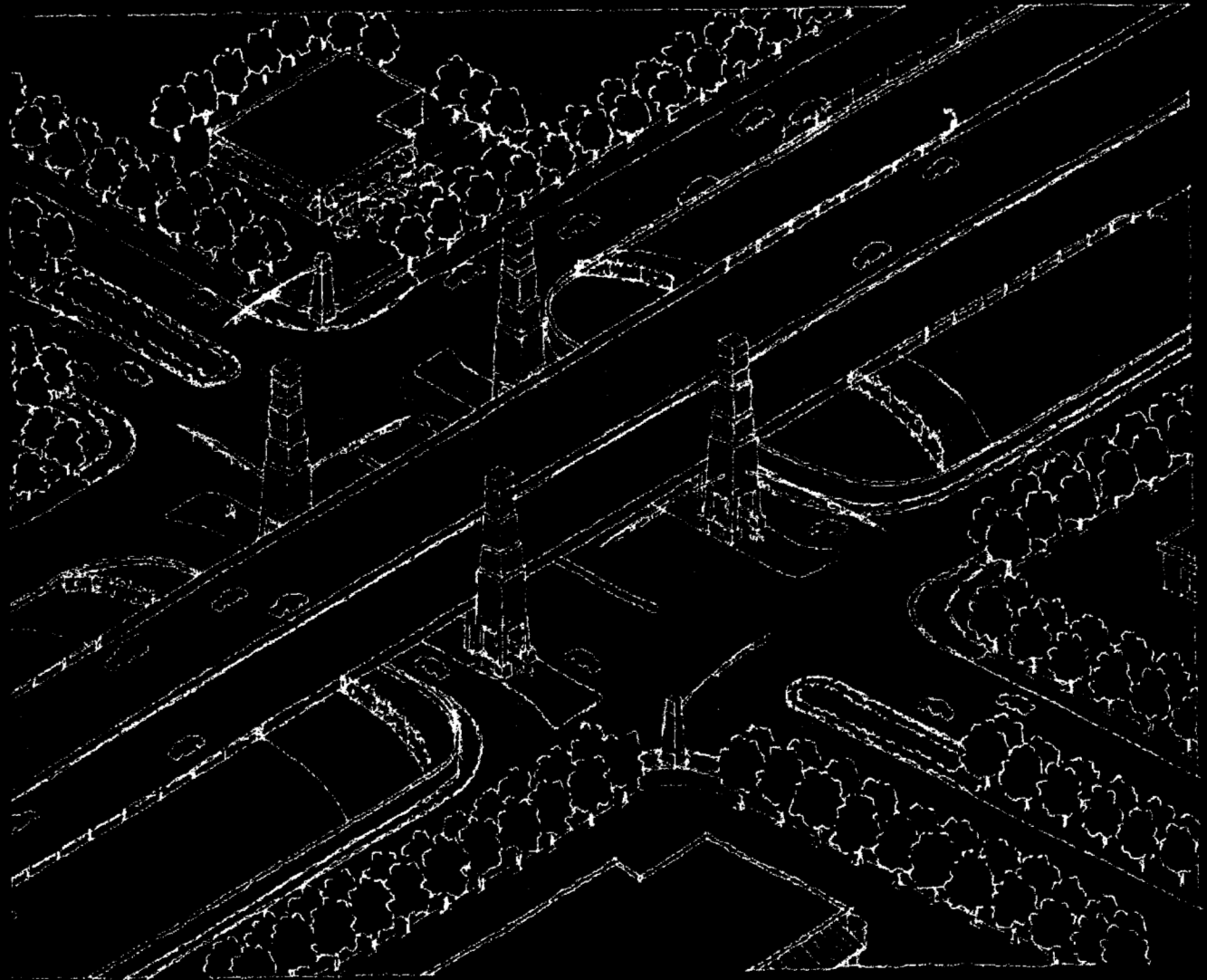


Dallas North Tollway  
Streetscape Plan

*City of Plano, Texas*



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The Dallas North Tollway – Design Guidelines and Streetscape Plan was adopted by the City Council, City of Plano, on July 13, 1998 by Resolution No. 98 - 7 - 12 (R).

## INTRODUCTION

The Dallas North Tollway Streetscape Plan provides concepts for both public and private streetscape enhancements within the Tollway Corridor in Plano. The streetscape designs have been divided into three different classifications based on street type and size: Tollway Frontage Roads, East/West Arterials, and Communications Parkway/Parkwood Boulevard. Each of these street types are graphically depicted under a typical or prototypical site condition.

The study area is comprised of approximately 830 acres located between the President George Bush Tollway (SH 190) and West Spring Creek Parkway to the north and south, and between Parkwood Boulevard and Communications Parkway to the east and west. Within the geographic center of the study area is the Dallas North Tollway. The Tollway is one of the most significant economic development corridors in the Dallas/Fort Worth Metroplex.

### **Purpose**

These streetscape concepts are part of a strategic plan that will guide city policy and private development decisions. The plans recommend planting and hardscape concepts that after constructed will improve the overall character of the area. The streetscape concepts address various issues such as regional image, local identity, buffering, maintenance, and scale.

Development within the Dallas North Tollway Corridor will be critical to the future of Plano and north Texas. As a supporting element of the City's Comprehensive Plan and Zoning Ordinances, this study will help the City work with private interests and local neighborhoods to realize future opportunities.

### **History**

The City of Plano established funding for landscaping and other related streetscape treatments for areas within the study area. It became apparent that the City's plans for public improvements should be blended with private development activities. The first parts, Development Guidelines, are under a separate report; Streetscape Concepts are included in this document. Therefore, this document and the Tollway Design Guidelines were developed in concert with each other.

### **Process**

Development of these streetscape concepts involved numerous meetings with city officials and staff, land developers, and homeowner representatives. Representatives of local electric companies also provided input on street tree and utility placement. Open workshops, and presentations to the Planning and Zoning Commission, City Council and other interested groups were held to obtain ideas and suggestions.

### **Application of Streetscape Concepts**

This document is intended to provide recommendations for streetscape designs of the various types of streets within the study area. The examples included within this study identify public and private coordination elements to create a district streetscape environment that meets the project objectives. Developers and landowners are encouraged to prepare site designs that complement the objectives for streetscape improvements in and along the rights-of-way.

## STUDY OBJECTIVES

The following defines the objectives as developed through a public participation process for this study. These study objectives are statements that define the conceptual framework, or beginning of the design process. The streetscape designs were developed directly from these statements as well as input provided from citizens, landowners, and the city during the design process.

