



# OVERTON PARK PUBLIC IMPROVEMENTS SITE DESIGN GUIDELINES

January 2004



**Humphreys & Partners Architects, L.P.**



**EDAW, Inc.**



**Parkhill, Smith & Cooper, Inc.**



# TABLE OF CONTENTS

<b>CHAPTER 1: INTRODUCTION .....</b>	<b>1</b>
<b>Overview .....</b>	<b>1</b>
<b>The Documents.....</b>	<b>3</b>
<b>Using the Overton Park Public Improvements Site Design Guidelines.....</b>	<b>5</b>
<b>History of North Overton .....</b>	<b>6</b>
<b>The McDougal Companies and Overton Park .....</b>	<b>7</b>
<b>CHAPTER 2: OVERTON PARK CHARACTER AND ORGANIZATION.....</b>	<b>8</b>
<b>Introduction .....</b>	<b>8</b>
<b>Street Tree Framework .....</b>	<b>8</b>
<b>Street Tree Planting Guidelines .....</b>	<b>8</b>
<b>Right-of-Way Landscape Guidelines.....</b>	<b>12</b>
<b>Street Signage .....</b>	<b>16</b>
<b>Bus Stop Shelter.....</b>	<b>16</b>
<b>Utilities .....</b>	<b>17</b>
<b>CHAPTER 3: OVERTON PARK GATEWAYS AND GATEWAY STREETS.....</b>	<b>18</b>
<b>Neighborhood Gateways .....</b>	<b>18</b>
<b>Gateway Streets .....</b>	<b>19</b>
<b>Glenna Goodacre Boulevard (8th Street).....</b>	<b>19</b>
<b>Sixth Street and Avenue U .....</b>	<b>24</b>
<b>Rotaries .....</b>	<b>27</b>
<b>Public Art and Ornamentation.....</b>	<b>27</b>

<b>CHAPTER 4: MIXED USE AREA GUIDELINES .....</b>	<b>28</b>
<b>Streetscape Design Guidelines .....</b>	<b>28</b>
<b>Sidewalk and Specialty Paving Design Guidelines .....</b>	<b>32</b>
<b>Streetscape Amenities .....</b>	<b>33</b>
<b>Pedestrian and Vehicular Lighting Guidelines .....</b>	<b>33</b>
<b>Fencing Guidelines .....</b>	<b>33</b>
<b>Screening, Buffering and Separation Guidelines .....</b>	<b>34</b>
<b>CHAPTER 5: LOW DENSITY RESIDENTIAL AREA .....</b>	<b>36</b>
<b>Streetscape Design Guidelines .....</b>	<b>36</b>
<b>Sidewalk Design Guidelines .....</b>	<b>36</b>
<b>Streetscape Amenities .....</b>	<b>37</b>
<b>Pedestrian and Vehicular Lighting Guidelines .....</b>	<b>38</b>
<b>Fencing Guidelines .....</b>	<b>38</b>
<b>APPENDIX A: SITE FURNISHINGS STANDARDS .....</b>	<b>39</b>
<b>Benches .....</b>	<b>39</b>
<b>Trash Receptacles .....</b>	<b>40</b>
<b>Bicycle Racks .....</b>	<b>40</b>
<b>Tree Grates .....</b>	<b>41</b>
<b>Trench Grates .....</b>	<b>41</b>
<b>Vehicular &amp; Pedestrian Lighting .....</b>	<b>42</b>

**APPENDIX B: PLANT MATERIAL APPROPRIATE FOR LUBBOCK, TEXAS..... 45**

- Street Trees ..... 45**
- Accent Trees..... 45**
- Open Space Trees ..... 45**
- Street Shrubs | Low Growth | Perennials ..... 46**
- Open Space Shrubs | Perennials ..... 46**
- Ornamental Grasses..... 47**
- Vines ..... 47**
- Ground Covers ..... 47**

**APPENDIX C: STREET SECTION KEY..... 48**

# **LIST OF FIGURES**

<b>Figure 1 - Overton Park Proposed Land Use.....</b>	<b>2</b>
<b>Figure 2 - Overton Park Review Process.....</b>	<b>3</b>
<b>Figure 3 - Tax Increment Finance District Boundary .....</b>	<b>4</b>
<b>Figure 4 - Street Tree Framework Plan.....</b>	<b>9</b>
<b>Figure 5 - Public Landscape Areas by Type.....</b>	<b>10</b>
<b>Figure 6 - Street Tree Intersection Detail.....</b>	<b>11</b>
<b>Figure 7 - Right-of-Way Landscape Visibility Requirements .....</b>	<b>13</b>
<b>Figure 8 - Planter Pocket Detail .....</b>	<b>14</b>
<b>Figure 9 - Parkway Detail .....</b>	<b>14</b>
<b>Figure 10 - Bulb Out Detail .....</b>	<b>15</b>
<b>Figure 11 - Typical Street Signage.....</b>	<b>16</b>
<b>Figure 12 - Bus Shelter Concept .....</b>	<b>16</b>
<b>Figure 13 - Examples of Secondary Gateway Markers .....</b>	<b>18</b>
<b>Figure 14 - Gateway Streets.....</b>	<b>20</b>
<b>Figure 15 - Typical Gateway Street Pedestrian Crossing.....</b>	<b>19</b>
<b>Figure 16 - Glenna Goodacre Boulevard Median Pedestrian and Bicycle Crossing.....</b>	<b>22</b>
<b>Figure 17 - Glenna Goodacre Boulevard Median Planting Concept .....</b>	<b>23</b>
<b>Figure 18 - Ellipse Design Concept .....</b>	<b>24</b>
<b>Figure 19 - Rotary Design Concept .....</b>	<b>27</b>
<b>Figure 20 - Brick Pattern Examples .....</b>	<b>32</b>
<b>Figure 21 - Sidewalk Design Concept .....</b>	<b>32</b>

<b>Figure 22 - Crosswalk Detail .....</b>	<b>33</b>
<b>Figure 23 - Low-Density Residential Sidewalk Details .....</b>	<b>37</b>
<b>Figure 24 - Approved Brick Paver .....</b>	<b>39</b>
<b>Figure 25 - Approved Benches.....</b>	<b>39</b>
<b>Figure 26 - Approved Trash Receptacle .....</b>	<b>40</b>
<b>Figure 27 - Approved Bicycle Rack.....</b>	<b>40</b>
<b>Figure 28 - Approved Tree Grate .....</b>	<b>41</b>
<b>Figure 29 - Approved Trench Gate.....</b>	<b>41</b>
<b>Figure 30 - Approved Pedestrian Lights and Vehicular Lights .....</b>	<b>43</b>
<b>Figure 31 - Approved Bollard .....</b>	<b>44</b>
<b>Figure 32 - Approved Wall-Mounted Area Lights.....</b>	<b>44</b>

# **LIST OF SECTIONS**

**Appendix C is the key map for the location of these sections.**

<b>Section A - Glenna Goodacre Boulevard Mixed Use.....</b>	<b>21</b>
<b>Section B - Glenna Goodacre Boulevard Low-Density Residential .....</b>	<b>21</b>
<b>Section C - Sixth Street Mixed-Use.....</b>	<b>25</b>
<b>Section D - Sixth Street Mixed Use and Low-Density Residential .....</b>	<b>25</b>
<b>Section E - Fifth, Sixth, Seventh, Ninth, and Tenth Low-Density Residential .....</b>	<b>26</b>
<b>Section F - Avenue U Low-Density Residential .....</b>	<b>26</b>
<b>Section G - 9th and 10th Streets Mixed Use.....</b>	<b>29</b>
<b>Section H - Main Street Mixed Use .....</b>	<b>30</b>
<b>Section I - Avenue U Mixed Use .....</b>	<b>30</b>
<b>Section J - Avenue V Mixed Use and Low-Density Residential .....</b>	<b>31</b>
<b>Section K - Avenues W and X and Any New 50 Foot Street Mixed Use .....</b>	<b>31</b>
<b>Section L - Avenues R, S, and T - Low-Density Residential .....</b>	<b>37</b>
<b>Street Cross Sections Location Key Map .....</b>	<b>48</b>

# CHAPTER 1: INTRODUCTION

## Overview

The vision for Overton Park is to create a livable mixed-use community with unique character and charm in the heart of Lubbock, Texas. The community will be built around pedestrian friendly streets with large canopy trees and pedestrian connections to public transportation, shopping, restaurants, a neighborhood park, downtown Lubbock and Texas Tech University.

The Overton Park development will include two primary types of land uses and densities as illustrated on in **Figure 1: “Overton Park Proposed Land Use.”** In general, the western segment of Overton Park is proposed to be a commercial, mixed-use, and/or high-density residential area of development that will allow multiple needs to be met in a concentrated area. For the purposes of this document, this area will be called “Mixed Use.” The single-family residential neighborhood is to be located in the eastern portion of the development, anchored by Pioneer Park

and Ramirez Elementary School. In this document, this area will be referred to as “Low-Density Residential.”

The two areas are intersected by a grid of gateway streets providing a transportation and organizational framework for the neighborhood. Although the different land use areas are roughly defined geographically (mixed-use and high-density residential on the west, single-family on the east), the guidelines in this document are designed to apply wherever those types of land uses appear. More specific information about each of the land use densities and street types is found in the “Mixed-Use Area Guidelines” and “Low-Density Residential Area Guidelines” Chapters.

This document, The Overton Park Site Design Guidelines, is part of a series of documents that will help the City of Lubbock, McDougal Companies, and other developers, builders and tenants reach this vision. The documents described in the following sections provide a comprehensive design concept for Overton Park.





LEGEND

- MIXED USE
- LOW DENSITY RESIDENTIAL

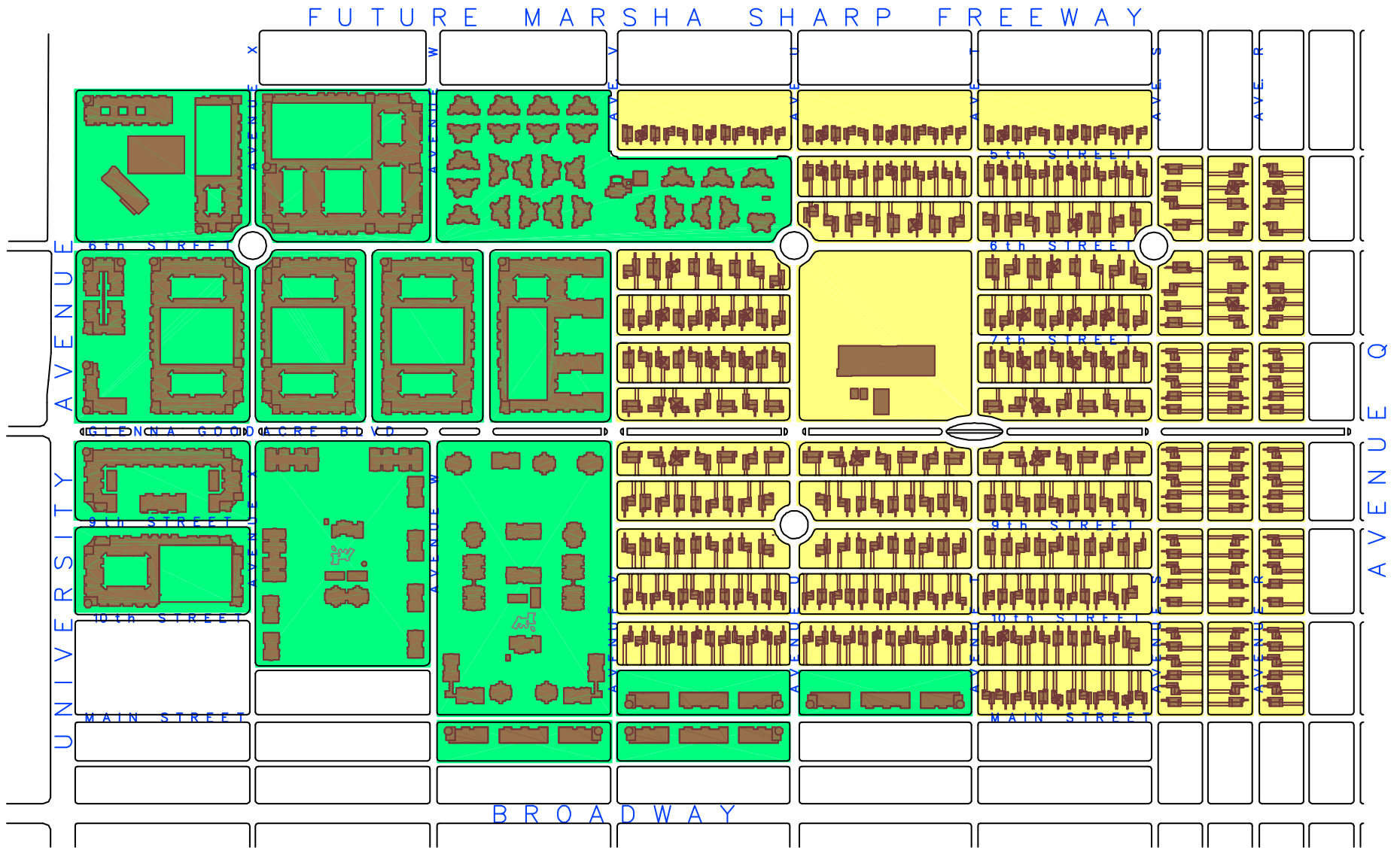


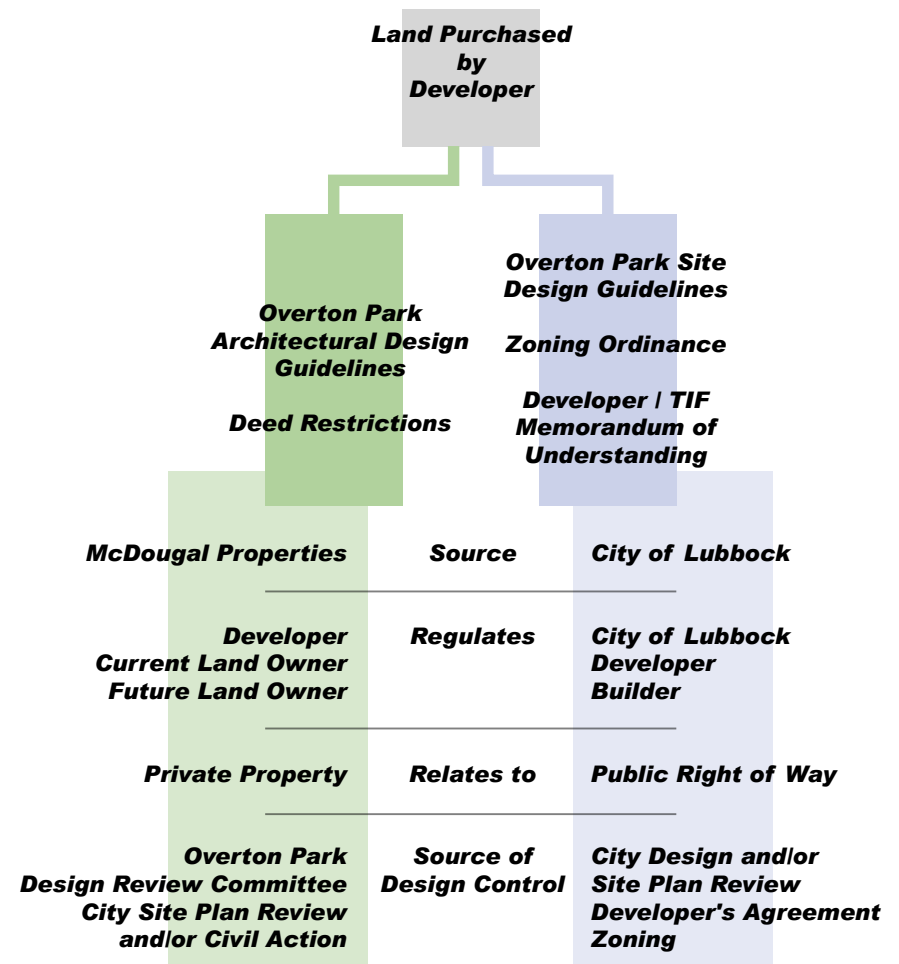
Figure 1 - Overton Park Proposed Land Use

## The Documents

A complex development project such as Overton Park needs a variety of documents, both guidelines and binding agreements, to meet the needs of all parties. **Figure 2: “Overton Park Review Process”** outlines the interrelationship of all of these documents.

Two documents contain design standards for the development. The Overton Park Design Guidelines are generally for the private properties within the project and this document, The Overton Park Public Improvements Design Guidelines, are largely for the public spaces and right-of-way. A typical land development project in the Overton Park project will include references to both documents:

- OVERTON PARK DESIGN GUIDELINES, a product of the McDougal Companies, control the relationship between architecture and site improvements on the privately owned lots of the development. These guidelines detail appropriate architectural styles, architectural massing, façade materials and colors, acceptable accessory structures, signage, building and site lighting, and walkway, driveway and landscaping requirements within the boundaries of private property. The McDougal Companies’ Overton Park Design Review Committee will meet as needed to review plans. Elements from this private site plan review committee’s findings may be incorporated into the zone case for each property, adding a level of oversight by the City of Lubbock.

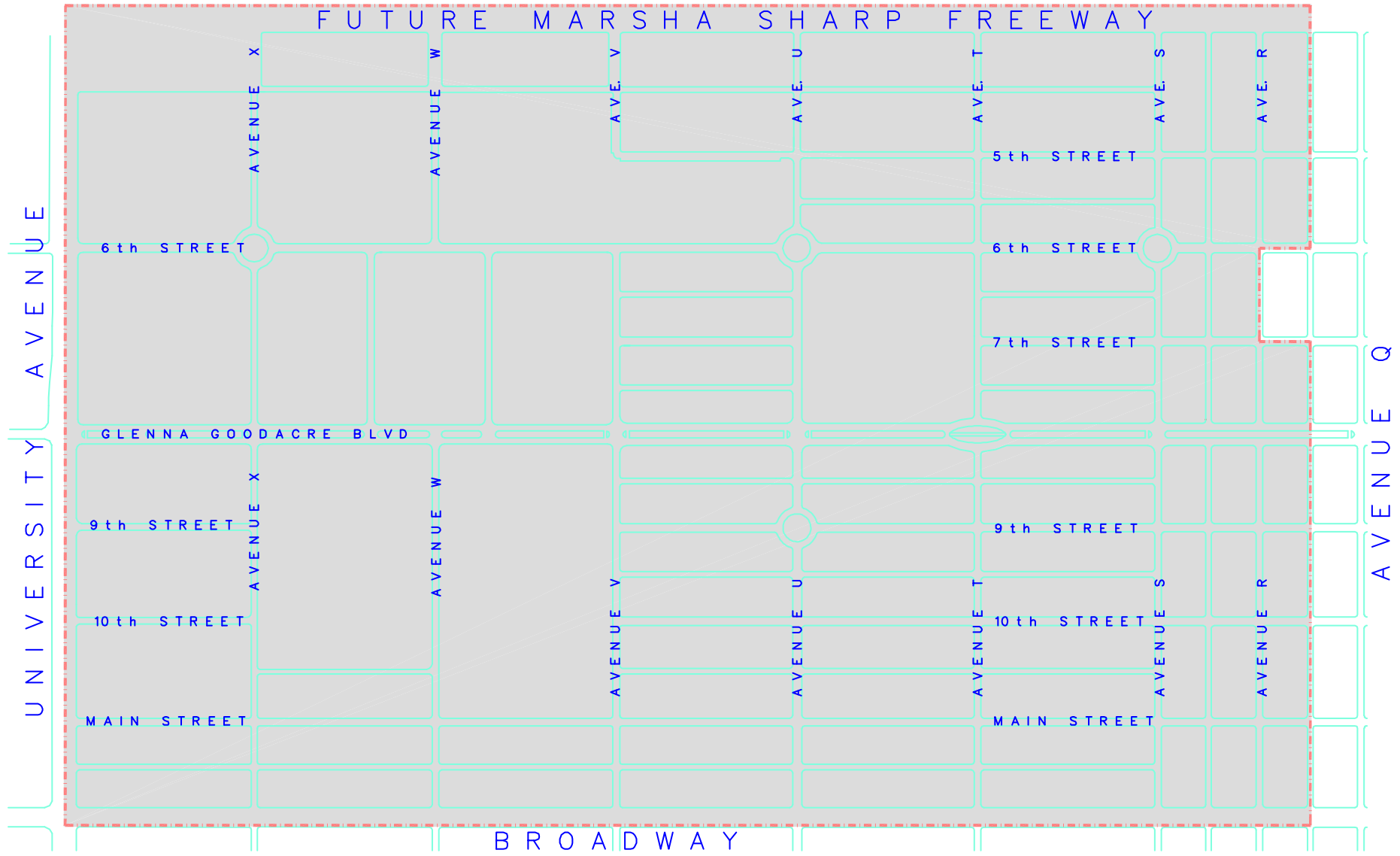


**Figure 2 - Overton Park Review Process**

- OVERTON PARK PUBLIC IMPROVEMENTS SITE DESIGN GUIDELINES, administered by the City of Lubbock, control the public spaces and street right-of-ways of Overton Park, creating a comprehensive design framework for the development. These guidelines address in detail the design vision, street framework, streetscape design standards, street tree and landscape standards, and site amenities for

LEGEND

■■■■■ T.I.F. BOUNDARY



**Figure 3 - Tax Increment Finance District Boundary**

the public portions of the project. These guidelines will apply within the Tax Increment Finance District (TIF) boundary.

