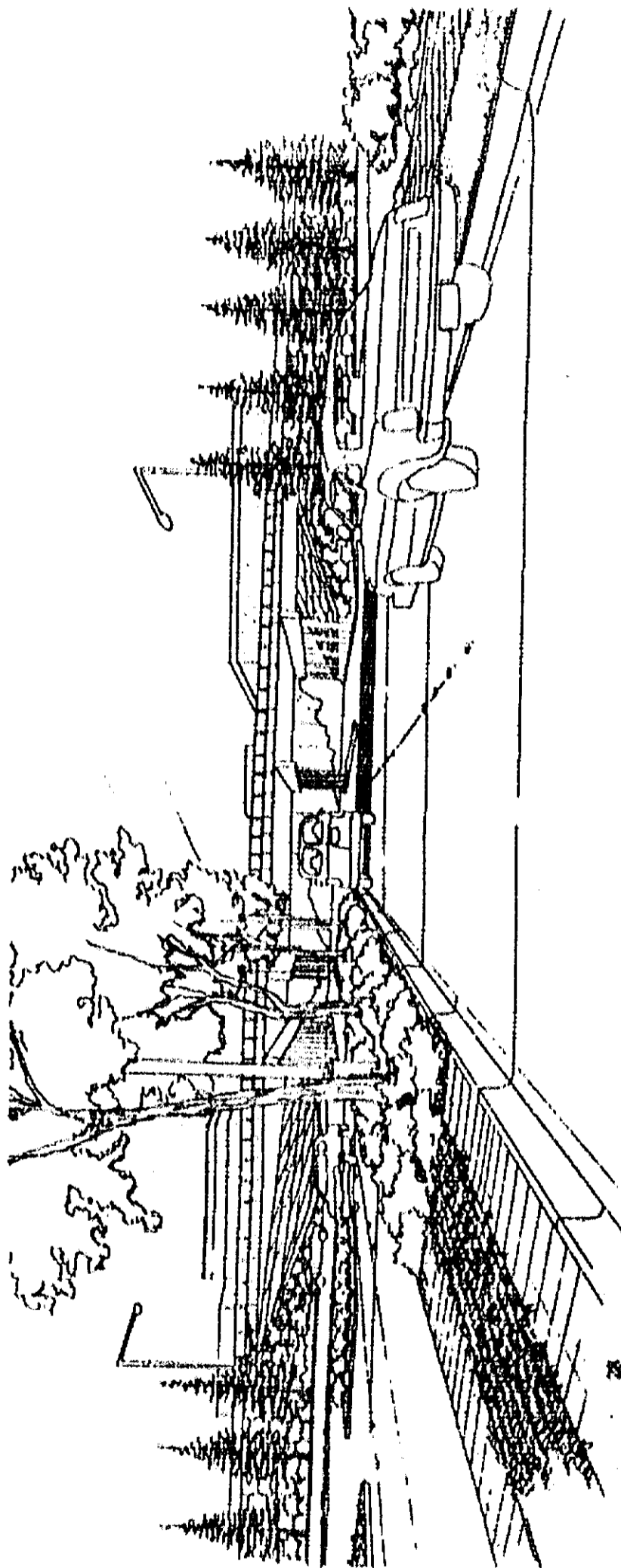


AERIAL PERSPECTIVE

BIRDS EYE VIEW



DRIVERS PERSPECTIVE



GLOSSARY

DEFINITION OF TERMS

ADJACENT PROPERTY: any property which is contiguous to the US 75 right-of-way or intersecting streets as defined herein.

ADOPTED COLOR: Any color which has been specifically adopted for use on various structures in the Corridor.

ADOPTED HARDSURFACE PAVING: Any specific, unique paving material (other than the standard highway concrete finish) adopted by each municipality. The paving used for special road surfaces, pedestrian ways and other hard-surface areas, which are to be constructed within the Corridor of each municipality.

ADOPTED LIGHTING: Any style lighting which has been specifically adopted for use in the Corridor.

ADOPTED SIGNAGE: Any signage which has been specifically adopted for use in the Corridor.

ADOPTED TEXTURES: Any texture which has been specifically adopted for use on various structures in the Corridor.

AMENITIES: Any element in the Corridor which can be introduced to improve the quality of the space, to include but not be limited to color, texture, plants, special hardsurfaces, irrigation, lighting, signs, etc.

BUFFER, LANDSCAPE/PEDESTRIAN: The 10 foot wide area behind the state right-of-way line which is privately owned.

CORRIDOR: The area defined by the State Highway R.O.W. and the Interface Zone.

DEVELOPMENT: Any amenity improvement which occurs in the Corridor.

GORE AREA: The area extending from the Gore Point back to the Outside Median. The area is normally paved and striped.

GORE POINT: The point where the intersection of the line created by the outside freeway lane and the line created by the freeway side lane of an exit or entrance ramp.

INTERFACE ZONE: The area of land outside and adjacent to the State Highway Right of Way, extending 30 feet into the adjacent properties, 300 feet into R.O.W.'s of major intersections, and 150 feet into R.O.W.'s of secondary intersections.

LANDSCAPE EASEMENT: Any easement in the Corridor which allows for public landscape development.

MEDIAN: That area within the State Highway right-of-way between the main lanes and the frontage roads.

OVERPASS: Thoroughfare or rail structure which passes over the Corridor but does not have direct access to the Corridor.

PEDESTRIAN EASEMENT: An easement in the Corridor dedicated by plat or separate instrument which allows for public pedestrian traffic.

PRIMARY GROUNDCOVER: A specific groundcover which is used in a specific percentage.

PRIMARY TREE: A specific tree which is used in a specific percentage.

PRIMARY TREE SHRUBS: Specific tree shrubs which are used in a specific percentage.

PRIMARY SHRUBS: Specific shrubs which are used in a specific percentage.*

RETAINING WALL: A wall which is used to hold soil secure or intact in the Corridor.

SCREENING WALLS: Any architectural structure in the Corridor which is constructed for visual or noise considerations.

SECONDARY GROUNDCOVER: Groundcover of the designers choice taken from the plant pallet. The primary groundcover has priority over secondary groundcovers if discretion is appropriate.*

SECONDARY TREES: Specific trees which are used in a specific percentage* in any development which can accommodate trees in the Corridor. The primary tree has priority over secondary trees if discretion is appropriate.*

SECONDARY TREE SHRUB: Tree shrubs of the designers choice taken from the approved plant list. The primary tree shrubs have priority over secondary tree shrubs if discretion is appropriate.*

STATE HIGHWAY R.O.W.: The area of land between the R.O.W. lines of US 75, north of I 635 and south of SH 121.

TERTIARY TREES: Trees of the designers choice taken from the plant list. The primary and secondary trees have priority over Tertiary trees if discretion is appropriate.*

TREE: A vertical plant which has a trunk size of 3 to 4 inches in caliper or greater as measured 6" above the grade line (ball).

TREE SHRUB: A vertical plant which does not have a trunk size of greater than 4 inches.

UNDERPASS: A thoroughfare or rail structure which passes under the Corridor but does not have direct access to the Corridor.

UNIFIER: Any amenity which is specified by name and is required to be used in certain cases in developments in the Corridor.

UTILITY EASEMENT: Any utility easement which is located in or intersects with the Corridor.

* Exception may be given where it can be demonstrated by a designer that views, excessive grades, utility placement, or other obstructions prohibit practical placement of plant materials or percentages as required.