1. Improve the overall visual image of the Dallas North Tollway corridor.
2. Create a “sense of place” and “identity” for this area.
3. Provide an attractive “front door” environment for development within the Dallas North Tollway Corridor.
4. Create a transitional landscape between commercial developments fronting on the Dallas North Tollway and the adjacent residential neighborhoods.
5. Create an attractive landscape environment between the frontage road and the Tollway, commonly referred to as the “Tollway fence line.”
6. Develop streetscape plans that provide consistency between public and private streetscape improvements in the study area.

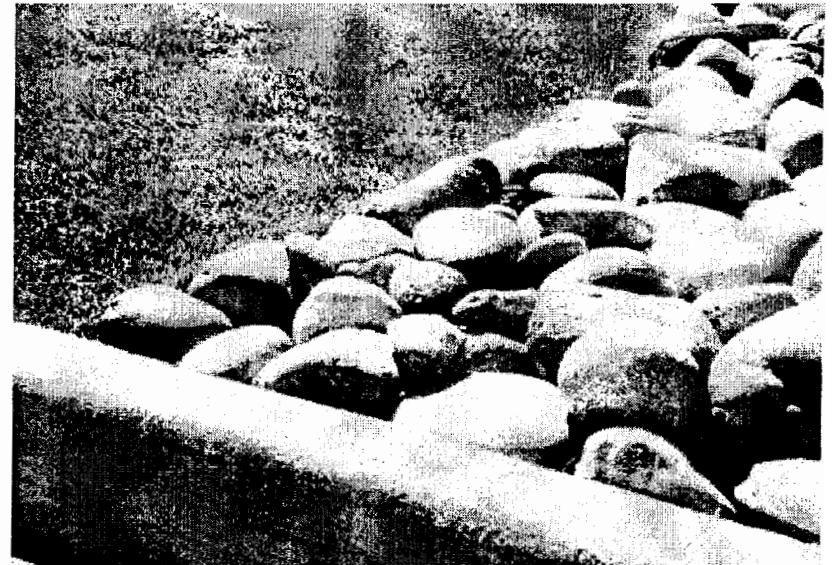
## STREETSCAPE PRECEDENTS

The following are examples of streetscape features considered during this process. They suggest options for the development of landscape and hardscape solutions that create a strong identity. The vertical monuments create a special landmark for both vehicular and pedestrian traffic. These monuments will allow for the visual recognition of the district from the main lanes of the Dallas North Tollway, as well as from local arterials.

The following streetscape precedents were presented during meetings with landowners, developers, citizens, city staff, elected officials, and representatives from local homeowners associations.



Street Trees, Pedestrian Lighting and Vehicular Lighting



River Rock Paving Detail

## STREETSCAPE PRECEDENTS

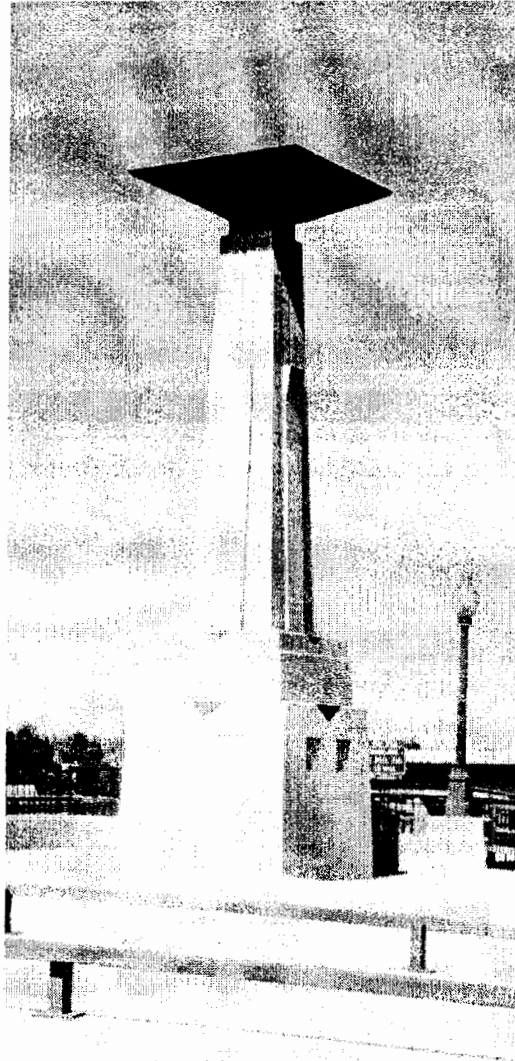


Masonry Intersection Monument



Steel Intersection Monument with Public Art

## STREETSCAPE PRECEDENTS



Masonry and Steel Intersection Monument



Potential Streetscape Furniture



**ROADWAY TYPOLOGIES**



## TOLLWAY FRONTAGE ROAD

The corresponding concept is recommended for the Tollway frontage roads within the study area. It responds to the regional identity for the area and specifically the frontage roads that parallel the Dallas North Tollway. This streetscape concept promotes a high-quality, economic development environment for this area. The concept is highly visible from the Dallas North Tollway and adds value to the commercial development that fronts on the Tollway.

The landscape planting will create a pleasant streetscape with a palette of evergreen and deciduous shade trees. Planting will be arranged in a formal manner allowing for an ordered environment. The planting concept utilizes a two-tier approach to the street tree arrangement. Species "A" is a Live Oak, which is a broad leaf evergreen tree. This tree species will create a constant green image as part of the street environment. Species "B" is a deciduous species that may vary between subdistricts within the corridor. Climbing vines planted along the Tollway fence will create a vertical green cover to an existing chain link fence. Lighting fixtures are intended to serve both a practical and aesthetic purpose. There is the potential to adapt existing power poles with a vehicular light arm.