**Figure 3: “Tax Increment Finance District Boundary”** illustrates the current TIF boundary.

Three additional documents provide enforcement mechanisms through a variety of legal means:

- **DEED RESTRICTIONS** are limitations within a deed that control the use of the property. Deed restrictions travel with the property title, and cannot generally be removed by new owners. Deed restrictions may cover topics as diverse as maximum floor area to land area ratio, maximum building height, building setbacks, permissible building uses, parking standards, site access locations, building location requirements, building elevation requirements including acceptable exterior materials, accessory structures, signage, landscape, site lighting, and other design requirements. The McDougal Companies will place deed restrictions on each property in Overton Park as part of the sale.
- **ZONING ORDINANCE.** As each piece of property in the development is rezoned, a requirement due to consolidation of parcels, street and alley closings and changing uses of the property, specific details from each of the above documents may be included in the zone case for a particular piece of land. This adds an additional level of review and enforcement by the City of Lubbock.

- **DEVELOPER’S AGREEMENT BETWEEN DEVELOPERS AND THE NORTH OVERTON TAX INCREMENT FINANCE DISTRICT.** Whenever Tax Increment Finance (TIF) District funds are to be expended on public improvements adjacent to a parcel of land in Overton Park, the developer and the TIF District Board sign a Developer’s Agreement that outlines the responsibilities of each party. This binding agreement also may incorporate specific details from each of the above documents. If a Public Improvement District (PID) is created for Overton Park, similar agreements may be used.

### ***Using the Overton Park Public Improvements Site Design Guidelines***

Property owners planning projects in or adjacent to the right-of-way should hold a pre-application conference with the City of Lubbock Senior Planner. Prior to issuance of a permit or agreement, the Senior Planner, in consultation with other city staff members, will determine if the proposed project meets the intent of the Overton Park Public Improvements Site Design Guidelines.

If the Senior Planner determines that a proposal contains unique circumstances that cannot be accommodated by the standards of the Overton Park Public Improvements Site Design Guidelines, the plans will be referred to the Urban Design and Historic Preservation Commission (UDHPC). Upon recommendation by the Commission, the Senior Planner may vary the requirements of the Site Design Guidelines so long

as the requirements of the Zoning Ordinance or any other applicable codes are not altered. Even if recommended by the UDHPC, the Zoning Board of Adjustment must approve variances from requirements of the Zoning Ordinance. Any variations from any other city codes must follow the review and appeal process in that code.

## ***History of North Overton***

The Overton Addition to the City of Lubbock was established in 1907 on a tract of land just west of the existing “town site.” It was the first major real estate operation in town, offering the opportunity to double the size of the existing village. Lots offered by Dr. M.C. Overton sold at a steady pace, but a good portion of the land was sold in large tracts for future development. The first houses were built in 1907. Broadway, the main street of the addition, became a fashionable street on which many prominent Lubbock residents built their homes.

By the 1920’s, the Overton Addition became an integrated part of Lubbock through paving projects and the annexation of all its land to the City. The opening of Texas Technological College along the western boundary of the neighborhood in 1925 enhanced the development. As a result, the western part of Overton served the new college population. Boarding houses dotted the area and a variety of businesses catering to the college trade developed along College Avenue (now University Avenue). Tech professors and staff also built homes conveniently located to their work.

The neighborhood that developed fully by late 1930’s was generally middle class, with home ownership predominating. Most of the North Overton houses still standing in 2000 were constructed before 1940, and many were from the initial years of the Federal Housing Administration (FHA) loan programs.

The post-war attendance boom at Texas Tech created a shortage of student housing. Although non-conforming apartments were not legal under the city zoning ordinances, there was a tacit agreement between homeowners and the City of Lubbock that allowed the conversion and leasing of apartments without permits or conformity to city building codes. This decision created many of the substandard units that plagued the North Overton neighborhood throughout its later years. Rental property became an important part of the Overton scene as an increasing number of owners moved to south and southwest Lubbock. Owners continued to convert garages into apartment and subdivide houses, and the population density of the neighborhood increased.

By 1960, rising enrollment at Texas Tech encouraged a rash of apartment buildings. Most apartment complexes in the area were built before the 1975 zoning ordinance placed increased parking and landscaping requirements on such developments. This influx of rental housing eliminated much single-family housing, causing traffic and parking congestion, and introduced a transient population that weakened the stability of the area. Speculation became an important part of the real estate market in North Overton, where whole blocks of houses were bought up in anticipation of massive profits from apartment complexes.

Spot zoning began to destroy the stability of the neighborhood as the threat of encroaching high-density apartments and large concentrations of college students frightened older residents into selling out.

By the 1980's, the Lubbock City Council recognized that the passage of time, market trends, and land use changes had created severe pressures on North Overton, and felt there was an urgent need to analyze the problems and potential of the area. As a result, the Council appointed the Overton North Study Committee in 1982. In general, the Committee noted that in the 1970's and 1980's:

- North Overton had changed from a fairly stable single-family residential neighborhood to a high-density, renter-occupied, deteriorating area;
- Increased out of town ownership and/or management of housing, both apartments and single-family rentals had diluted pride of ownership in the area;
- Apartment complexes with inadequate parking were scattered across the area, isolating single-family residences and increasing congestion;
- Weeds, abandoned vehicles and trash were common; and
- Crime statistics were high.

In spite of the efforts of this Committee, conditions in North Overton changed little over the next two decades. Deterioration, vandalism, overcrowding, and crime were the words people typically used to describe the area.

## ***The McDougal Companies and Overton Park***

In July 1999, Delbert McDougal, Chief Executive Officer of McDougal Companies, announced plans for "The Centre." This massive project for the more than 300 acre North Overton area is the largest privately funded redevelopment project in the nation. The area will include mixed-use development, apartments, and single-family residential. Plans continue to evolve for the area now known as Overton Park. According to the Lubbock Avalanche-Journal, a completed Overton Park will return \$200-300 million worth of taxable structures to the rolls, which will benefit the city, county and Lubbock Independent School District.

Demolition of existing properties began on the west end of the project, nearest Texas Tech. The first project to be built was a 240-unit student housing complex owned by Sterling University Properties that opened in 2003. Construction is underway for another similar project for the same company just west of the current facility.

By mid-2003, demolition of most existing buildings was complete west of Avenue U. In the Fall of 2003, McDougal Cos. broke ground on The Centre at Overton Park, a \$26 million hybrid retail/apartment complex that will serve as the gateway to the area. Completion of the 618,000 square foot building is expected by Spring 2005. The facility will include ground floor retail space, 288 apartment units and a four-story parking garage. Other facilities, including a City Bank branch, will begin construction by the end of 2003.

## **CHAPTER 2: OVERTON PARK CHARACTER AND ORGANIZATION**

### **Introduction**

One way that the vision for Overton Park will be realized is by establishing a framework of gateway streets and entrances with a cohesive landscape and streetscape theme. A variety of methods will reinforce the idea that Overton Park is a special place, including gateway monuments and public art, distinctive landscape features, and use of coordinated pavement, lighting, benches and other amenities along these gateway streets.

### **Street Tree Framework**

In order to establish a consistent design concept for public spaces in Overton Park, **Figure 4: “Street Tree Framework Plan,”** specifies specific tree species for each interior street and at each intersection. Public improvement designs for University Avenue and Marsha Sharp Freeway will be developed at a later date.

There are generally four areas where trees are located in Overton Park: on private property, in planter pockets in the right-of-way in mixed-used areas, in the parkway in low-density residential areas, and in bulb-outs between on-street parking areas on selected streets. See **Figure 5: “Public Landscape Areas by Type.”**

**Figure 6: “Street Tree Intersection Detail,”** illustrates the transition between tree species at intersections. Bulb-outs may be planted with ornamental trees or with the tree specified in the Street Tree Framework, depending on spacing.





A list of approved trees for each category is included in Appendix B.

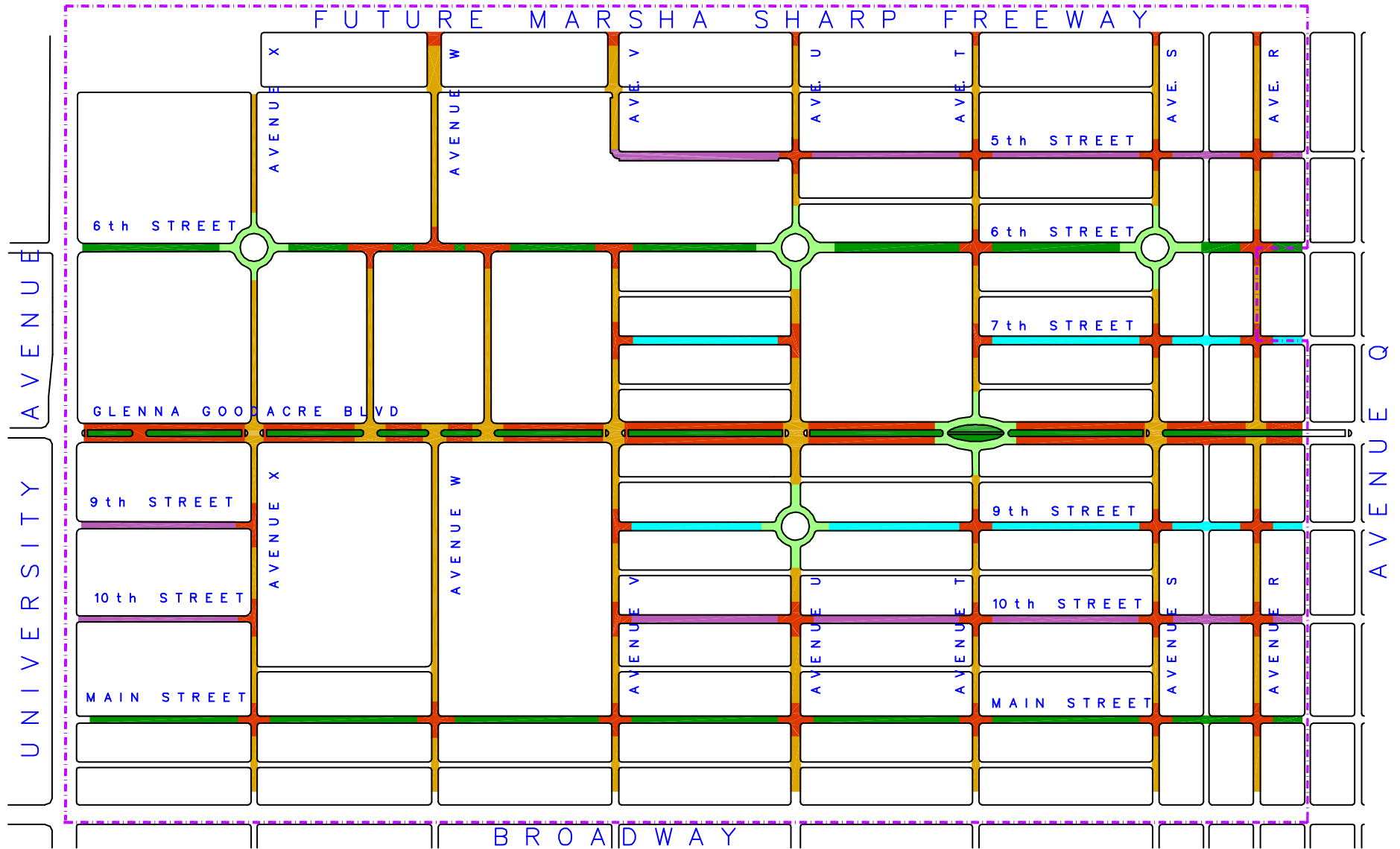
### **Street Tree Planting Guidelines**

The following general street tree guidelines apply to all streets in Overton Park and should be used with **Figure 4: “Street Tree Framework Plan”** in developing landscape plans.

- Street trees are required along all streets in Overton Park. Plant street trees generally 25’ on center along a street block with allowance for variations in spacing for curb cuts, alleys and drives. Trees must be aligned and in straight rows, parallel to the curb and centered in the space in which they are planted. Align trees across the street and space them evenly along the block in relationship to each other and to the street centerline.
- **Figure 4: “Street Tree Framework Plan”** designates street tree species to be used throughout Overton Park. Trees must have a minimum 3” caliper as measured by standard nursery practices.

LEGEND

	RED OAK		CEDAR ELM
	LIVE OAK		BALD CYPRESS
	BUR OAK		CHINESE PISTACHE

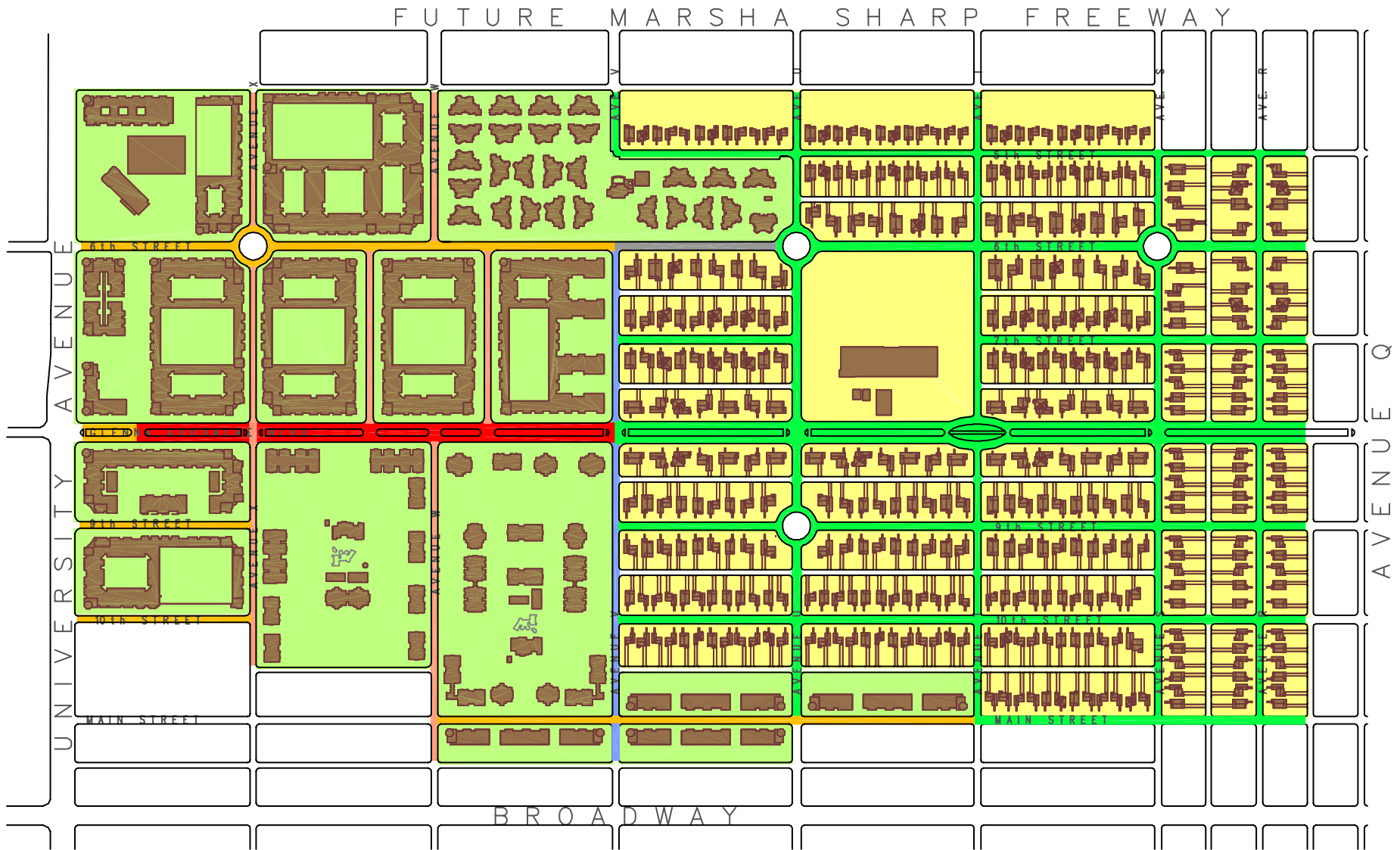


**Figure 4 - Street Tree Framework Plan**



**LEGEND**

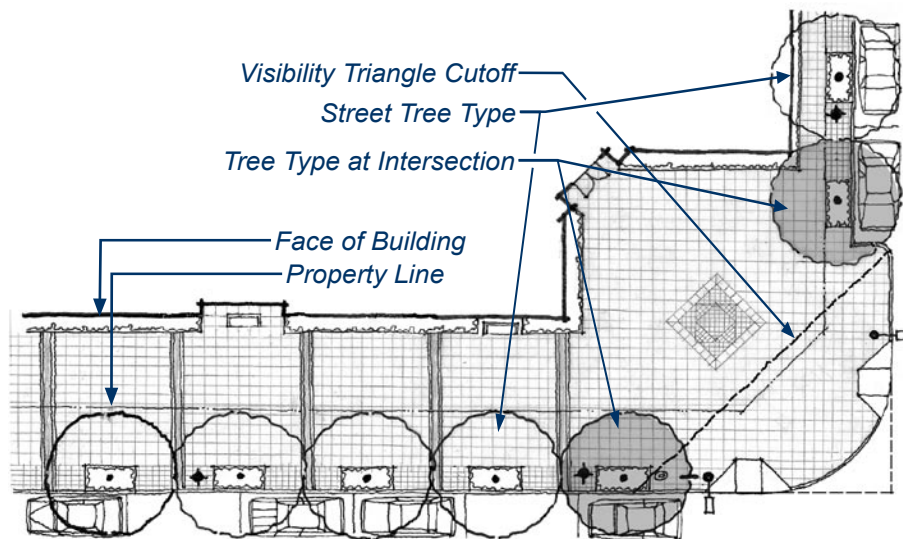
- BULB OUT ON WEST SIDE ONLY, PARKWAY ON EAST SIDE
- BULB OUT ON BOTH SIDES
- PARKWAYS
- PLANTER POCKETS
- PLANTER POCKET ON NORTH SIDE, PARKWAY ON SOUTH
- BULB OUT AND PLANTER POCKET



**Figure 5 - Public Landscape Areas by Type**

All street trees shall be irrigated. Irrigation systems must be installed and tested prior to the installation of any plant material.

- Existing trees and their root systems should be protected during construction through the use of barricades and fencing.
- All trees in the right-of-way should be pruned so that no foliage is less than 6 feet from the ground. No trees may be planted in the visibility triangle as defined in the Lubbock Code of Ordinances, Section 29-30(i) See **Figure 6: “Street Tree Intersection Detail”** and **Figure 7: “Right-of-Way Landscape Visibility Requirements.”**



**Figure 6 - Street Tree Intersection Detail**

- The preferred condition for placement of street trees in Mixed Use areas is in planter pockets surrounded by hard surface paving materials. The minimum size of a planter pocket is 4'x8' but when space allows, the planter pocket shall be 5'x10'. See **Figure 8: “Planter Pocket Detail.”**
- The preferred condition for placement of street trees in Low-Density Residential areas is that the tree be centered in landscaping in the parkway. The parkway is defined as the area between the back of curb and the face of sidewalk. Hard surface materials are only allowed in residential parkways for driveways and sidewalk access to a residential yard. See **Figure 9: “Parkway Detail.”**
- Bulb-outs may be installed along certain streets for traffic calming and to delineate parking spaces. Generally, bulb-outs should be spaced 50 feet on center, though variations may occur due to utilities and other obstructions. Bulb-outs should be 12 feet parallel to the flow of traffic and 6 feet deep behind the curb line to allow adequate space for a 4-foot by 8-foot planter bed surrounded by a 24” wide hardscape apron. If street right-of-way does not allow for these dimensions, bulb-outs must be at least 6 feet square to accommodate a 4-foot square tree grate with a 24” hardscape apron. See **Figure 10: “Bulb-out Detail.”**

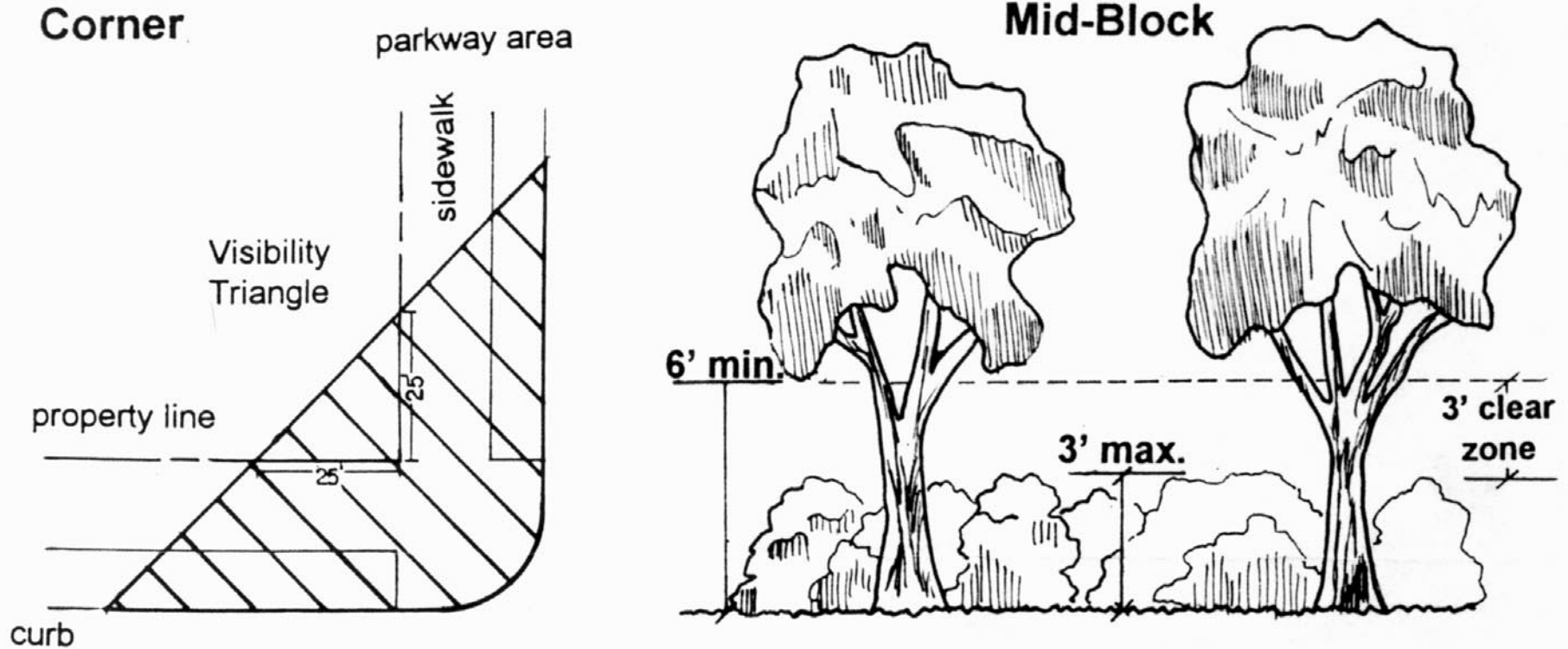
## ***Right-of-Way Landscape Guidelines***

The following general landscape guidelines apply to all streets in Overton Park. Coordination of landscape and paving materials in adjacent public and private areas will be detailed in the Developer-TIF Developer's Agreement and/or the Zoning Ordinance for a particular piece of property where necessary.

- All plant material shall be irrigated. Irrigation systems must be installed and tested prior to the installation of any plant material. Irrigation systems should utilize drip irrigation, subsurface irrigation or other water conserving methods or technologies where possible.
- Plantings should be a combination of turf and planting beds containing low maintenance shrubs, ornamental grasses and groundcovers. Climatically adapted plant species should predominate for hardiness in urban conditions and to minimize maintenance. See Appendix B for a list of approved plant materials for Overton Park.
- Turf should be used in Low-Density Residential parkways and may be used in other planting areas exceeding 400 square feet.
- Trees, shrubs, ornamental grasses and groundcovers of the same species should be massed in groupings. Individual plants should only be singularly planted when the intent is to highlight the species due to its unique color or form.
- A balance of trees, shrubs, ornamental grasses and groundcover is encouraged.
- The use of flowering or brightly colored foliage will create color and interest. Seasonal color is encouraged as an accent to permanent bed plantings.
- The use of shade trees in and around surface parking lots, streets and other large areas of paving is encouraged. The use of deciduous trees on south and west sides of buildings and public use areas add shade in the summer and allow filtered light in the winter.
- Horizontal and vertical layering of plant material creates spatial dimension and interest. Planting layers should differentiate between height, color, texture, contrast and movement.
- Plant materials other than trees in the right-of-way may not exceed 2 to 3 feet in height as required by the Lubbock Code of Ordinances, Section 29-30(i). See ***Figure 7: "Right-of-Way Landscape Visibility Requirements."***
- Dress planting beds with a minimum of 3" of shredded cedar bark mulch to retain soil moisture, establish healthy root systems and reduce weeds.

# View Obstruction

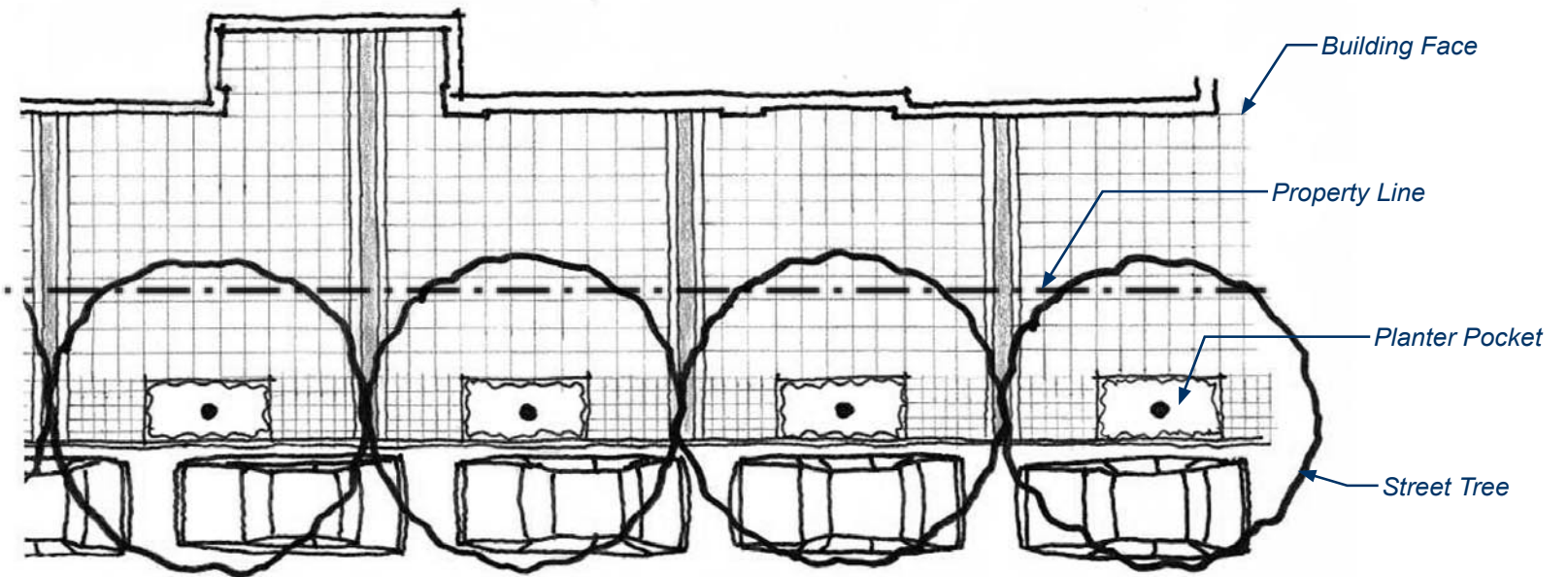
Section 29-30 (i), Lubbock Code of Ordinances



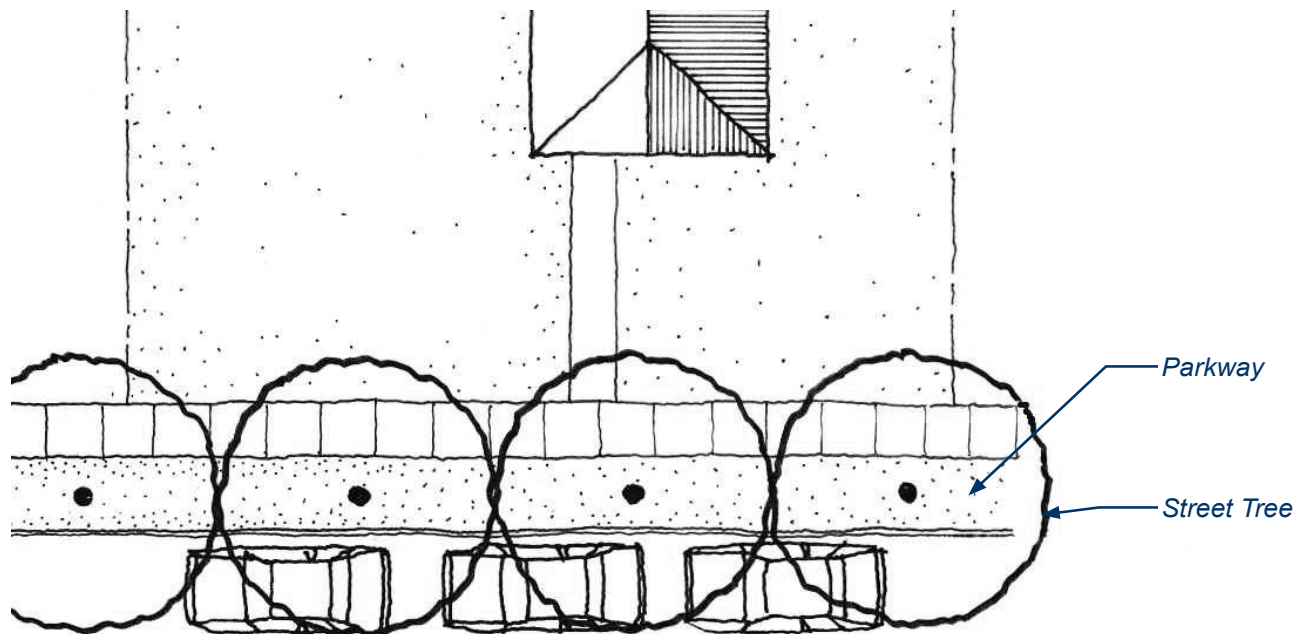
- *No trees may be planted in the visibility triangle.*
- *Maximum height for any fence or other object in this area is 2 feet.*

- *Trees in the parkway or overhanging the parking area must be trimmed so that no foliage is less than 6 feet from the ground.*
- *No evergreen or coniferous trees are allowed.*
- *Maximum height for other plants is 3 feet.*

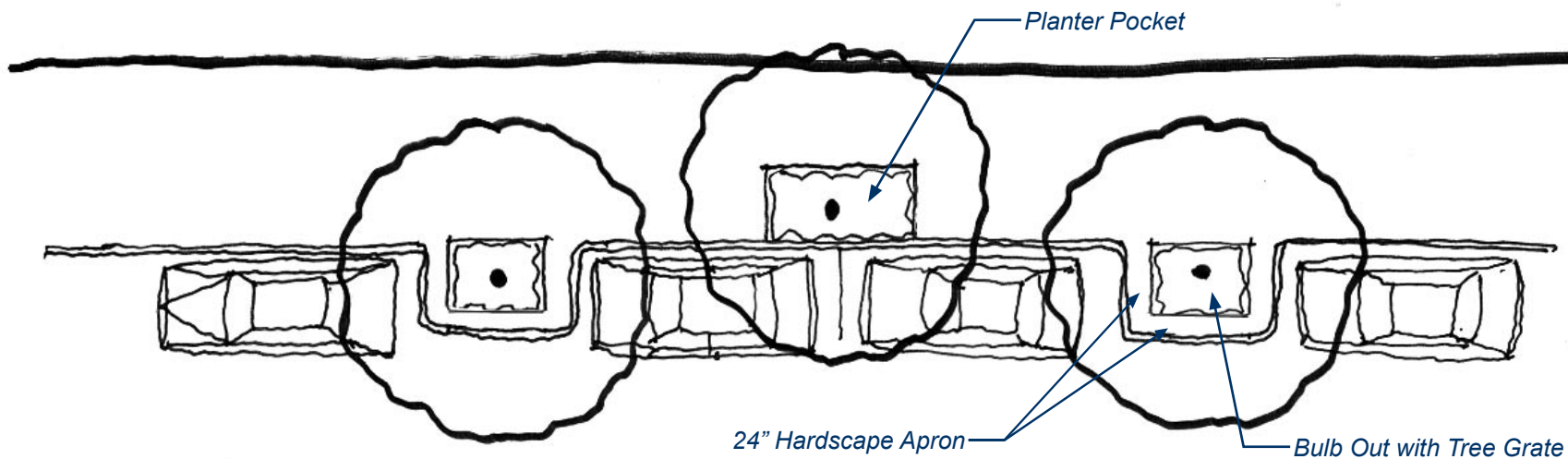
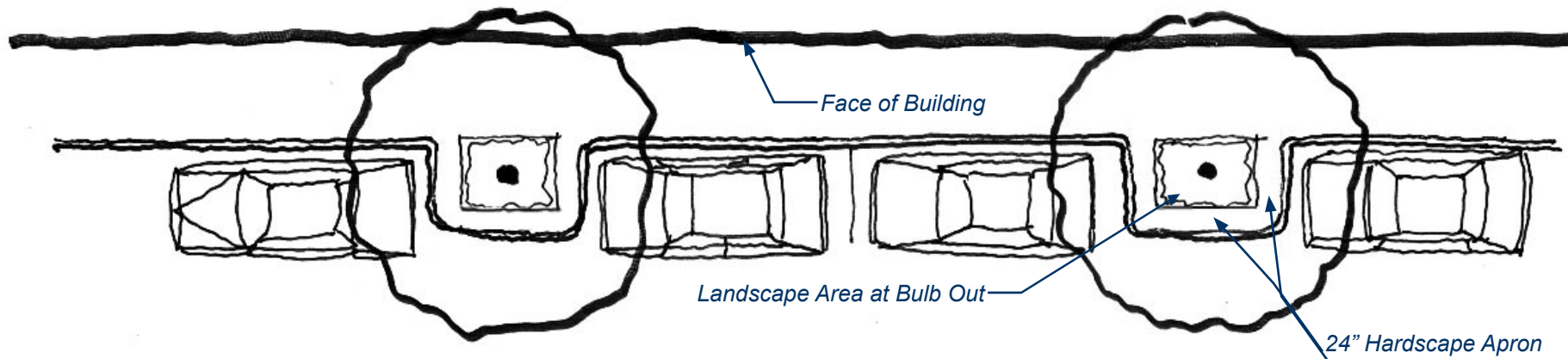
**Figure 7 - Right-of-Way Landscape Visibility Requirements**



**Figure 8 - Planter Pocket Detail**



**Figure 9 - Parkway Detail**



**Figure 10 - Bulb Out Detail**

## Street Signage

Standard street signs, stop signs, parking signs, and directional and informational signs should be coordinated to establish the Overton Park neighborhood character. The careful placement of such signage to ensure a clear pedestrian pathway is also important.

Street Sign and Other Signage Standard Requirements:

- A decorative logo indicative of the Overton Park District will be included on each street number or name sign, and decorative metal finial will cap each sign pole. Designs for both will be provided by the City of Lubbock.
- Street sign and traffic control poles will be painted to match the Landscape Forms “Stormcloud” color used on the benches and trash receptacles in the District. Matching color is Sherwin Williams SW2140 “Sealskin” High Gloss Enamel.
- Street signs shall be green with white lettering. Sign material shall conform to City Of Lubbock sheeting material standards.
- Installation Requirements: Signs should be installed in a visually pleasing manner that coordinates with



**Figure 11 - Typical Street Signage**

the rest of the street amenities. See **Figure 11: “Typical Street Signage.”** However, all devices must be installed in accordance with the latest edition of the Texas Manual of Uniform Traffic Control Devices.

## Bus Stop Shelter

Bus stop structures may be located on gateway streets or in the Mixed Use areas. In Overton Park, shelters should relate architecturally to their surroundings and serve as focal points for the urban environment. Materials shall be compatible with those specified in the deed restrictions and design standards for the surrounding properties. Bus shelter plans must be approved by the City of Lubbock during the permit and contract review process detailed in Chapter 1. See **Figure 12: “Bus Shelter Concept.”**



**Figure 12 - Bus Shelter Concept**

## ***Utilities***

Traffic signal boxes, transformers, telephone switching boxes and other utility structures should be located underground if possible. When they cannot be located underground they should be located out of important view corridors or entry points to buildings and screened behind plantings, fences or walls. Utilities should be placed to avoid trees and not disrupt their alignment or spacing.