### Specific Streetscape Concepts

- Formal landscape planting includes triangular street (shade) tree planting for species "A" and "B"
- Planting locations are coordinated with utility locations
- Vines along the Tollway fence create a "green" image within a narrow planting space
- Major intersections with the East/West Arterials will incorporate the Tollway Node elements

### Landscape Species

#### *Species "A" Large Shade Trees (2 ½"-3 ½" caliper)*

Live Oak

#### *Species "B" Large Shade Trees (2 ½"-3 ½" caliper)*

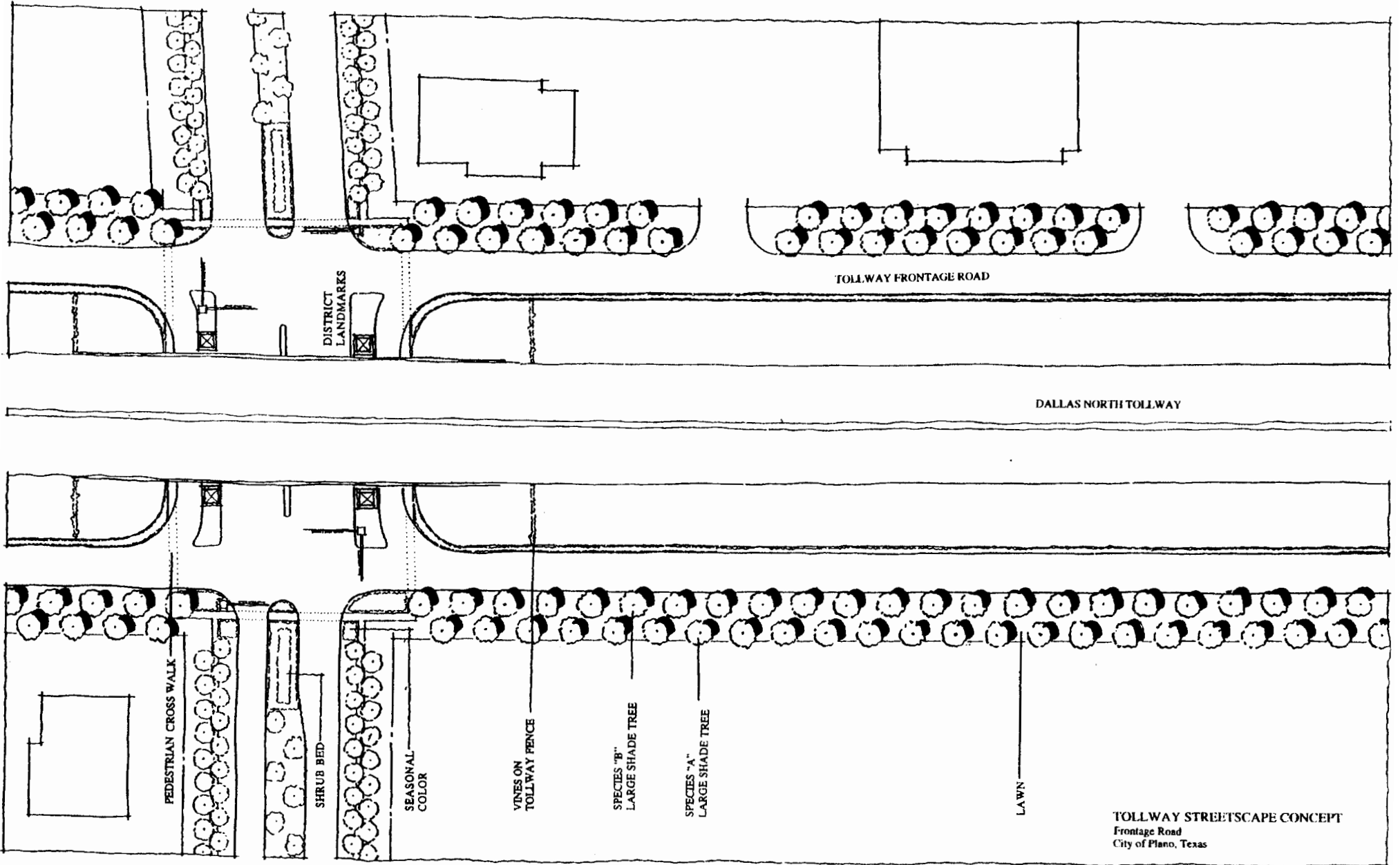
Red Oak "Schumard"  
Bald Cypress  
Cedar Elm  
Pear "Aristocrat"