## **CHAPTER 3: OVERTON PARK GATEWAYS AND GATEWAY STREETS**

### **Neighborhood Gateways**

Gateways are entry points that create neighborhood identity and are mainly ceremonial in nature. They offer the opportunity to identify and distinguish one community from another through the use of architectural monuments and/or special treatments within the public right-of-way. They are important because they give the first impression of the community.

Gateway entry points receive special treatment, including monuments such as walls or archways, plantings, lighting, specialty paving and other related improvements to make them distinctive and unique in character.

Overton Park has two primary gateway entry points at the intersections of Glenna Goodacre Boulevard (formerly 8th Street) and University Avenue and Glenna Goodacre Boulevard and Avenue Q. The location of these primary gateways on each end of Glenna Goodacre Boulevard, which will have a wide right-of-way width and be a divided boulevard with a landscaped median, offers a unique opportunity to create a distinguished gateway feature with special materials and unique detailing. The design and detailing of these gateway features will be developed as TIF funds are available for construction.

Four secondary gateway entry points are located on less important entrances to the neighborhood. The intersections of the Marsha Sharp Freeway and Avenue U, Broadway



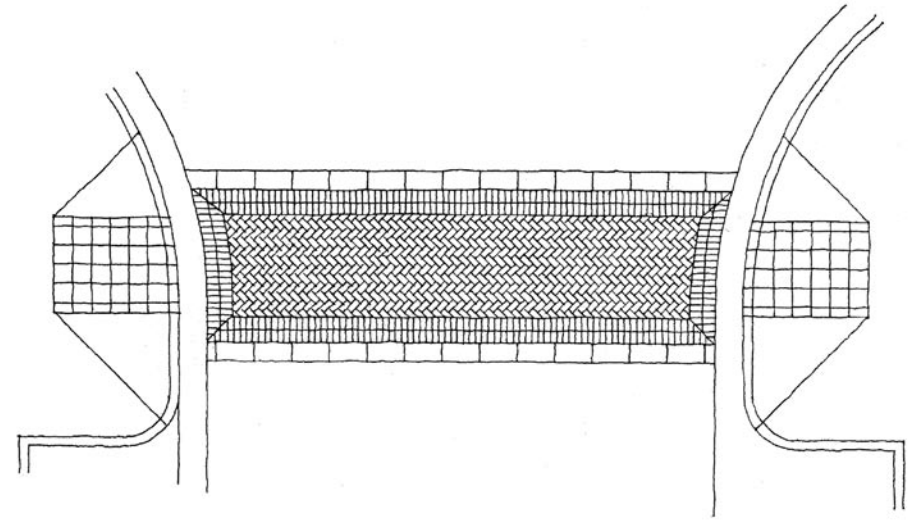
**Figure 13 - Examples of Secondary Gateway Markers**

and Avenue U, 6th Street and Avenue Q and 6th Street and University Avenue are all secondary gateway entry points. Secondary gateway entry points should be of a similar nature and character as the primary gateway entry points but of a lesser scale and articulation. **Figure 13: “Examples of Secondary Gateway Markers”** shows some examples in other cities.

## **Gateway Streets**

Gateway streets, marked by gateway features, are the major through streets connecting Overton Park to downtown, Texas Tech University, The Marsha Sharp Freeway and Broadway. Gateway streets have higher volume vehicular carrying capacities and designated bicycle lanes. Because of their traffic carrying capacity, these streets should have less frequent vehicular access points, i.e. curb cuts. The primary gateway street in Overton Park is Glenna Goodacre Boulevard (formerly 8th Street), which will be a boulevard divided by a landscaped median and have other special features signifying its role. Other gateway streets are Sixth Street and Avenue U, which fully traverse the development. See **Figure 14: “Gateway Streets.”**

Special pedestrian crossings, including different paving, will add to the visual diversity of the street and promote safety. Specialty paving will further define the intersections. See **Figure 15: “Typical Gateway Street Pedestrian Crossing.”**

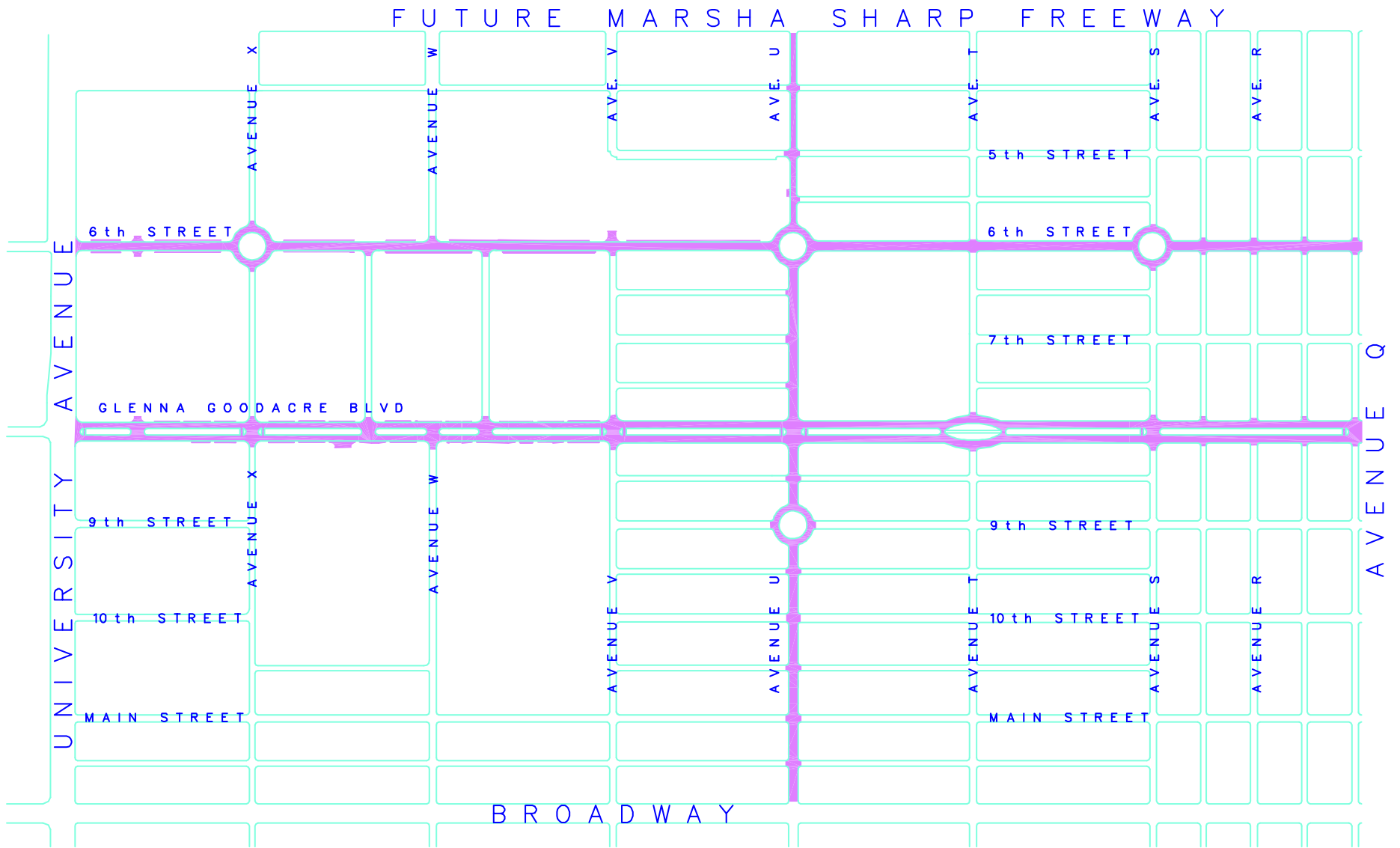


**Figure 15 - Typical Gateway Street Pedestrian Crossing**

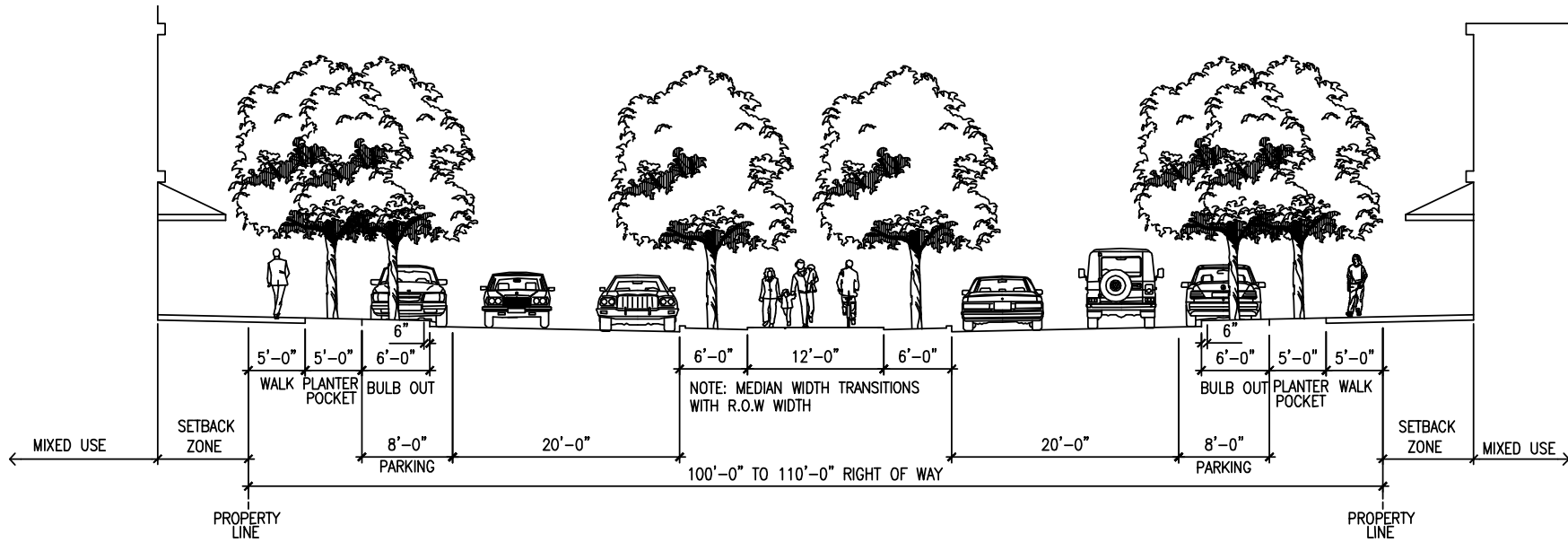
## **Glenna Goodacre Boulevard (8th Street)**

Glenna Goodacre Boulevard, formerly Eighth Street, is the primary gateway street connecting Overton Park to downtown Lubbock and Texas Tech University. It is the backbone of the community, with a landscaped median, wider right-of-way and unique conditions and features. Major gateway features will anchor the street at its intersection with University Avenue and Avenue Q. The Glenna Goodacre Boulevard right-of-way supports two vehicular lanes in each direction and on street parking in both directions. See:

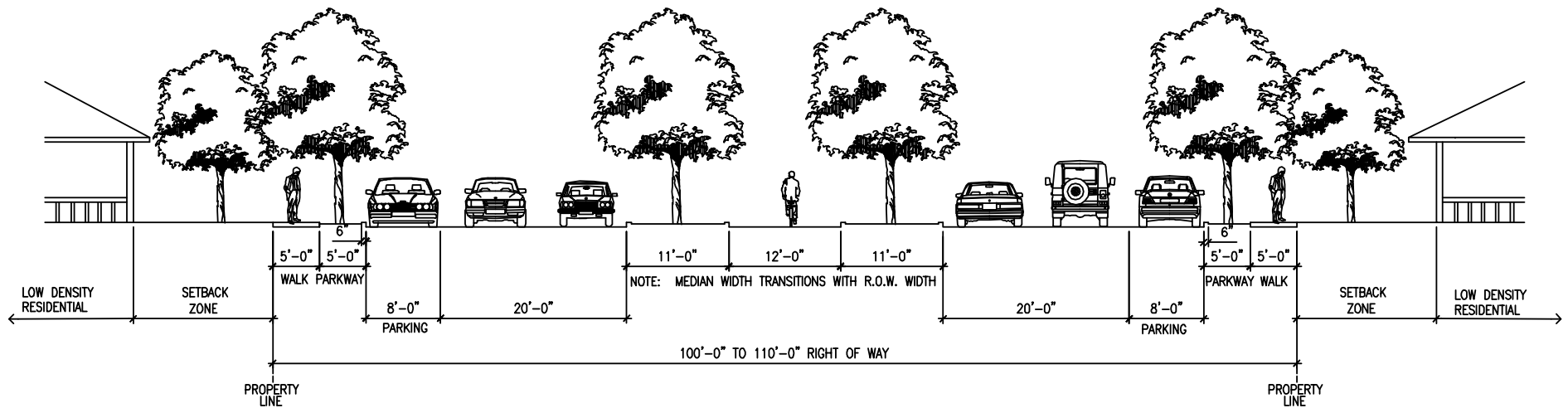
- **Section A: “Glenna Goodacre Boulevard Mixed Use”**
- **Section B: “Glenna Goodacre Boulevard Low-Density Residential.”**



**Figure 14 - Gateway Streets**



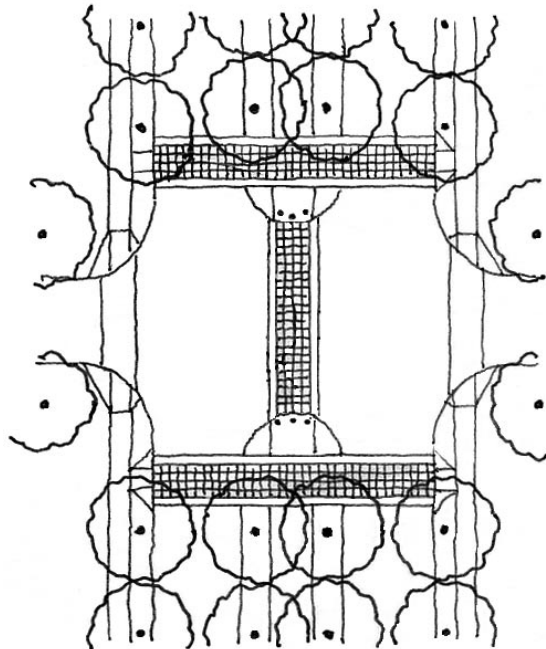
**Section A - Glenna Goodacre Boulevard Mixed Use**



**Section B - Glenna Goodacre Boulevard Low-Density Residential**

Because it is a major area of visual interest, it is very important that the median have a coordinated look, from landscaping to planting to other street amenities. Large canopy trees will line each side of the median, which will have a bicycle and pedestrian path down the center. The median will not accommodate turn lanes.

A bicycle/pedestrian path in the median will add to the visual diversity of Glenna Goodacre Boulevard and promote safety. Where the bicycle and pedestrian path intersects a street, crossing markers and specialty paving will define the intersection. Crossings will include bollards and appropriate signage. See **Figure 16: “Glenna Goodacre Boulevard Median Pedestrian and Bicycle Crossing.”**



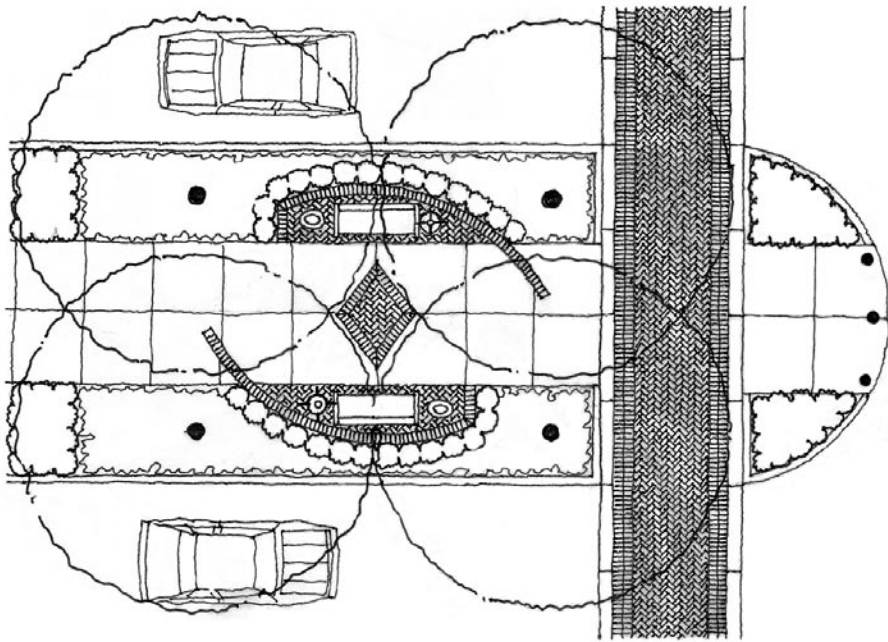
**Figure 16 - Glenna Goodacre Boulevard Median Pedestrian and Bicycle Crossing**

The general guidelines for street tree planting and the specific guidelines for landscaping for gateway streets detailed earlier in this Chapter will apply to Glenna Goodacre Boulevard. Because of its prominent position within the development, the boulevard will also have additional enhancements as noted below:

### ***Glenna Goodacre Boulevard Amenities***

Although the adjacent block faces along Glenna Goodacre Boulevard will be landscaped according to the general area in which they are located (Mixed Use or Single-Family Residential), it is important that the boulevard median have continuity along its length to create a distinct and coordinated atmosphere for the major street of the development.

- A double row of trees in the Glenna Goodacre Boulevard median will be planted according to the planting plan developed during the street design. An example of how the median might look is found in **Figure 17: “Glenna Goodacre Boulevard Median Planting Concept.”**
- Specialty paving, such as enhanced crosswalk treatments, as specified in the mixed-use Section of this document should be used along the length of Glenna Goodacre Boulevard.
- Increased levels of pedestrian and vehicular lighting, street furnishings and other amenities should distinguish this major street from the rest of the master plan. In addition to the benches, trash receptacles and bike racks in the



**Figure 17 - Glenna Goodacre Boulevard Median Planting Concept**

commercial, mixed-use, high-density residential portion of the Glenna Goodacre Boulevard, the following amenities are to be placed in every block of the median:

- Four benches
- Two trash receptacles
- One bicycle rack

**Glenna Goodacre Boulevard Pedestrian and Vehicular Lighting Guidelines**

Lighting is important both for safety and for the ambiance of the neighborhood. Pedestrian level lighting further reinforces the human scale of the neighborhood and encourages outdoor activity. Appropriate lighting levels enhance activities such as

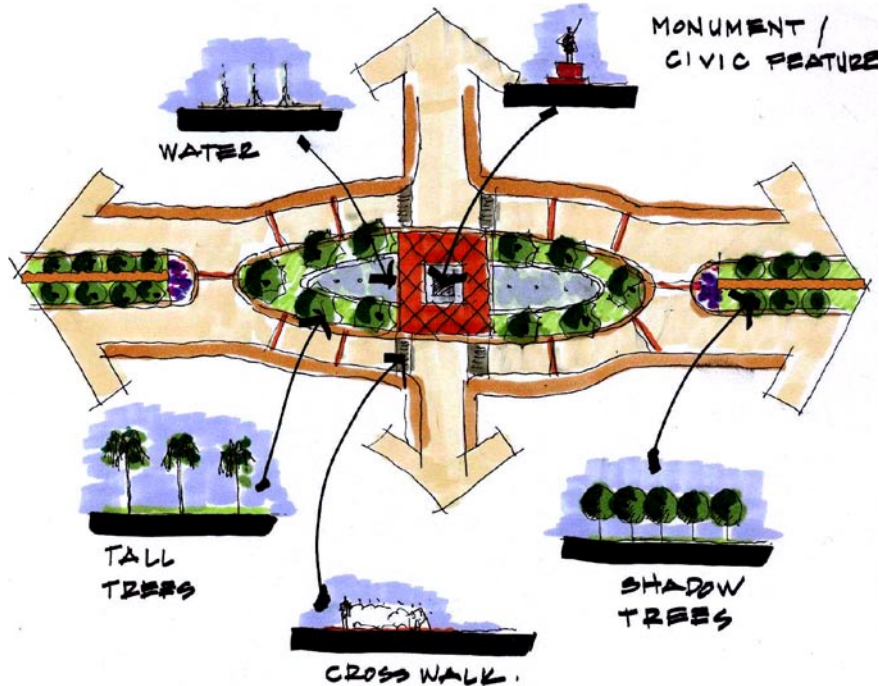
outdoor dining. Pedestrian and vehicular light standards are specified in Appendix A - Site Furnishings Standards.

- Pedestrian light poles should generally be spaced evenly in relationship to the street trees and planter pockets or parkway. They should be located every 75 feet along each side of the street and on alternating sides of the median.
- Vehicular lighting should be spaced every 200 feet along each side of the length of Glenna Goodacre Boulevard.
- Both pedestrian and vehicular poles should include provisions for mounting banners and lighted seasonal decorations.
- Provision for electrical receptacles integrated into the poles for power at each pedestrian and vehicular lighting pole should be included in the lighting design for Glenna Goodacre Boulevard.

**Glenna Goodacre Boulevard Ellipse**

An unusual intersection occurs in Overton Park at Glenna Goodacre Boulevard and Avenue T south of Ramirez Elementary School. Widening of the right-of-way at this point produces a variation in the Glenna Goodacre Boulevard median in the form of an ellipse. It is envisioned that the ellipse will continue the features of the Glenna Goodacre Boulevard median, including the bicycle and pedestrian path, along with additional enhancements. The resulting space will highlight

the school entrance and further enhance the residential neighborhood. **Figure 18: “Ellipse Design Concept”** details ideas for ellipse design.



**Figure 18 - Ellipse Design Concept**

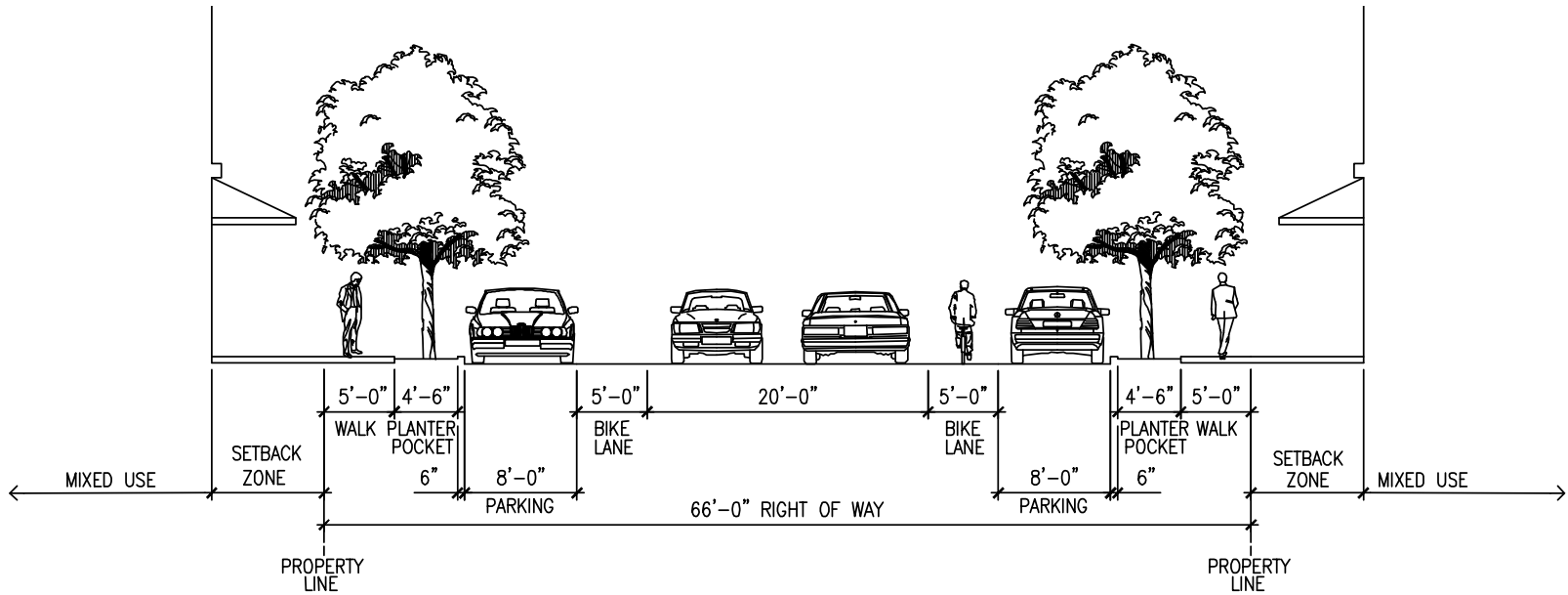
## **Sixth Street and Avenue U**

Sixth Street and Avenue U are secondary gateway streets, connecting Overton Park to downtown at the Civic Center, Texas Tech University at Jones SBC Stadium, the Marsha Sharp Freeway and Broadway. Gateway monument features will be created at these entries into the neighborhood, though at a lesser scale and detail than the primary gateway monument features at Glenna Goodacre Boulevard.

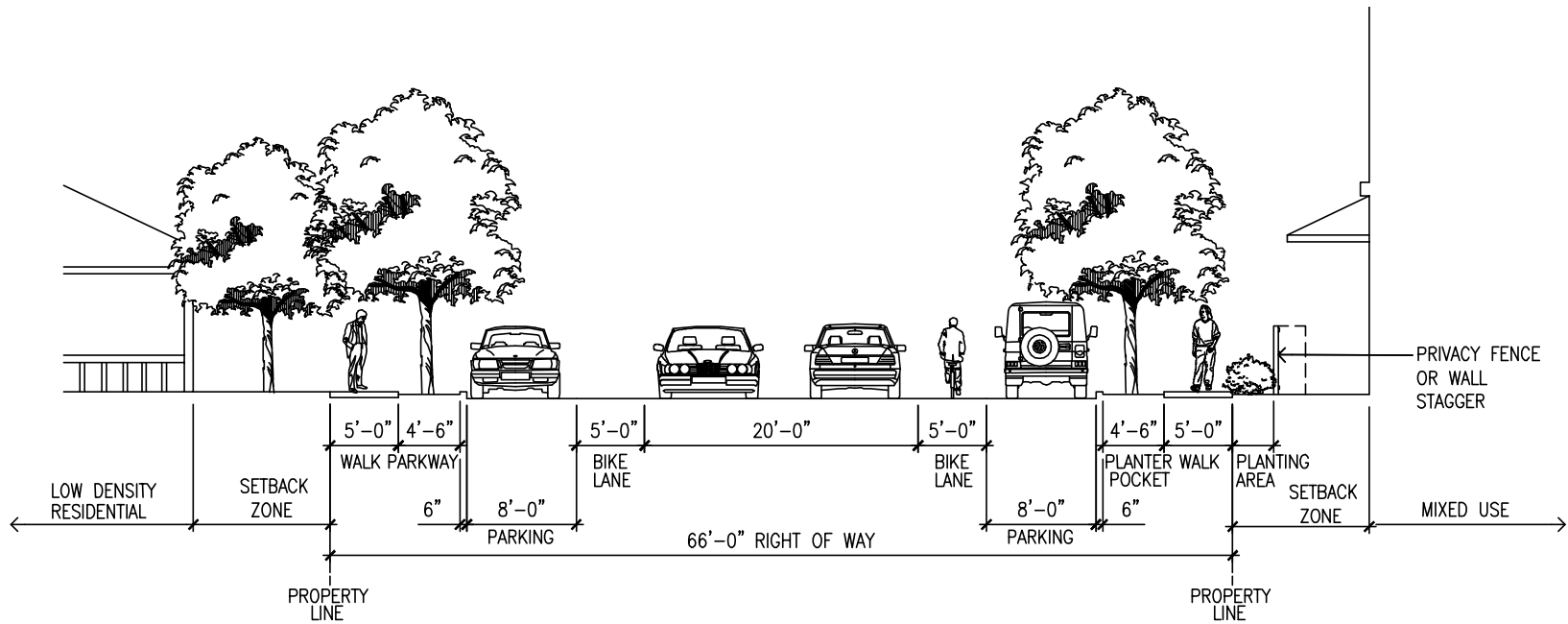
The undivided right-of-way on these streets supports one vehicular lane and one bicycle lane in each direction. 6th Street and Avenue U both include on-street parking in both directions. Specialty paving at intersections will further delineate these gateway streets. The general guidelines for street tree planting and the specific guidelines for landscaping for gateway streets detailed earlier in this Chapter will apply to 6th Street and Avenue U. Lighting and streetscape amenity standards for 6th Street and Avenue U should be applied according to the adjacent land use Section (Mixed-Use or Low-Density Residential). See:

- **Section C: “Sixth Street Mixed-Use,”**
- **Section D: Sixth Street Mixed Use and Low-Density Residential”**,
- **Section E: “Low-Density Residential,”** and
- **Section F: “Avenue U Low-Density Residential.”**

Appendix C is the key map for the location of these sections.

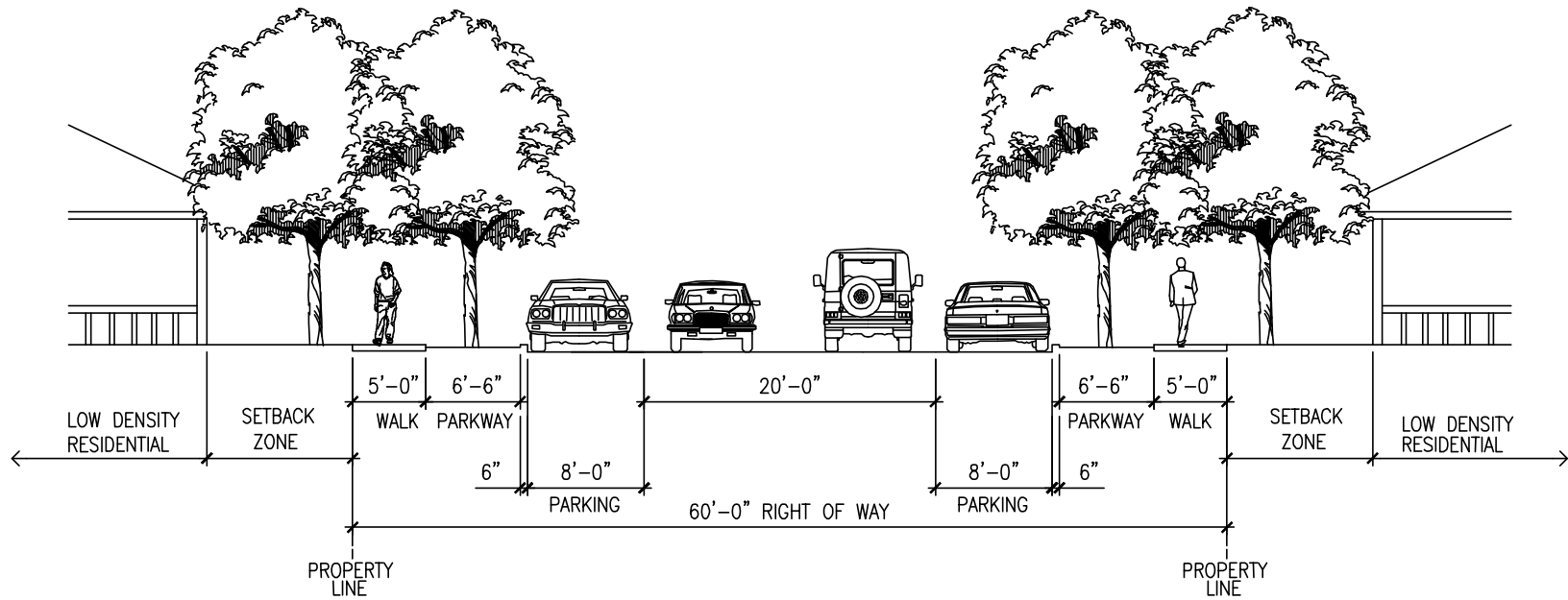


**Section C - Sixth Street Mixed-Use**

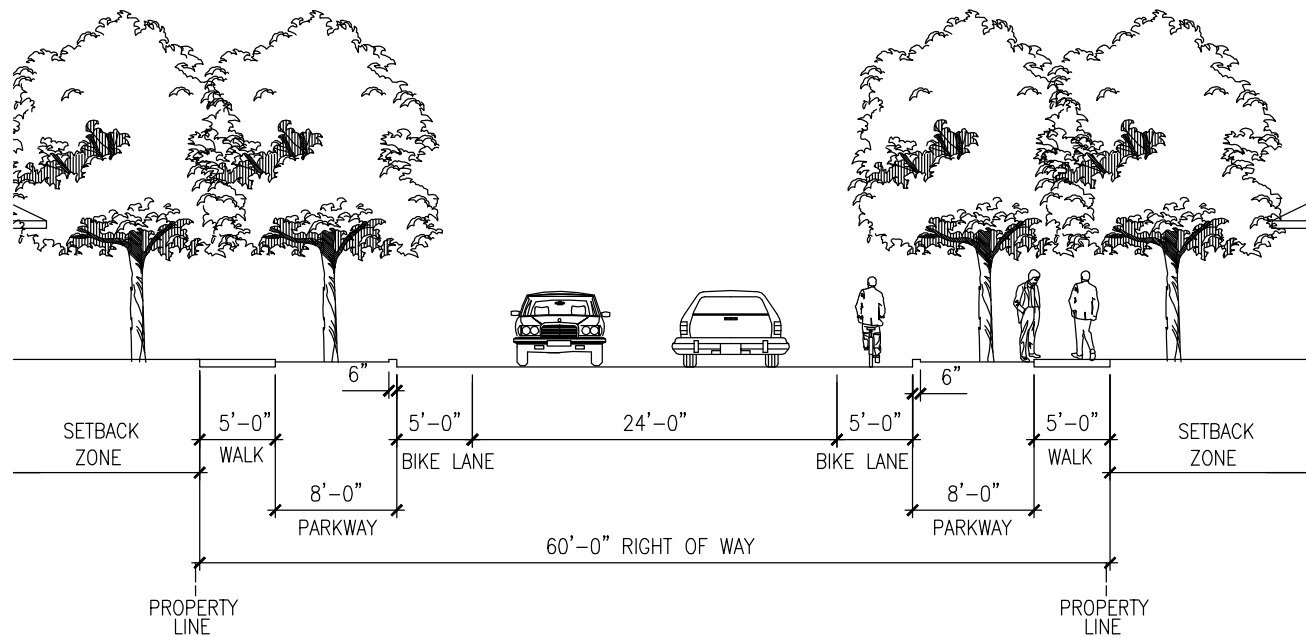


**Section D - Sixth Street Mixed Use and Low-Density Residential**





**Section E - Fifth, Sixth, Seventh, Ninth, and Tenth Low-Density Residential**

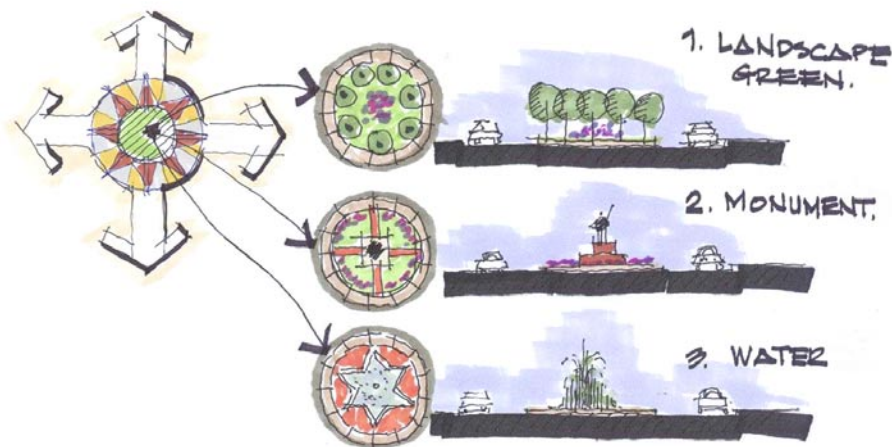


**Section F - Avenue U Low-Density Residential**

## Rotaries

Rotaries, or traffic roundabouts, are planned for several intersections on gateway streets for traffic calming and improved traffic circulation. Often surrounded by special paving treatments, rotaries are focal points in the urban fabric that enhance the unique character of the neighborhood and further contribute to neighborhood identity. Features such as obelisks, public art, and enhanced landscape features should be used at the center of the rotaries. See **Figure 19: “Rotary Design Concept”** for examples of rotaries.

Rotaries should be designed as raised features with a “platform” type of base and taller features in the center. This creates visual screening of the axis of the intersecting roads, which further slows traffic on long straight stretches of street. The center should be the highest elevation and features placed there should be used for visually enriching the environment as well



**Figure 19 - Rotary Design Concept**

as screening the adjacent streets. Rotaries are not intended for pedestrian access.

However, they should be surrounded by a sloped five-foot decorative hard surface edge for improved emergency vehicle access.

From a circulation perspective, rotaries in Overton Park provide an efficient and safe way of slowing vehicular traffic. Traffic Engineering studies show that the net effect of a rotary intersection, which slows traffic without actually stopping it, is that slower speeds are sustained for about one half-block. In comparison, vehicles leaving a stop sign often speed from the stop. Rotaries tend to discourage cut-through traffic, which will be an asset to the planned pedestrian-oriented residential area.

## Public Art and Ornamentation

Public art is a major component in creating a community’s visual image and can also contribute to a sense of unique neighborhood identity. Public art is an element that makes places memorable. In Overton Park, public scale sculpture, architectural trellises, obelisks, pavilions and similar symbolic structures will add interest to the neighborhood if used along the Glenna Goodacre Boulevard median and ellipse and at the center of rotaries.

## **CHAPTER 4: MIXED USE AREA GUIDELINES**

The western portion of Overton Park is proposed to be a commercial, mixed-use and high-density area of development. However, these guidelines would apply to any area of the development designated as commercial, mixed-use or as multi-family residential. For convenience sake, these land uses are referred to as “Mixed Use” in this document.

Traditional freestanding commercial uses will be found primarily along University Avenue. Mixed-use development allows multiple needs to be met in a concentrated area by combining retail, office and multi-family residential on a single development lot. The concept of retail on the first floor and residential on the upper floors, as opposed to retail in large shopping malls, allows for a pedestrian friendly community.

It is essential that high-density housing is located within walking distance of commercial and retail uses for the master plan to function as designed. Because of its location near Texas Tech University, downtown Lubbock, and the Marsha Sharp Freeway, the new development will attract interest and draw people to it, creating potential for growth in number and diversity of business opportunities and destinations.

### ***Streetscape Design Guidelines***

In the mixed-use and multi-family areas of Overton Park, the streets include amenities and activities conducive to an active and energetic urban setting. The combination of retail, office and residential uses serves as the catalyst to activate the street. Wide sidewalks, street trees and furnishings, extensive landscaping and use of a variety of hard surface materials add visual interest to the streetscape.