Burr Oak  
Chinkapin Oak  
Chinese Pistachio

#### *Vines Located Along Fence Line*

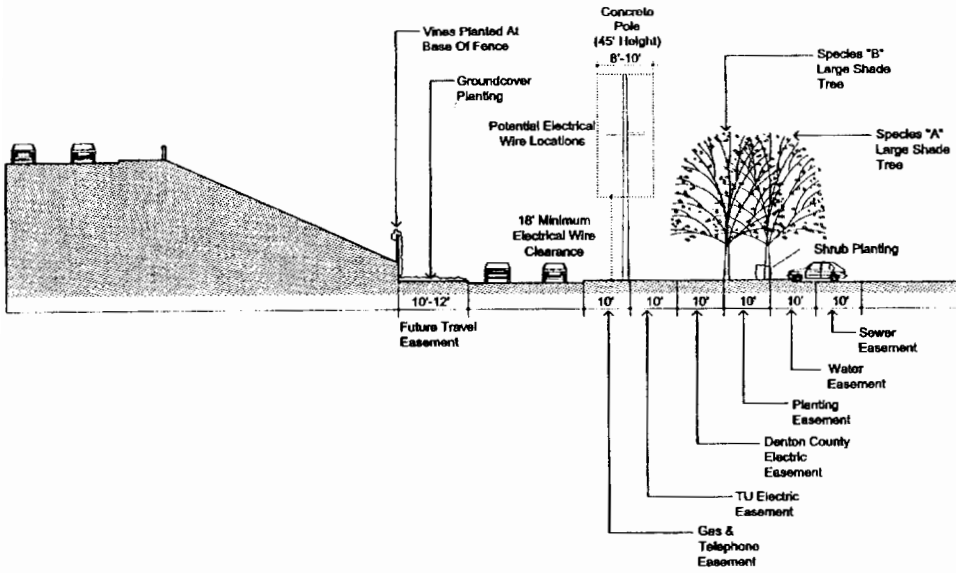
Lady Banks' Rose  
Coral Honeysuckle

# TOLLWAY FRONTAGE ROAD

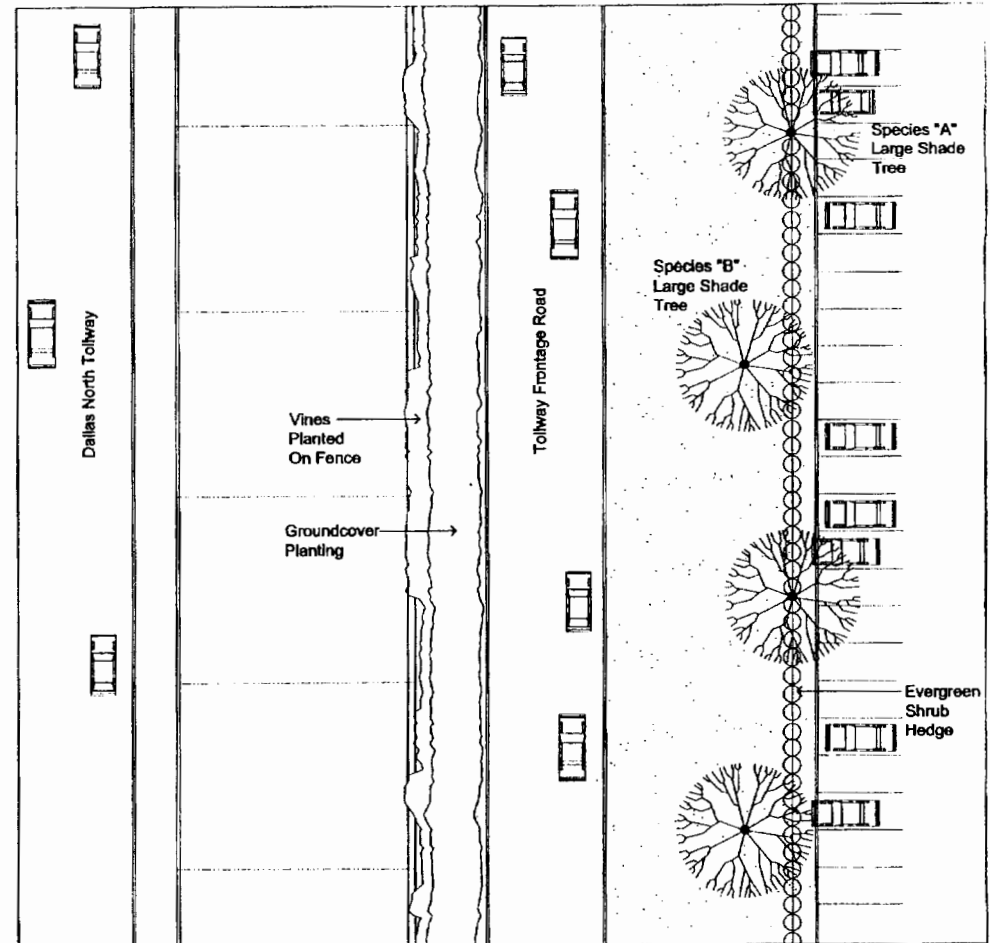


# TOLLWAY FRONTAGE ROAD

Tollway Frontage Road Section



Tollway Plan



## EAST/WEST ARTERIALS

The corresponding concept is recommended for the East/West Arterials within the study area. The streets in this classification include Plano Parkway, Park Boulevard, Parker Road, and Spring Creek Parkway. The concept responds to the overall, and local, streetscape identity for the area. This streetscape concept expresses the high-quality linkages that the East/West Arterials provide to other locations in Plano.

The landscape planting will include a pleasant streetscape palette of deciduous shade trees and smaller ornamental flowering trees. Plantings will be arranged in a formal manner to establish an ordered environment. Hardscape and street furniture will provide for both pedestrian safety and comfort. A wide, straight sidewalk is to be located on each side of the street, parallel to the landscape plantings. Lighting along this type of street will incorporate vehicular lighting of the street and pedestrian lighting on separate poles scaled to enhance the pedestrian environment.

### Specific Streetscape Concepts

- Formal landscape planting which includes street tree(shade) planting in a triangular or paired spacing pattern
- Landscape plantings include street trees and ornamentals along rights-of-way
- Landscape plantings include ornamentals within medians
- Ornamental plantings are located at major intersections
- Straight, formal sidewalk is located along both sides of street
- Major intersections with the Tollway will incorporate the Tollway Node elements
- Street furniture includes benches, vehicular lighting with banners, and pedestrian lighting

### Landscape Species

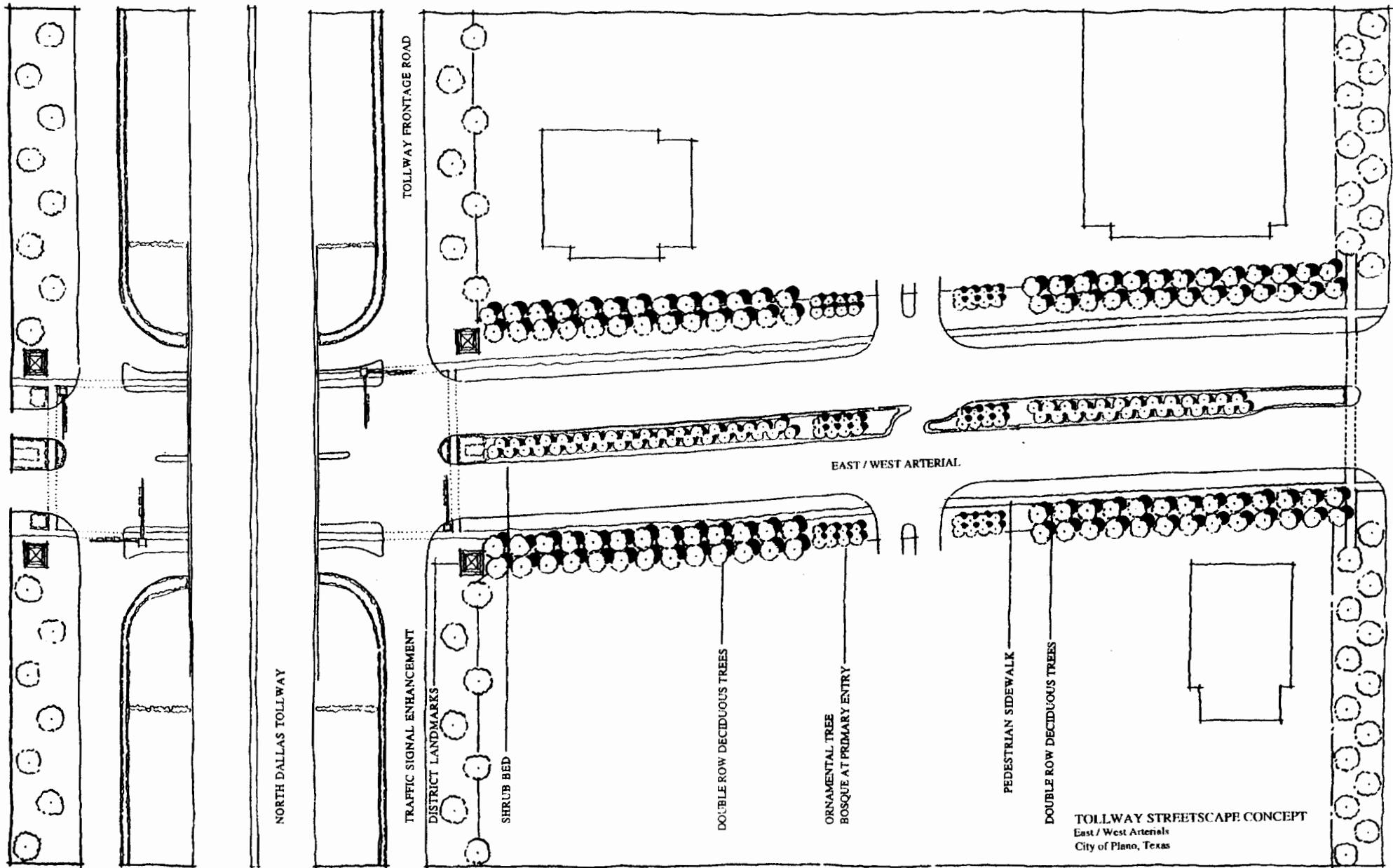
#### *Large Shade Trees (2 ½"-3 ½" caliper)*