Streets in the mixed-use, high-density residential areas carry vehicular traffic at slower speeds than the gateway streets. They include on-street parking for adjacent businesses and generous sidewalks to accommodate high volumes of pedestrian traffic. Enhanced pedestrian crossings at intersections allow for pedestrian movement and help to slow traffic.

The relationship between public spaces (street and sidewalk) and private spaces (buildings and outdoor courtyards and dining areas) is particularly important in areas of high pedestrian movement. Buildings should be set back a minimum of 7 feet to as much as 14 feet from the property line to create an urban atmosphere conducive to on-street activities. However, a continuous street wall is encouraged. Buildings close to the property line give the street a sense of enclosure and containment. Increased setback of portions of an individual building could allow special entry courts and outside seating and dining.

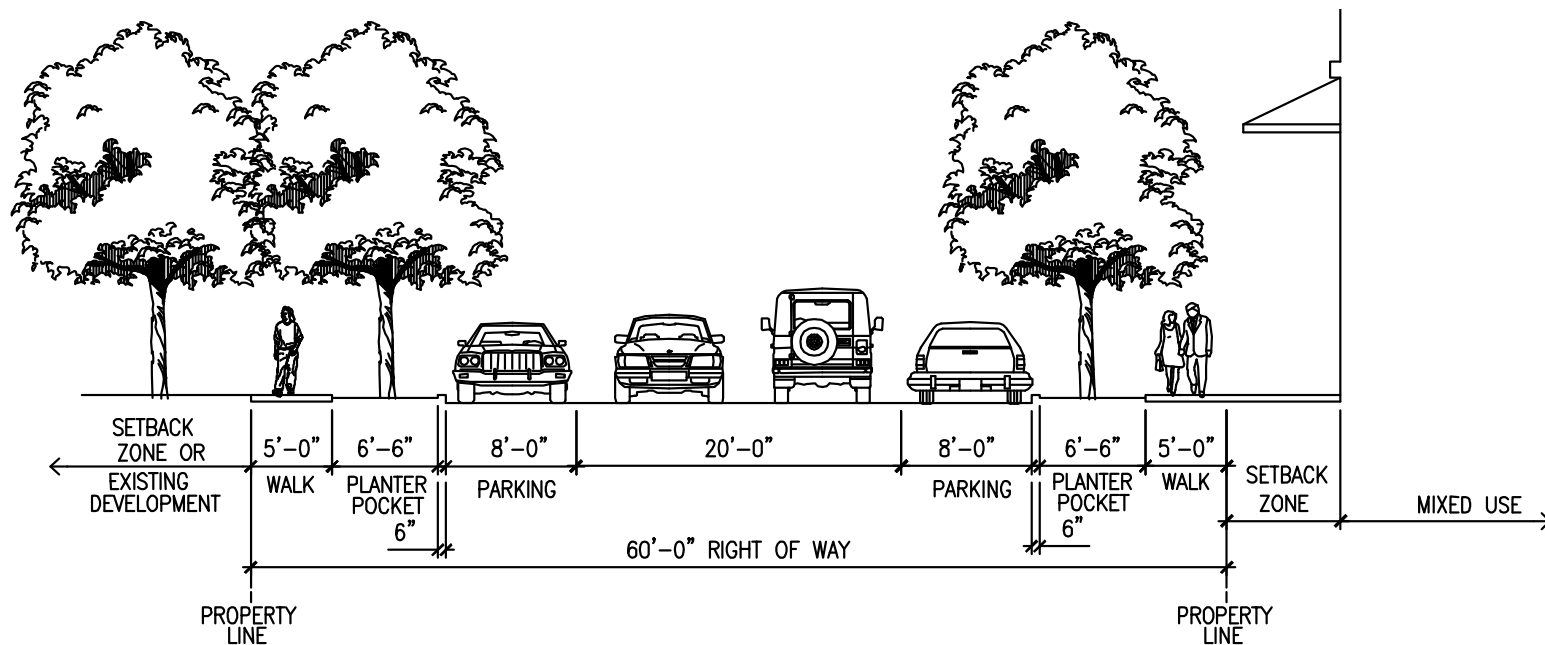
The right-of-way may be used for seating and tables as long as a minimum 5-foot pedestrian walkway is kept clear between the seating and any landscaping in the right-of-way. Such use will require a permit from the City of Lubbock. Coordination of landscape and paving materials between the public and private areas of each block will be addressed in the Developer-TIF Developer's Agreement and in each zone case.

The following graphics illustrate both the design concepts discussed above and specific guidelines detailed below for each of the streets of the Mixed Use area. Differences in the graphics are primarily due to differing conditions, particularly right-of-way widths.

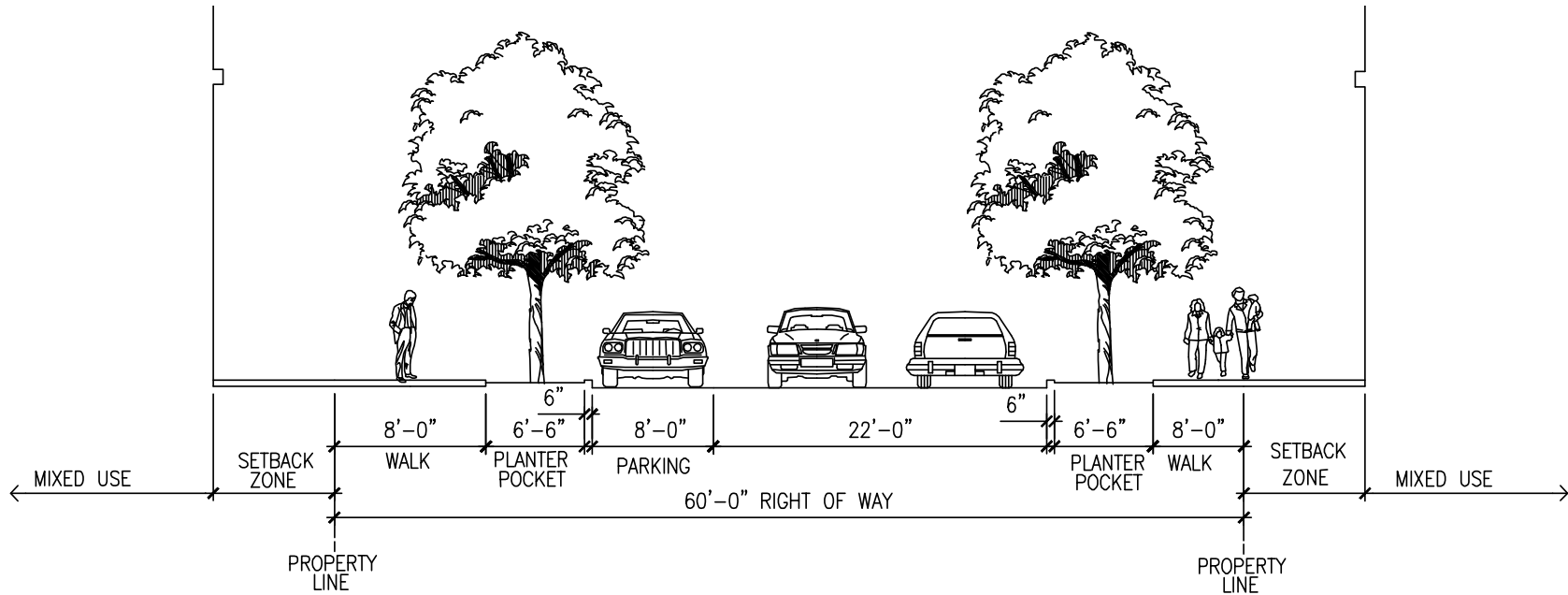
See:

- **Section G: "9th and 10th Streets Mixed Use,"**
- **Section H: "Main Street Mixed Use,"**
- **Section I: "Avenue V Mixed Use,"**
- **Section J: "Avenue V Mixed Use and Low-Density Residential,"** and
- **Section K: "Avenues W and X and Any New 50 Foot Street Mixed Use."**

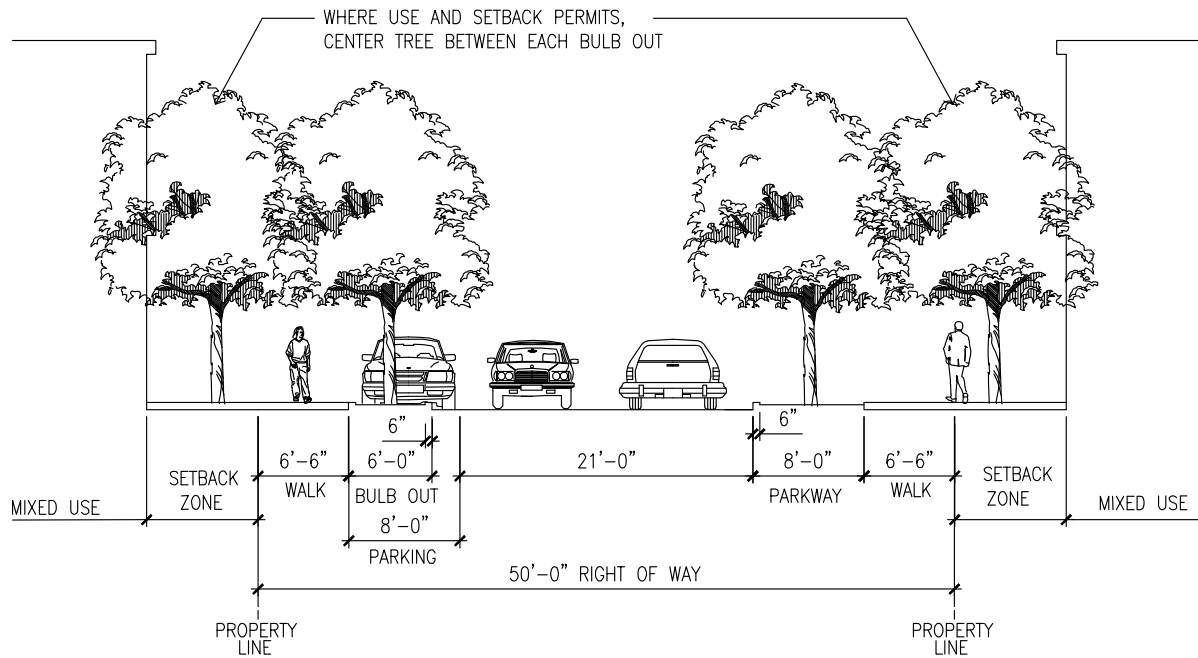
Appendix C is the key map for the location of these sections.



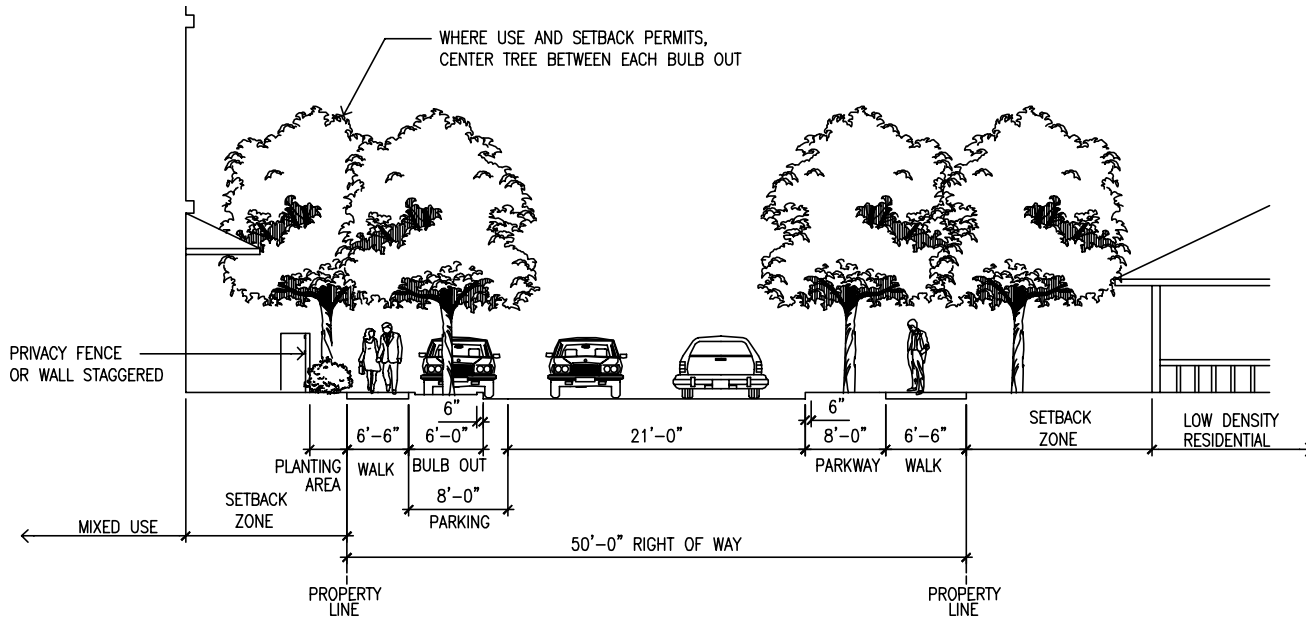
**Section G - 9th and 10th Streets Mixed Use**



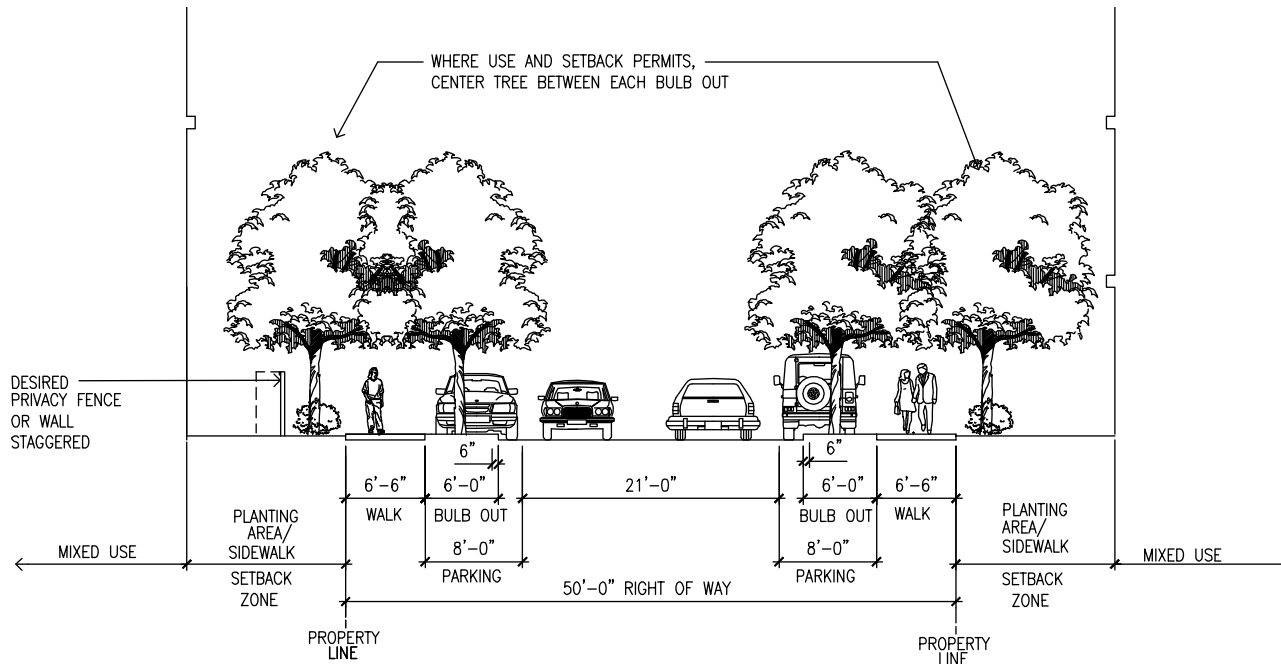
**Section H - Main Street Mixed Use**



**Section I - Avenue U Mixed Use**



**Section J - Avenue V Mixed Use and Low-Density Residential**



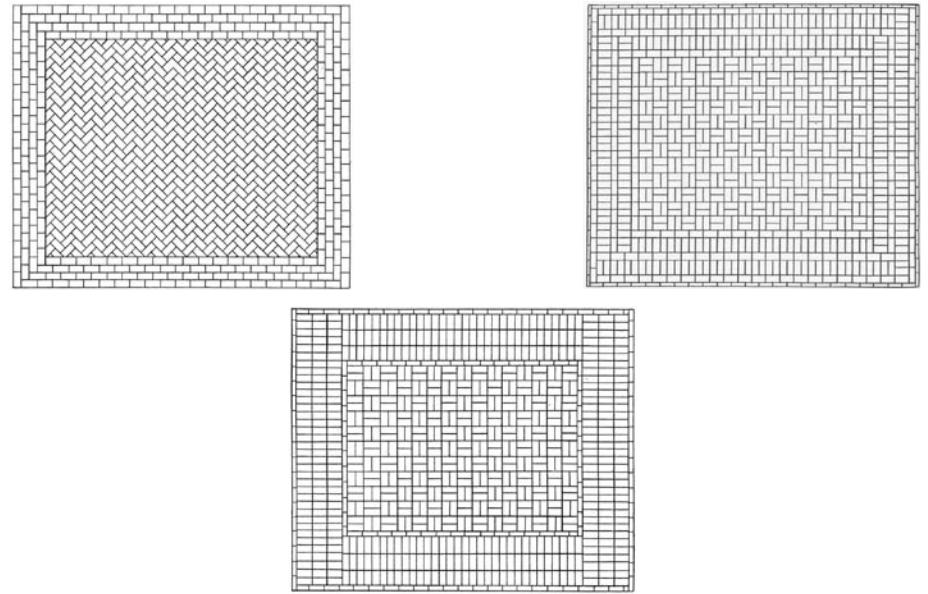
**Section K - Avenues W and X and Any New 50 Foot Street Mixed Use**

## Sidewalk and Specialty Paving Design Guidelines

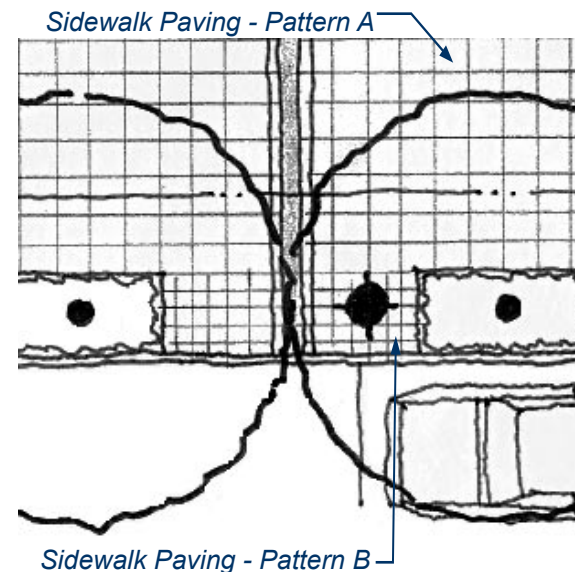
Sidewalks and related pavement elements such as cross walks direct movement, define space and provide for safety. Specialty paving adds visual interest and articulate special landscape features.

In Overton Park, differing paving patterns and materials will identify and separate the different zones of the sidewalk environment. For example, different brick patterns or different materials from the primary walkway should be used in the area between planter pockets. Sidewalk surfaces should present a consistent and unifying element in the district. Sidewalks will be built to existing City of Lubbock construction standards, though the Lubbock Building Board of Appeals can consider alternate styles.

- The clear pedestrian path of the sidewalks in mixed-used areas of Overton Park should be at least 5 feet wide, with a total width (including planter pockets) of 9 to 10 feet or more.
- Brick pavers should comprise 50 percent of the sidewalk surface area. Brick patterns should be consistent within sidewalk zones by block, for example, one pattern for the primary walkway and one pattern for the area between the planter pockets. See **Figure 20: “Brick Pattern Examples”** and **Figure 21: “Sidewalk Design Concept.”** Sidewalk design and materials will be approved as part of the permit or contract review process.

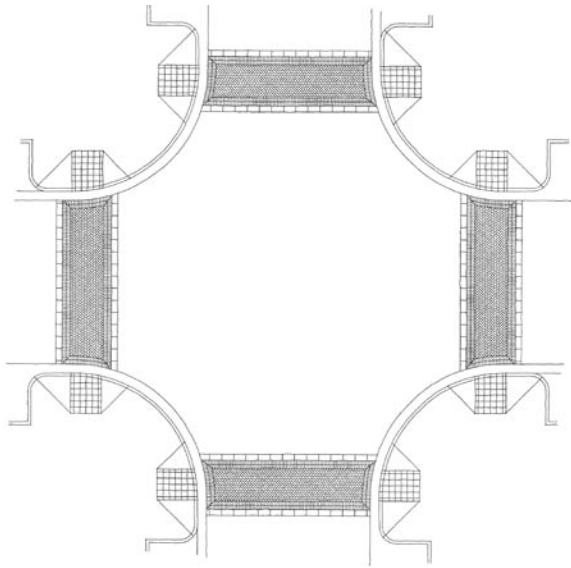


**Figure 20 - Brick Pattern Examples**



**Figure 21 - Sidewalk Design Concept**

- Obstructions such as water meter vaults or covers, plumbing clean outs, or any utility equipment should not be located within the sidewalk, and are best located in a planting bed.
- Specialty paving should be used to extend the sidewalk visually across the street at intersections. All crosswalks shall be brick with concrete banding. See **Figure 22: “Crosswalk Detail.”**



**Figure 22 - Crosswalk Detail**

## **Streetscape Amenities**

Street furnishings and other amenities conducive to high levels of pedestrian activity should be located in this area. The following amenities are to be placed on each block face:

- Two benches
- Two trash receptacles
- One bicycle rack

## **Pedestrian and Vehicular Lighting Guidelines**

Lighting is important both for safety and for the ambiance of the neighborhood. Pedestrian level lighting further reinforces the human scale of the neighborhood and encourages outdoor activity. Appropriate lighting levels enhance activities such as outdoor dining. Pedestrian and vehicular light standards are specified in Appendix A.

- Pedestrian light poles should generally be spaced evenly in relationship to the street trees and planter pockets or parkway. They should be located every 75 feet along each side of the street and on alternating sides of the median.
- Vehicular lighting should be spaced generally every 300 feet along each side of each street, with lighting at each intersection.
- Both pedestrian and vehicular poles should include provisions for mounting banners and lighted seasonal decorations.

## **Fencing Guidelines**

Fencing is primarily designed to separate public and private spaces. However, the types and heights of fencing contribute to the overall cohesiveness and “feel” of the neighborhood. Although fences are located on private property, their appearance has a great impact on the adjacent public spaces.



The details of fencing adjacent to the public right-of-way may be negotiated in the Developer-TIF Developer's Agreement and the rezoning of the property according to these guidelines:

- Only fences comprised of materials such as masonry, cast stone or wrought iron may be used in mixed-used, high-density residential areas. Ornamentation and pattern is encouraged.
- No chain-link fencing is allowed unless fully screened from public areas and neighboring properties. (Example: a chain link dog run in a fully enclosed back yard.)
- Long stretches of fencing should have offsets or variations in setback of at least 2 feet every 50 feet.
- Holders of alcoholic beverage permits are required to separate outdoor patio areas from the sidewalk according to TABC regulations. These fences and gates must also follow the above guidelines.
- The Lubbock Zoning Code governs the height and location of fences in the front yard and for corner lots.

### **Screening, Buffering and Separation Guidelines**

It is important to create separation between spaces, define boundaries, buffer nuisances and screen unsightly objects.

Such screening should separate parking areas from pedestrian areas and conceal uses such as dumpsters.

### **Parking Lot Screening**

- When parking cannot be placed to the rear of the main building, the parking areas shall be screened by a three (3) foot high fence set back at least six (6) feet from the front property line. Where parking structures or lots are adjacent to buildings, a landscape buffer is encouraged.
- The required fencing should be constructed of brick, stone, wood, stuccoed concrete masonry units or wrought iron. All fencing which is visible from a public area should be architecturally compatible with the primary structure.
- The area between the fence and property line must be landscaped. Landscaping should include a mix of plant materials for year-round greenery. The use of seasonal color is encouraged. Except for trees, landscaping should not exceed the height of the screening fence.
- No trees may be planted in the visibility triangle as defined in the Lubbock Code of Ordinances, Section 29-30(i). See *Figure 7: "Right-of-Way Landscape Visibility Requirements."* (Page 12)

### ***Other screening***

- All above grade utilities, trash dumpsters and trash compactors shall be completely screened with structures that allow for service as well as screening. Each screening structure should be coordinated with the respective utility or service that is affected prior to being constructed.
- Screening fences must be constructed of brick, stone, decorative concrete masonry units, stuccoed concrete masonry units, or ornamental metal (wrought iron, or steel or aluminum bars).
- Enhanced entries into entrances, front or rear, with walls, gates or trellises, are encouraged.
- All surface parking lots and parking structures shall be screened with a planting buffer at the sidewalk or finish grade level.

## **CHAPTER 5: LOW DENSITY RESIDENTIAL AREA**

A single-family residential neighborhood is proposed to be located in the eastern portion of Overton Park, though these guidelines would apply to any area designated as low density residential. Pioneer Park and Ramirez Elementary are centrally located in the residential neighborhood, allowing these open spaces to be shared by the entire neighborhood. The park provides a central gathering place for all residents, young and old alike, to interact, enjoy one another, and connect as a community. Bike paths located along gateway streets will enhance access to these open spaces.

The Overton Park Design Guidelines Handbook, a separate development document provided by the McDougal Companies, provides more specific information about residential lot coverage and architectural styles. Residential gardens and backyards as well as common spaces with generous landscaping and sidewalks contribute to the project goal of creating an environment that is green and beautiful. Variety in terms of size, type, and architectural style of the houses will create a visually stimulating and architecturally satisfying environment.

### **Streetscape Design Guidelines**

In Overton Park, narrow vehicular lanes with on-street parking characterize residential streets. Parkways allow for wide canopy trees, sidewalks encourage pedestrian activity, and shallow,

well-landscaped front yards further contribute to the feeling of a cohesive residential community, distinguishing the area from a typical suburban development.

The following graphics illustrate both the design concepts discussed above and specific guidelines detailed below for each of the streets of the Low-Density Residential area. Differences in the graphics are primarily due to differing conditions, particularly right-of-way widths. See:

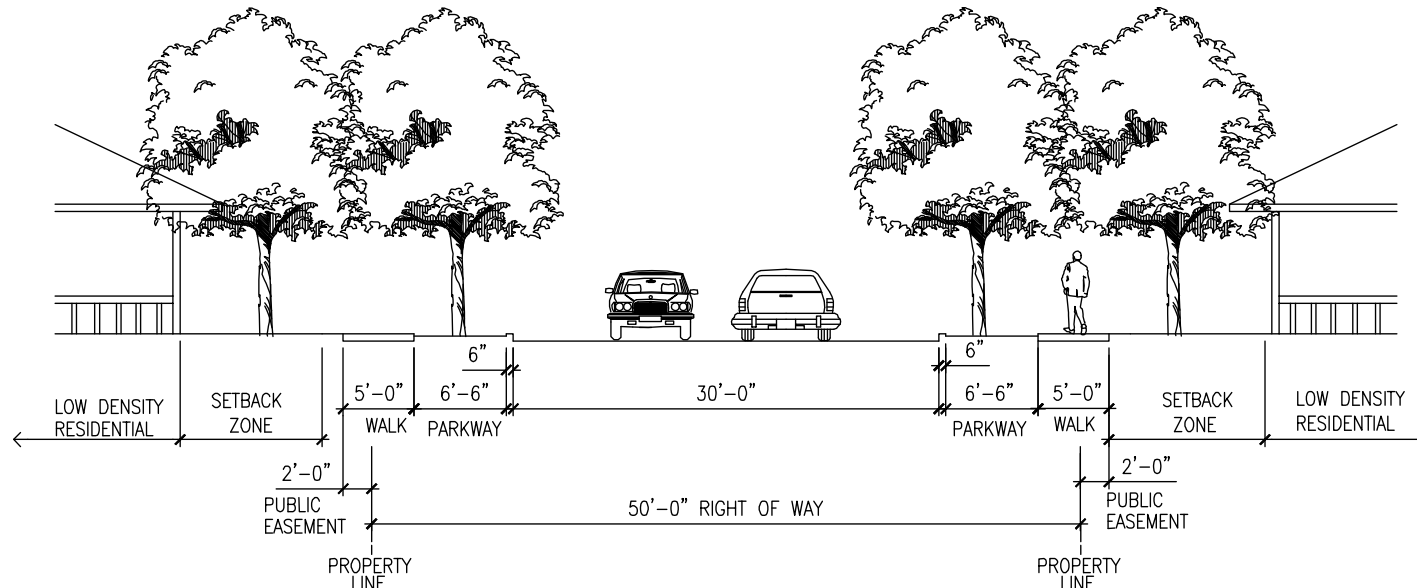
- **Section E: “Low-Density Residential,”**
- **Section J: “Avenue V Mixed Use and Low-Density Residential”** and
- **Section L: “Avenues R, S and T—Low-Density Residential”.**

Appendix C is the key map for the location of these sections.

### **Sidewalk Design Guidelines**

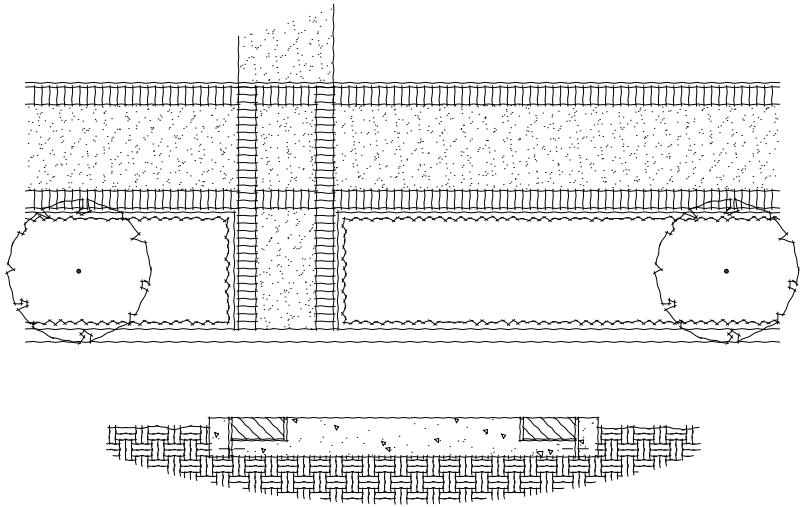
Concrete sidewalks with brick edging will be a cohesive element of the residential community. Sidewalks will be built to existing City of Lubbock construction standards unless the Lubbock Building Board of Appeals approves an alternative.

- Sidewalks in the residential area will be 5 feet wide. Brick cross bands should be located at all sidewalk intersections, whether public (at block corners) or private (residential walkways). See **Figure 23: “Low-Density Residential Sidewalk Details.”**



**Section L - Avenues R, S, and T - Low-Density Residential**

- Obstructions such as mailboxes, water meter vaults or covers, plumbing clean outs, or any utility equipment should not be located within the sidewalk, and are best located in a planting bed.



**Streetscape Amenities**

Street furnishings and other amenities are not required in the residential area. If such amenities are to be provided, they should follow the guidelines contained in the Mixed Use section.

**Figure 23 - Low-Density Residential Sidewalk Details**

## ***Pedestrian and Vehicular Lighting Guidelines***

Lighting is important both for safety and for the ambiance of the neighborhood. Pedestrian level lighting further reinforces the human scale of the neighborhood and encourages outdoor activity. Pedestrian and vehicular light standards are specified in the Appendix.

- Pedestrian light poles should generally be spaced evenly in relationship to the street trees and planter pockets or parkway. They should be located every 200 feet along each side of the street.
- Vehicular lighting should be generally spaced every 300 feet alternating along each side of each street.

## ***Fencing Guidelines***

Fencing is primarily designed to separate public and private spaces. However, the types and heights of fencing contribute to the overall cohesiveness and “feel” of the neighborhood.

- Only fences comprised of materials such as masonry, cast stone or wrought iron may be used in any front yard. Corner lot side yard fences adjacent to a street may be a combination of wood and masonry.
- Ornamentation and pattern is encouraged.

- Other fences may be constructed of wood, but must be constructed using metal posts with a concrete footing. No-chain link fencing is allowed unless fully screened from public areas and neighboring properties. (Example: a chain link dog run in a fully enclosed back yard.)
- Any wood fencing shall be redwood or cedar and shall have a flat wood cap and band. No pickets are allowed.
- The Lubbock Zoning Code governs the height and location of fences in the front yard and for corner lots.

# APPENDIX A: SITE FURNISHINGS STANDARDS

Site furnishings are a fundamental component to the success of the street and neighborhood. Furnishings allow places to sit, deposit trash and park bicycles. They provide light and information, both directional and identity. Site furnishings establish a community's character and identity. The following standards will establish consistent and distinctive site furnishings throughout the neighborhoods. Quantities and spacing of these amenities are specified in each Chapter.

## Brick Paver

Brick pavers are required to add warmth and color and a distinctive character to the neighborhood.

## Approved Brick Paver

- Fired Clay Brick Paver  
Manufactured by: Kansas Brick & Tile Co., Hoisington, Kansas, 800-999-0480  
Size: 4x8  
Blend/Style: Old Colonial Solid Modular  
Pattern Laid: Varies



**Figure 24 - Approved Brick Paver**

## Benches

Benches can be placed in a variety of locations as long as they do not interfere with pedestrian circulation. Two bench styles are approved for variety in the streetscape, but all benches will be the same color and made of metal. Finishes must include rust inhibitors and be resistant to UV light, chipping and flaking.

## Approved Benches

- Landscape Forms "Plainwell" Bench with Aluminum Seat and Center Arm; minimum 72 inch length; "Stormcloud" Color
- Landscape Forms "Scarborough" Bench, Backed or Backless with Woven Seat and Center Arm; Minimum 72 inch Length; "Stormcloud" Color



**Figure 25 - Approved Benches**



## ***Trash Receptacles***

Trash receptacles shall be placed near benches, retail entrances and bus stops, but not placed right next to them due to unpleasant odors. Trash receptacles must be made of metal. Finishes must include rust inhibitors and be resistant to UV light, chipping and flaking.

### ***Approved Trash Receptacle***

- Landscape Forms “Scarborough” Top Opening, Vertical Strap Side Panel Trash Receptacle in “Stormcloud” color



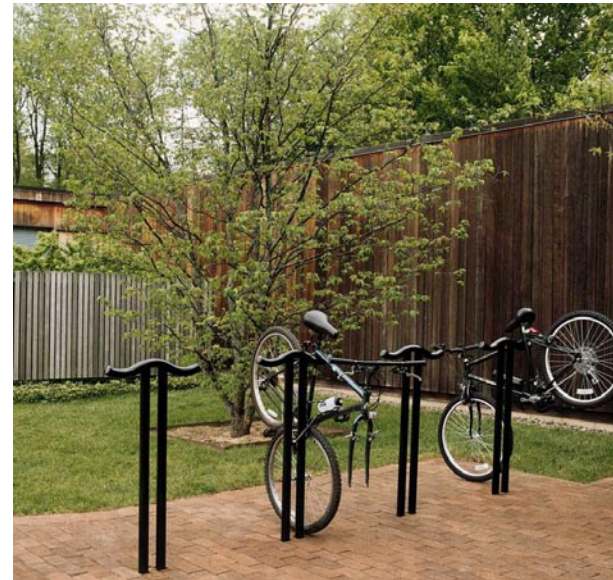
***Figure 26 - Approved Trash Receptacle***

## ***Bicycle Racks***

To encourage bicycle transportation, bicycle racks should be provided on all mixed-used and multi-family residential streets at key locations within the public right of way. Bicycle parking should be located near building entrances without blocking pedestrian circulation. Bicycle parking should be placed in clear view of storefront windows and near pedestrian level lighting to provide for informal surveillance. Bike racks shall be placed so that no part of the bicycle extends within 2 ½' of the face of curb where on-street parking occurs. Finishes must include rust inhibitors and be resistant to UV light, chipping and flaking.

### ***Approved Bicycle Rack***

- Landscape Forms “Pi” Bicycle Rack in “Stormcloud” color



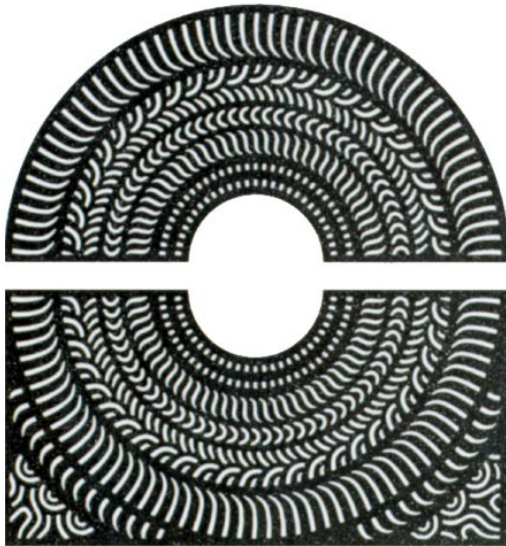
***Figure 27 - Approved Bicycle Rack***

## ***Tree Grates***

In rare instances where planter pockets cannot be of a size of sufficient space for plants, a cast iron tree grate may be used. The use of tree grates shall be approved prior to their installation.

### ***Approved Tree Grate***

- Ironsmith: “Conquistador 2”. Color shall be natural unfinished gray iron.



***Figure 28 - Approved Tree Grate***

## ***Trench Grates***

Trench grates are encouraged for use in site drainage in order to keep water from accumulating on pedestrian surfaces or in areas where surface drainage cannot adequately move water. Ideally, any major drainage from property adjacent to the right-of-way should be diverted under or through sidewalks as much as possible to minimize the impact of drainage over the pedestrian areas.

Two trench grate systems are approved for use in the Overton Park Area. The first is a solid-faced trench cover that should be used if drainage in the trench has head pressure. An example of this type of drainage would be roof drains from adjacent building roofs. The trench cover must have a solid face in order to keep water from pushing through the trench face onto pedestrian pavements. The second approved trench grate system is a perforated grate system that will allow water without head pressure to flow through the trench and/or water into the trench through the perforated openings.