Red Oak "Schumard"  
Bald Cypress  
Cedar Elm  
Chinese Elm  
Texas Pistache

#### *Ornamental Flowering Trees (1 ½"- 2 ½" caliper, multi-cane as needed)*

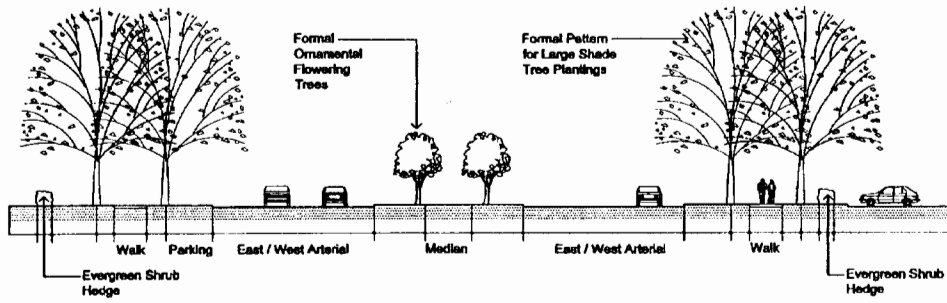
Crape Myrtle  
Yaupon Holly  
"Savannah" Holly  
"Nellie Stevens" Holly  
Red Bud

# EAST/WEST ARTERIALS

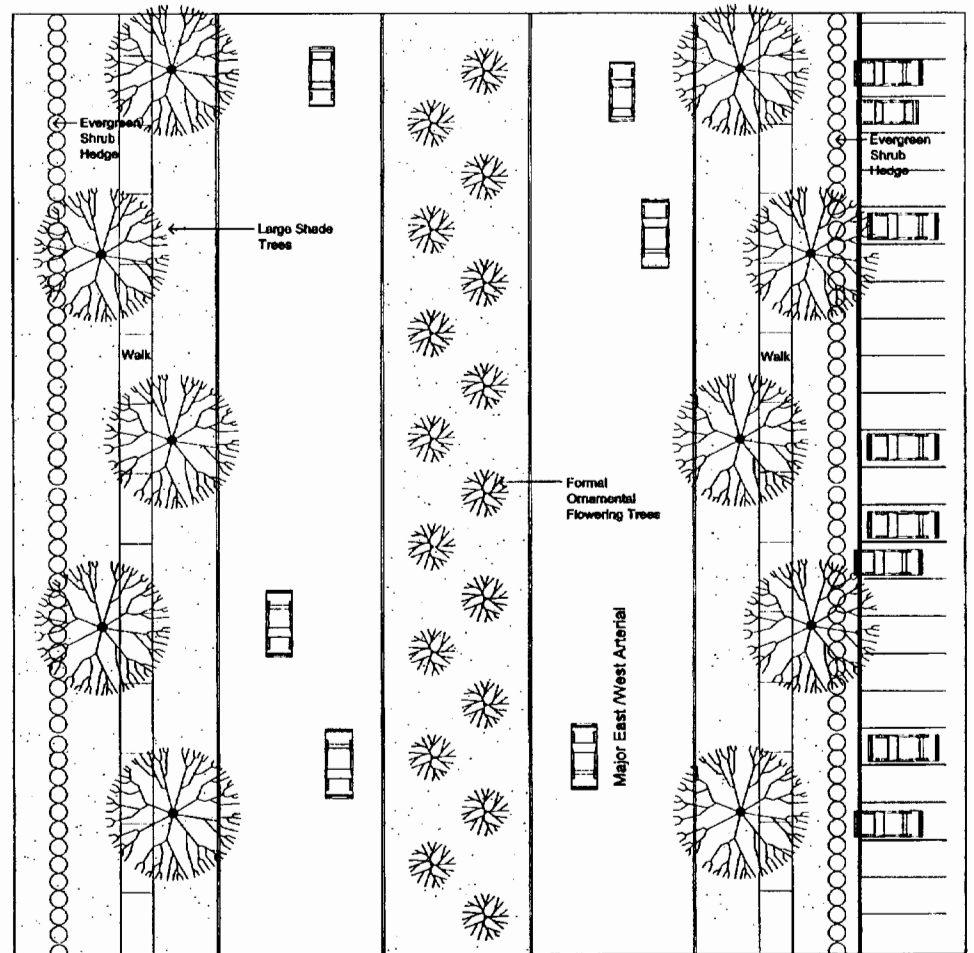


# EAST/WEST ARTERIALS

East / West Arterial Section



East / West Arterial Plan



## COMMUNICATIONS PARKWAY/PARKWOOD BOULEVARD

The corresponding concept is recommended for Communications Parkway and Parkwood Boulevard. The concept for these streets reflects the transition from commercial to residential development. This concept proposes that the landscaped areas along the street act as a “linear park.”

The landscape planting will utilize a palette of deciduous shade trees and smaller ornamental flowering trees. Planting is arranged to provide an informal environment. Hardscape and street furniture will provide for pedestrian safety and comfort. A wide curvilinear sidewalk will weave through the landscape plantings. Pedestrian seating nodes are to be developed near intersections with smaller neighborhood and/or commercial streets. These seating nodes will incorporate landscape planting, seating, pedestrian lighting, and public art. Lighting along this type of street will incorporate taller vehicular lighting on the street and shorter pedestrian lighting on separate poles scaled to enhance the pedestrian environment.

### **Specific Streetscape Elements**

- Landscape plantings are placed in an informal setting
- Landscape plantings include shade trees and ornamentals along rights-of-way
- Landscape plantings include ornamentals within medians
- Sidewalk is located in an informal curvilinear design
- Pedestrian seating nodes are located at intersections
- Street furniture includes benches, trash receptacles, water fountains, and pedestrian lighting

### **Suggested Landscape Species**

#### *Large Shade Trees (2 ½"-3 ½" caliper)*

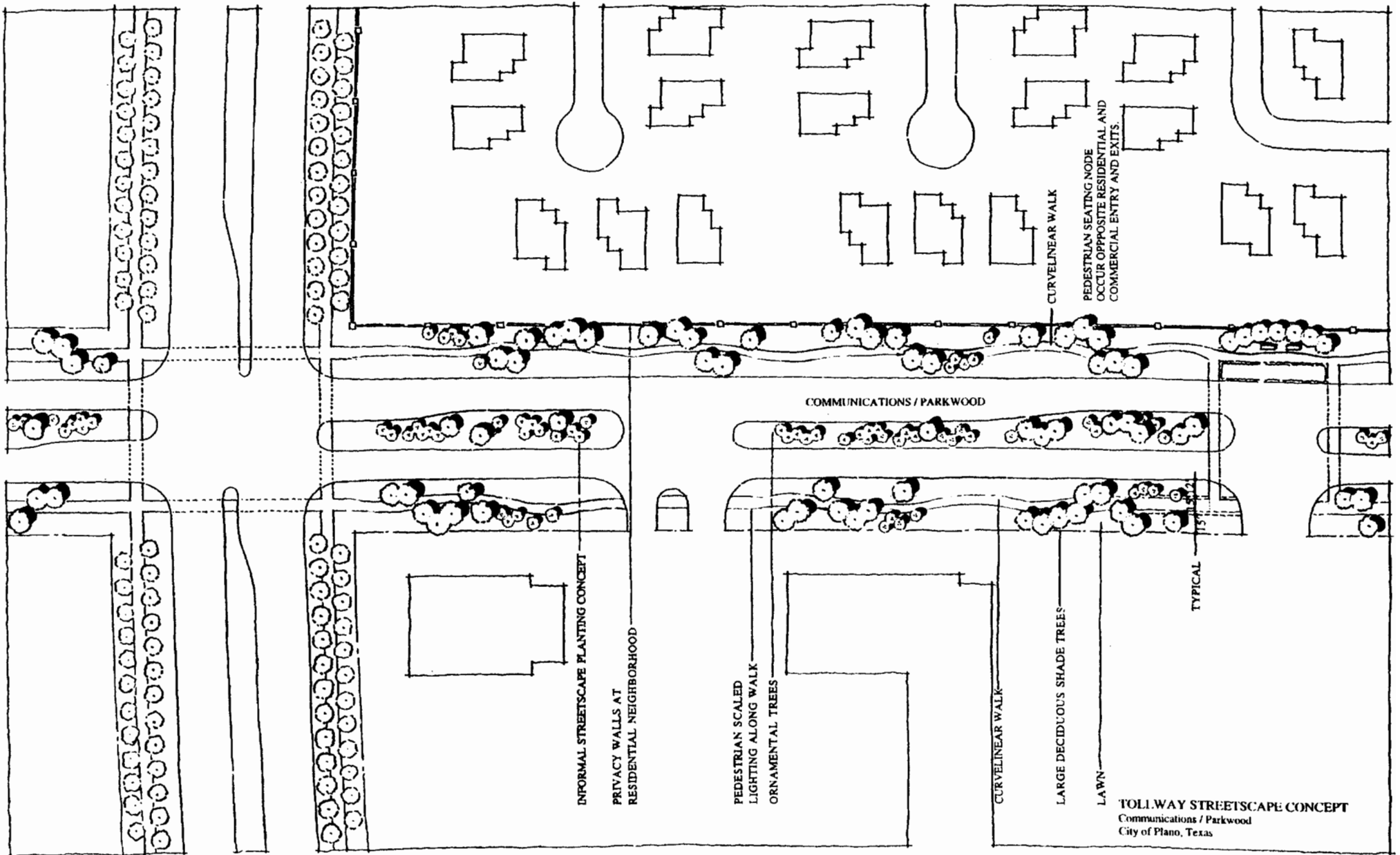
Red Oak “Schumard”  
Bald Cypress  
Cedar Elm  
Live Oak  
Chinese Elm  
Texas Pistache and Pecan

#### *Ornamental Flowering Trees (1 ½"- 2 ½" caliper, multi-cane as needed)*

Crape Myrtle  
Yaupon Holly  
“Savannah” Holly  
“Nellie Stevens” Holly  
Red Bud