### ***Approved Solid Faced Trench Grates***

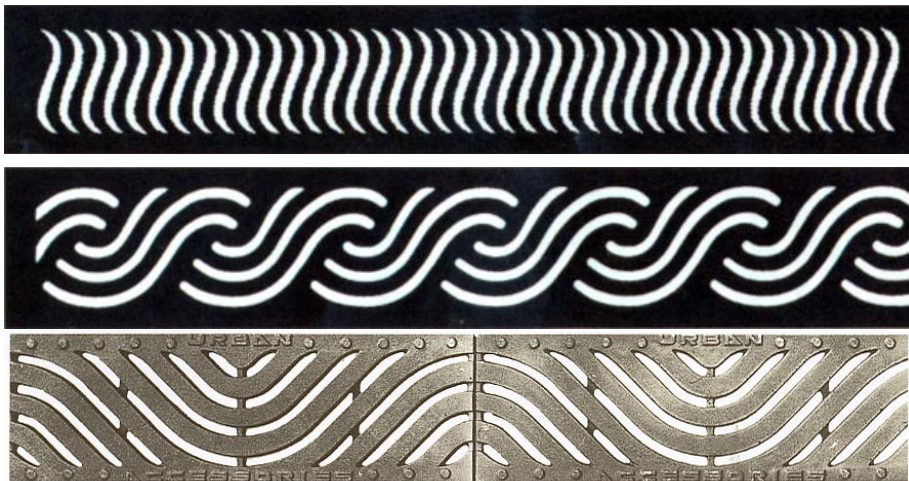
- Urban Accessories “Title Waves” grate with no perforations through the face of the grate. Color shall be natural unfinished gray iron.
- Bass and Hays “Heavy Duty Trench Frame and Cover” with diamond pattern finish. Color shall be natural unfinished gray iron.



### **Approved Open Faced Trench Grates**

- Urban Accessories “Title Waves” grate with openings. Color shall be natural unfinished gray iron.
- Ironsmith “ Conquistador” grate with openings. Color shall be natural unfinished gray iron.
- Ironsmith “Marina” grate with openings. Color shall be natural unfinished gray iron.

\* Open face Trench Grates will need to be chosen for each design scenario to comply with ADA guidelines.



**Figure 29 - Approved Trench Gate**

### **Vehicular & Pedestrian Lighting**

Lighting is important both for safety and for the ambiance of the neighborhood. Pedestrian level lighting further reinforces the human scale of the neighborhood and encourages outdoor activity. Three levels of lighting poles have been selected to provide flexibility in the public right-of-way: a low bollard pole, a medium pedestrian light pole and a tall vehicular or roadway lighting pole. In addition, a coordinating wall-mounted fixture is provided for use on private properties adjacent to the right-of-way.

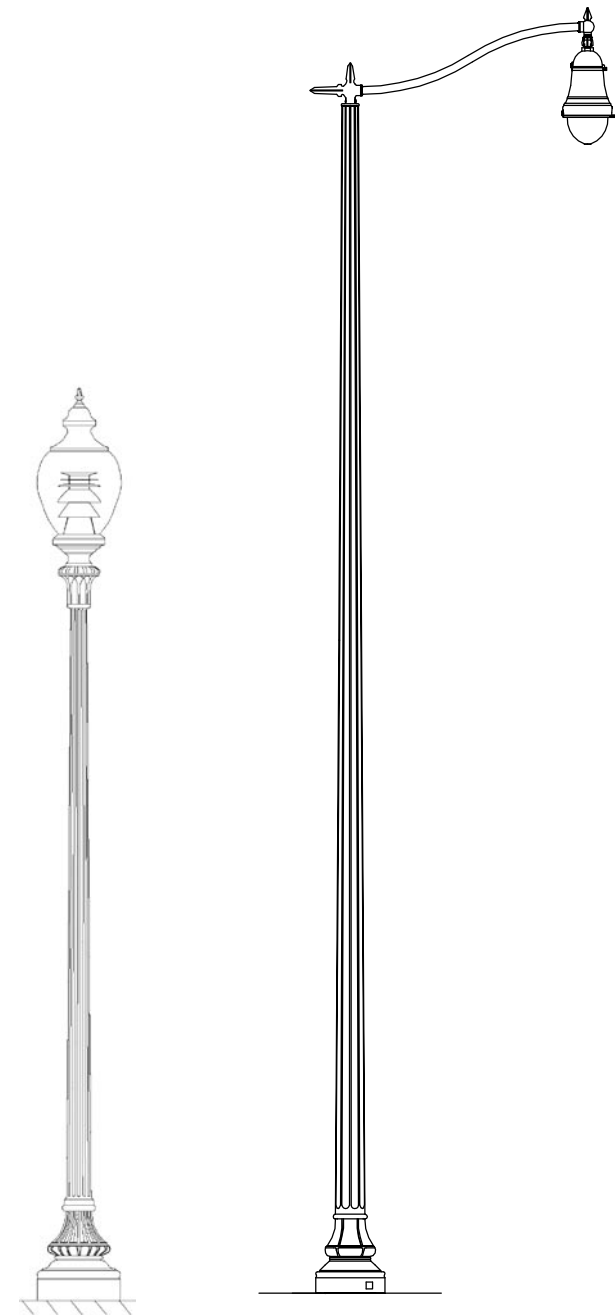
- Outdoor lighting shall include full cutoff and cutoff lighting fixtures as defined by the Illuminating Engineering Society of North America (IES).
- All vehicular and pedestrian lighting in the Overton Park TIF District shall be metal halide to provide a white-colored light that is excellent for color clarity.
- Poles for vehicular and pedestrian lighting in the Overton Park TIF District shall be spun concrete poles with an exposed aggregate finish.
- Vehicular lighting poles along Glenna Goodacre Boulevard will include both inserts for banner arms and an outdoor-rated GFCI outlet mounted at the base of the lower banner arm for holiday lighting. Both the banner arms and the GFCI outlet can be “spun” into the standard poles and may be used in other areas in Overton Park if so desired.

### ***Approved Pedestrian Lights***

- Poles -Stresscrete Inc. 13 foot (above grade) ‘Washington’, Spun-Concrete Light Pole; Model KWC13-G-T-E90. Saluki Bronze color. Direct-embed type installation.
- Luminaires – King Luminaire Inc. “Washington” Luminaire; Model K118-LAR-II-100(MH)120-K-16. Light shall have internal louver mechanism to provide full cut-off to comply with “dark sky initiatives.”

### ***Approved Vehicular Lights***

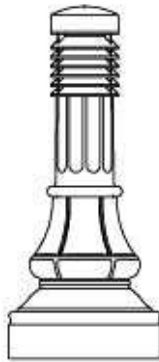
- Poles -Stresscrete Inc. 30 foot above grade ‘Washington’, Spun-Concrete Light Pole; Model KWH30-G-T-E90-GFI-BA; Saluki Bronze color. Direct-embed type installation. Light arms - KPL10-PR “Pipe” arms in a single configuration. Bronze color to match Landscape Forms “Stormcloud” color used on other amenities.
- Luminaires – King Luminaire Inc. “New York” Pendant Luminaire; Model K88-HGD-III-100(MH)-MOG-120. Bronze color to best match Landscape Forms “Stormcloud” color used on other amenities.



***Figure 30 - Approved Pedestrian Light & Pole, and Vehicular Lights***

### ***“Approved Bollard”***

- Stresscrete Inc. “Washington”, Spun-Concrete Lit Bollard; Model KLCW-100(MH)-DB-E90. Saluki Bronze color.

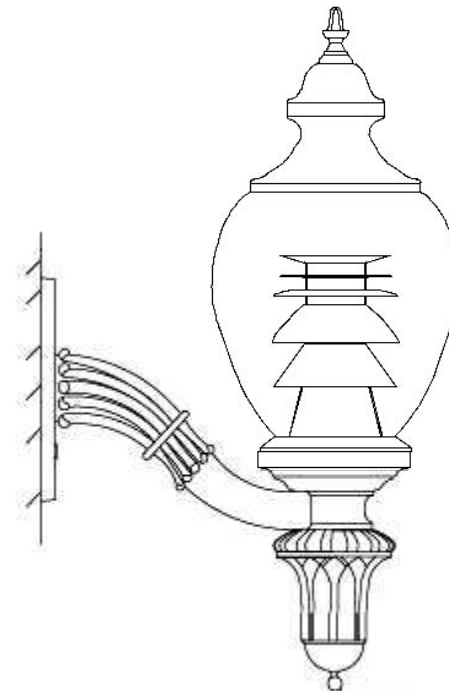


***Figure 31 - Approved Bollard***

### ***Approved Wall-Mounted Area Lights***

Some circumstances may call for flush-mount pedestrian or area lighting on building facades. If private property owners wish to coordinate with the streetscape lighting, the following is recommended:

- Fixtures: King Luminaire Inc. “San Carlos” Wall Bracket; Model KA52-W. Bronze color to best match Landscape Forms “Stormcloud” color used on other amenities.
- Luminaires – King Luminaire Inc. “Washington” Luminaire; Model K118-LAR-II-100(MH)120-K-16.



***Figure 32 - Approved Wall-Mounted Area Lights***

# APPENDIX B: PLANT MATERIAL APPROPRIATE FOR LUBBOCK, TEXAS

## Street Trees

### (Trees Within the Right of Way)

Bald Cypress .....	<i>Taxodium distichum</i>
Bur Oak .....	<i>Quercus macrocarpa</i>
Cedar Elm .....	<i>Ulmus crassifolia</i>
Chinese Pistache .....	<i>Pistacia chinensis</i>
Live Oak .....	<i>Quercus virginiana</i>
Red Oak .....	<i>Quercus shumardii</i>
Texas Red Oak.....	<i>Quercus buckleyii</i> ‘Texana’

### Other Street Tree Information

- Coniferous pines or upright evergreens such as junipers and cedars are not allowed as street trees as they will obscure vision sight-lines as well as inhibit the navigability of sidewalks.
- Where bulb-outs occur, either a street tree from street framework or an accent tree may be planted. However, an accent tree cannot be used to meet the 25’ spacing requirement.
- All street trees, whether in planter pockets, parkways, or bulbouts, shall be single-trunked.

## Accent Trees

\* These trees may be located in the right-of-way as well. However, they may not be used to fulfill the street tree (25’ o.c.) requirement.

Allee Lacebark Elm .....	<i>Ulmus parvifolia</i> ‘Allee’
Bald Cypress .....	<i>Taxodium distichum</i>
Crape Myrtle.....	<i>Lagerstroemia indica</i>
Yaupon Holly .....	<i>Ilex vomitoria</i>

## Open Space Trees

### (Trees Outside of the Right of Way)

\* Street Tree Species listed are allowed to be used in this area as well.

Chitalpa .....	<i>Chitalpa tashkentensis</i>
Desert Willow.....	<i>Chilopsis linearis</i>
Flowering Crab Apple .....	<i>Malus spp.</i>
Mondell Pine.....	<i>Pinus eldarica</i>
Nellie Stevens Holly .....	<i>Ilex x ‘Nellie R. Stevens’</i>
Ornamental Pears .....	<i>Pyrus spp.</i>
Pecan .....	<i>Carya illinoensis</i>
Pinyon Pine .....	<i>Pinus cembroides</i>
Russian Olive .....	<i>Elaeagnus angustifolia</i>
Shademaster Honeylocust ..	<i>Gleditsia triacanthos</i> ‘Shademaster’
Texas Redbud .....	<i>Cercis canadensis var texensis</i>
Vitex.....	<i>Vitex agnus-castus</i>
Washington Hawthorn .....	<i>Crataegus phaenopyrum</i>

## Street Shrubs / Low Height / Perennials

(Plants within the Right-of-Way)

Autumn Joy Sedum .....	<i>Sedum x 'Autumn Joy'</i>
Autumn Sage.....	<i>Salvia greggii</i>
Brown-Eyed Susan.....	<i>Rudbeckia hirta</i>
Compact Nandina.....	<i>Nandina compacta</i>
Coreopsis .....	<i>Coreopsis spp.</i>
Dianthus .....	<i>Dianthus spp.</i>
Dwarf Yaupon .....	<i>Ilex vomitoria</i>
Indian Hawthorn .....	<i>Raphiolepis indica</i>
Lantana .....	<i>Lantana spp.</i>
Manhattan Euonymous .....	
.....	<i>Euonymous kaiutschovicus 'Manhattan'</i>
Siberica Iris.....	<i>Iris sibirica</i>
Stella de Oro Dwarf Daylily .....	<i>Hemerocallis x 'Stella de Oro'</i>
Texas Sage.....	<i>Leucophyllum frutescens</i>
Winter Gem Boxwood .....	<i>Buxus microphylla 'Winter Gem'</i>
Yarrow .....	<i>Achillea spp.</i>

## Open Space Shrubs / Perennials

(Plants outside the Right-of-Way)

\* All Species in Street Shrubs/Perennials are allowed to be used in this area as well.

Abelia .....	<i>Abelia Grandiflora</i>
Artemisia.....	<i>Artemisia spp.</i>
Aster .....	<i>Aster spp.</i>
Barberry .....	<i>Barberry spp.</i>
Burford Holly.....	<i>Ilex burfordii</i>
Butterfly Bush .....	<i>Buddleia davidii</i>
Dense Yew .....	<i>Taxus media 'Desiformis'</i>
Forsythia.....	<i>Forsythia intermedia</i>
Red Yucca .....	<i>Hesperaloe parviflora</i>
Rose (Multiple Varieties).....	<i>Rosa spp.</i>
Russian Sage .....	<i>Perovskia atriplicifolia</i>
Sedum .....	<i>Sedum spp.</i>
Silverberry .....	<i>Eleagnus ebbingei</i>
Spirea .....	<i>Spirea vanhouttei</i>
Yellow Yucca .....	<i>Hesperaloe parviflora</i>

## Ornamental Grasses

Big Blue Lily Turf .....	<i>Liriope muscari</i>
Blue Grama Grass.....	<i>Buchloe gracilis</i>
Blue Lyme Grass .....	<i>Elymus arenarius</i>
Buffalo Grass.....	<i>Buchloe dactyloides</i>
Fountain Grass.....	<i>Pennisetum alopecuroides</i>
Giant Liriope .....	<i>Liriope muscari</i> ‘Gigantea’
Hameln Grass .....	<i>Pennisetum alopecuroides</i> ‘Hameln’
Japanese Ribbon Grass.....	<i>Phalaris arundinacea</i>
Japanese Silvergrass .....	<i>Miscanthus sinensis</i> ‘Variegata’
Karl Forester Feather Reed Grass .....	.....
.....	<i>Calamagrostis acutiflora</i> ‘Karl Forester’
Lindheimer’s Muhly .....	<i>Muhlenbergia linheimeri</i>
Northern Seat Oats .....	<i>Chasmanthium latifolium</i>
Purple Fountain Grass .....	<i>Pennisetum staceum</i> ‘Rubrum’
Side Oats Grama.....	<i>Bouteloua curtipendula</i>

## Vines

Clematis.....	<i>Clematis</i> spp.
Coral Honeysuckle .....	<i>Lonicera sempervirens</i>
Five Leaf Akebia.....	<i>Akebia quinata</i>
Purple Honeysuckle .....	<i>Lonicera japnoica</i> ‘Purpurea’
Texas Wisteria .....	<i>Wisteria frutescens</i>

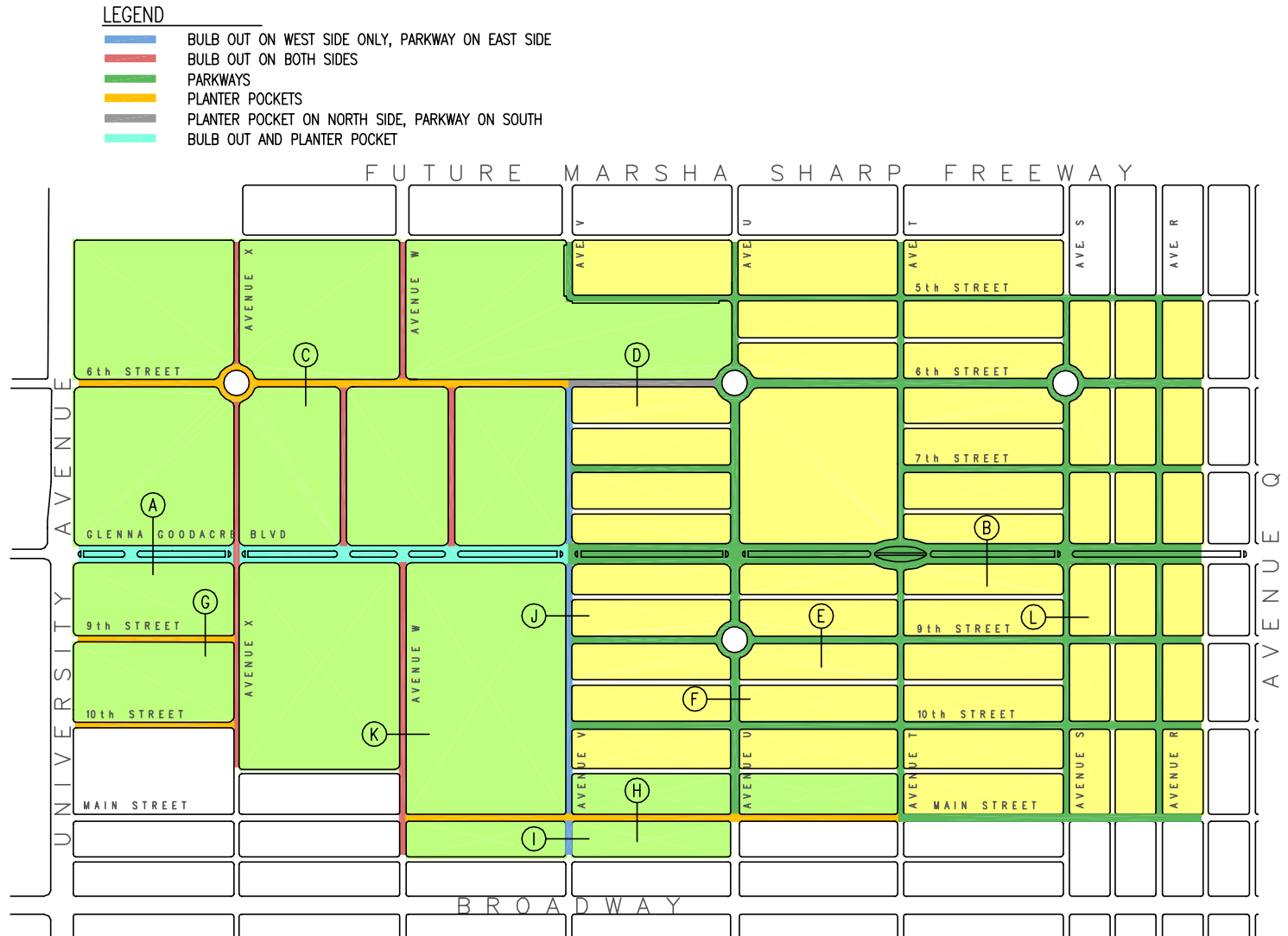
## Ground Covers

Blue Rug Juniper.....	<i>Juniperus horizontalis</i> ‘Wiltonii’
Dusty Miller.....	<i>Senecio cineraria</i>
English Ivy .....	<i>Hedera helix</i>
Green or Gray Santolina .....	<i>Santolina virens</i>
Huntington Carpet Rosemary.....	.....
.....	<i>Rosmarinus officinalis</i> ‘Huntington Carpet’
Ice Plant .....	<i>Carpobrotus edulis</i>
Lambs Ear .....	<i>Stachys</i> spp.
Purpleleaf Euonymous .....	<i>Euonymous fortunei</i> ‘Colorata’
Verbena .....	<i>Verbena canadensis</i>
Vinca.....	<i>Vinca major</i>
Wintercreeper .....	<i>Euonymous fortunei</i>

# APPENDIX C: STREET SECTION KEY

This graphic illustrates the location of the street cross sections located in each of the chapters of this document.

Section A	Page 21
Section B	Page 21
Section C	Page 25
Section D	Page 25
Section E	Page 26
Section F	Page 26
Section G	Page 29
Section H	Page 30
Section I	Page 30
Section J	Page 31
Section K	Page 31
Section L	Page 37



**Street Cross Section Locations**