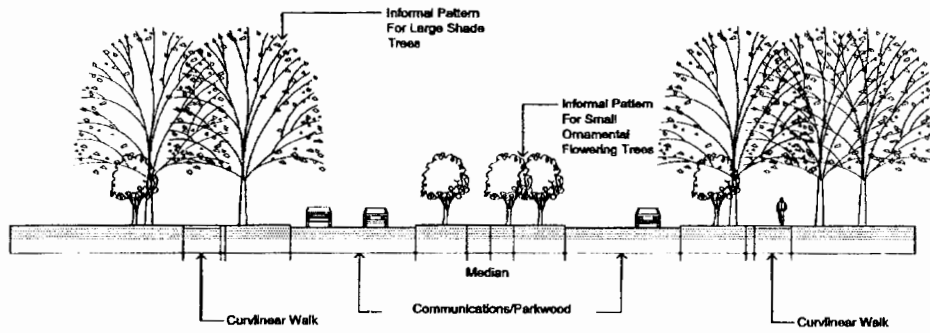


# COMMUNICATIONS PARKWAY/PARKWOOD BOULEVARD

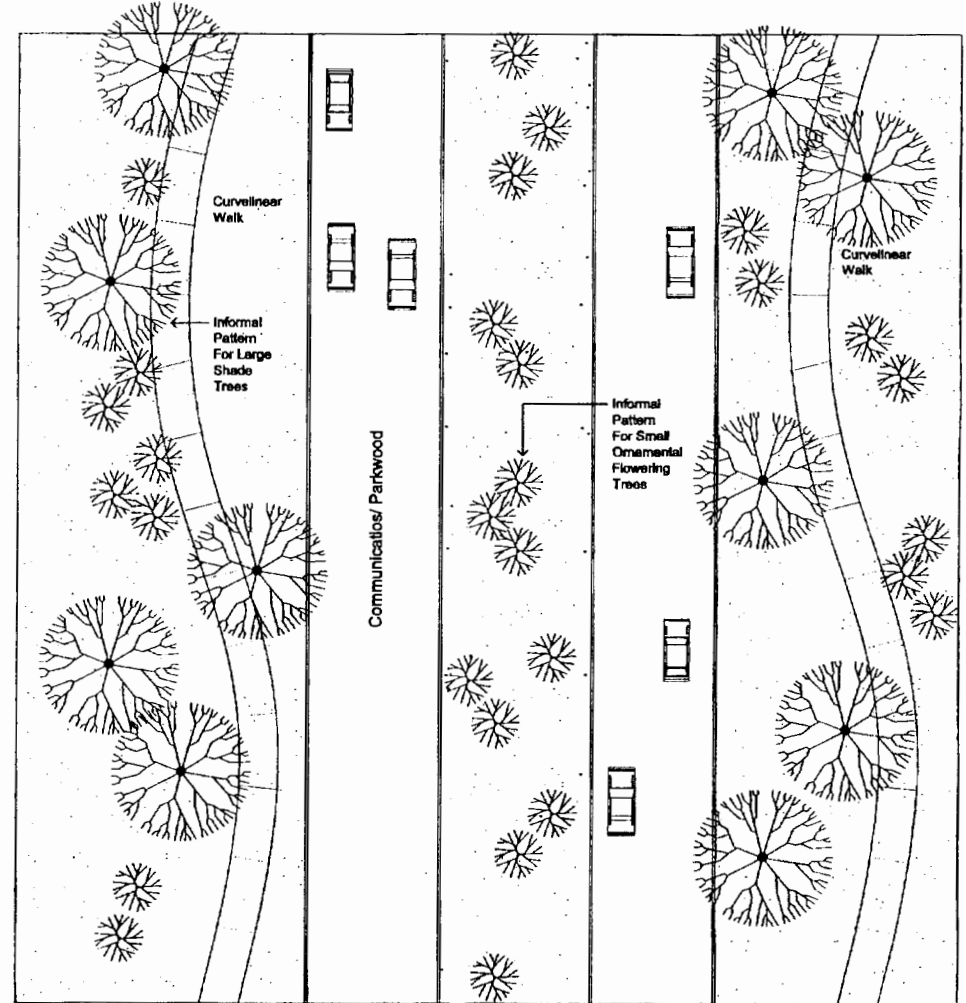


# COMMUNICATIONS PARKWAY/PARKWOOD BOULEVARD

Communications / Parkwood Section



Communications / Parkwood Plan



## TOLLWAY NODES and MONUMENTS

The corresponding streetscape concept is recommended for the Tollway intersections. The concept responds to the need for regional identity and a cohesiveness within the corridor itself. This streetscape concept represents a high-quality/economic development environment for this area. The concept is highly visible from the Dallas North Tollway and the east/west arterials that cross under the Tollway's main lanes.

Monuments will be developed to create both regional and district identities for the area. Each intersection will have a unique landmark design to distinguish its importance to the corridor. These monuments will create a *grand* identity in an environment currently void of inspiring public focal points.

The landscape planting will include a palette of evergreen and deciduous shade trees. Planting will be arranged in a formal manner creating an ordered environment. The planting concept utilizes a single tree species within a 500' radius of the center of the intersection to create a district center. This planting concept will work in tandem with the monuments to establish a regional identity for each node or intersection. Lighting at the intersection nodes will include vehicular lighting and a special cladding, similar to the monument design, which will be developed for the traffic signal poles.

### Specific Streetscape Concepts

- Monuments provide intersection and regional identity
- Monuments incorporate special intersection signage and effect lighting
- Formal landscape planting is provided with triangular street (shade) tree planting
- Planting corresponds to the attached section which defines tree and utility locations
- Special designs for traffic signal structures are proposed
- Vines are proposed along Tollway fences

### Landscape Intersection Species

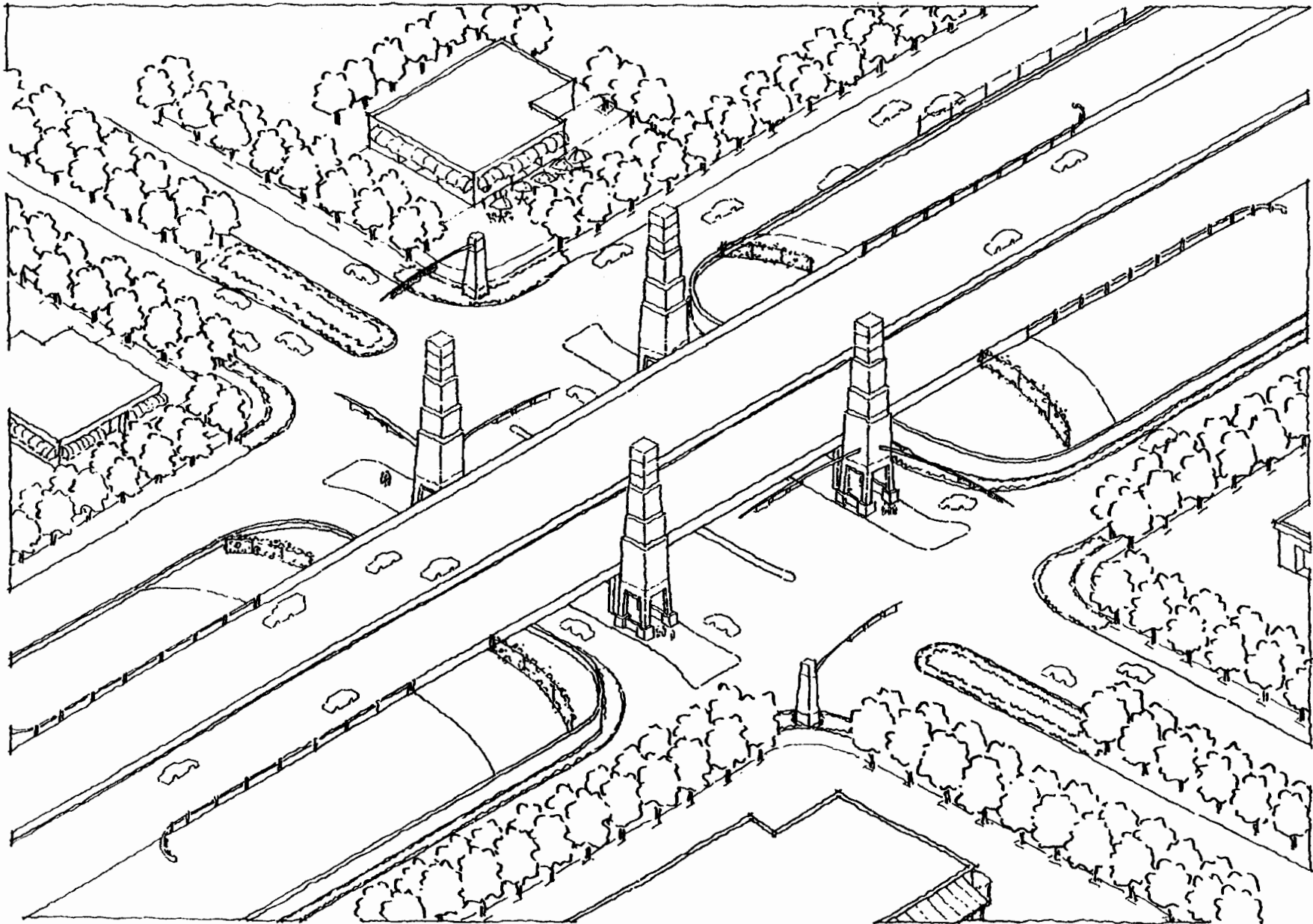
*Species at Plano Parkway*  
Burr Oak

*Species at Park Boulevard*  
Red Oak "Schumard"

*Species at Parker Road*  
Bald Cypress

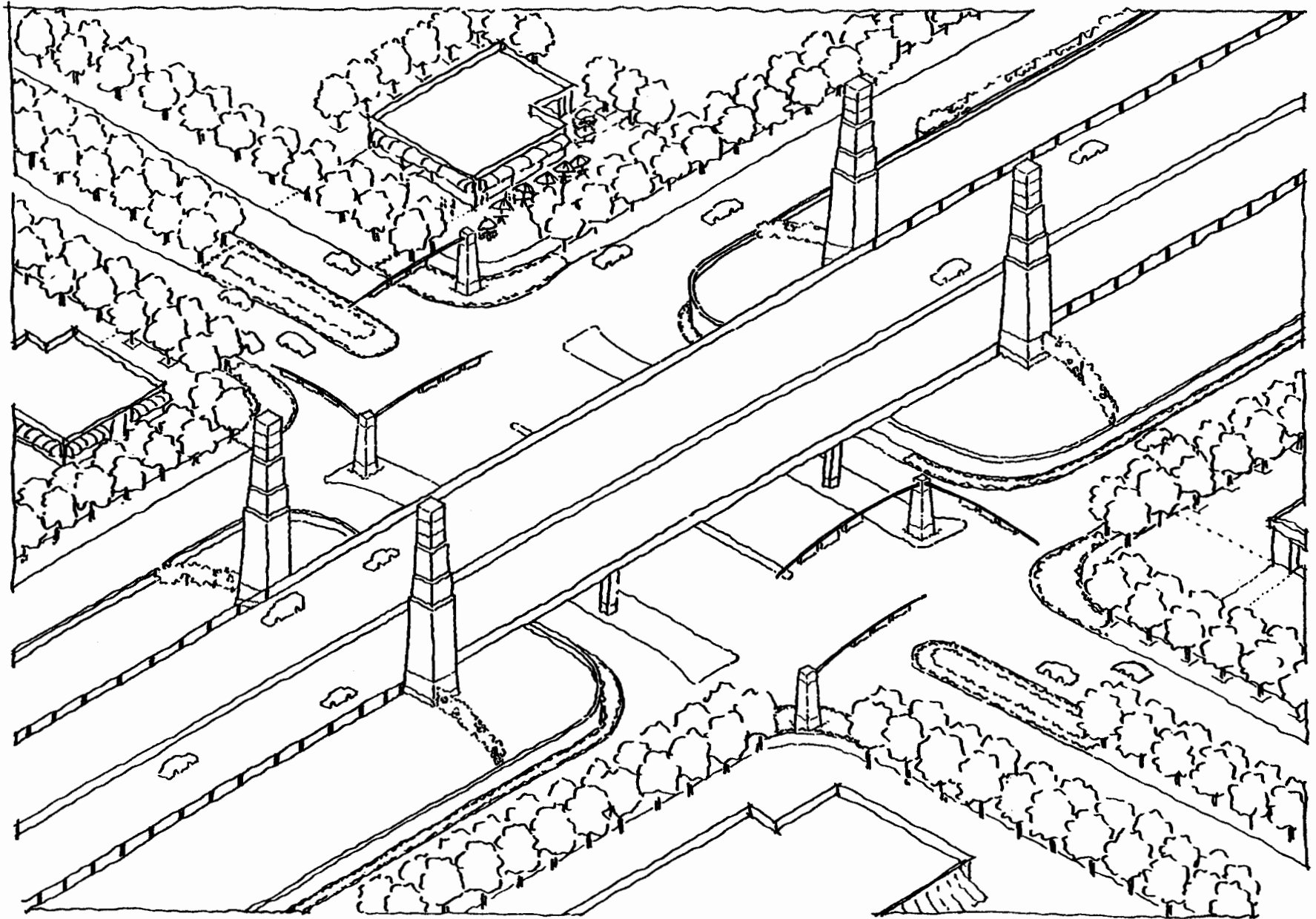
*Species at West Spring Creek Parkway*  
Pear "Aristocrat"

# TOLLWAY NODES and MONUMENTS



17.

# TOLLWAY NODES and MONUMENTS



## CONCLUSIONS

### **Use of Streetscape Plans**

These streetscape plans and recommendations have been prepared to provide a better understanding of the City's expectations for roadway amenities along the Dallas North Tollway and other network streets. More specifically, they will function as follows:

- To establish design objectives for streetscape improvements.
- To supplement and support Tollway Employment and Tollway Commercial Zoning objectives.
- Intended to provide conceptual design layouts that meet the stated objectives.
- To document some streetscape precedents that will support quality design in the Dallas North Tollway corridor.
- Developers and/or landscape architects should be encouraged to explore additional design alternatives that are consistent with the stated objectives.
- Provide an image of the landscape and hardscape elements that will be implemented through public and private participation.

### **Acknowledgements**

Many groups participated in the success of this study and the related design guidelines document. Many citizens of the City of Plano and local homeowners association representatives assisted in the final recommendations. The document received detailed input from the City Council and Planning & Zoning Commission that proved invaluable to the process. Numerous City Staff personnel also provided input and direction toward the success of this study. The consultant team for the project was Hellmuth, Obata & Kassabaum, Inc. (HOK), along with Wallace Roberts & Todd (WRT) of Dallas.