
FAU TREASURE COAST MASTER PLAN

LANDSCAPE DESIGN GUIDELINES ELEMENT

Goal 1

To establish an overall landscape character that provides:

- A pedestrian friendly environment that provides ample tree canopy and shade.
- An overall campus landscape that is consistent and which reinforces a sense of place and identity.
- A landscape which complements and reinforces the overall structure and organization of various elements of the Master Plan, including hierarchy and exterior spaces, view corridors, axial relationships, activities, etc.
- A landscape which recognizes the significance of indigenous and drought tolerant plant material and ease of maintenance and development and longevity over time.

Vehicular Circulation Routes

Objective 1A

Main entrances to the campus. To create a hierarchy of campus entrances that have identity and image within the context of the St. Lucie West.

Policy 1A-1

Selective view corridors (windows) shall be provided to create and allow visual access to the campus from the perimeter neighborhood and main access corridor.

Policy 1A-2

The landscape development at the main entrance road shall be designed with an appropriate scale and expression that is commensurate with a university and which has dignity and importance, while at the same time, creating a more neighborhood or village like character and appearance.

Policy 1A-3

The landscape treatment of the main entrance road shall reinforce the arrival sequence, views to adjacent parking lots shall be substantially screened with hedges, berms and landscape.

Policy 1A-4

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The arrival zone shall provide for a drop-off and turn-around area. Provision shall be made for handicapped parking, short-term parking and short-term delivery. Provision shall also be made for a bus staging area with transit facilities, such as bus passenger shelters.

Policy 1A-5

Special pavement shall be a consideration at the arrival zone and/or the main intersection at the access road. Street lighting shall reinforce the ceremonial nature of the main entrance road. The intent is to create a landscaped corridor and arch with selected view openings.

Policy 1A-6

the landscape treatment for the main entrance road shall consist of regularly spaced, large canopy trees on either side of the entrance road. The intent is to create a landscaped corridor and arch with selected view openings.

Parking Facilities

Objective 2A

The location and use of parking lots shall be as convenient as possible with good distribution for servicing all uses within the campus. The primary focus shall be however, to develop a campus with a pedestrian friendly and accessible environment with minimal intrusion of vehicular traffic into the core campus spine.

Policy 2A-1

The parking zones shall be designed in large, cluster areas but shall be subdivided with landscape and pedestrian corridors to minimize the effect of large, paved parking lots. The internal circulation should allow for ease of finding parking space, particularly when the parking lots are full. The parking lots shall be designed in a manner that does not unnecessarily force users to circumnavigate a multitude of several parking areas before locating a parking space.

Policy 2A-2

The alignment of the parking bays shall respect the pedestrian desire lines. The parking bay alignment shall be situated so that users do not have to walk between parked cars but along driving lanes.

Policy 2A-3

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The subdivided landscape zones shall have significant pedestrian corridors that are well landscaped and have significant and continuous shade canopy for comfortable access to the campus. There shall be a special pedestrian walkway that serves as a collector throughout the length of this linear, landscape zone.

Policy 2A-4

Landscape treatment of the parking zones shall respect issues concerning safety and security. Landscape, berms and plantings shall be designed in a manner that minimizes areas that are unsafe or not visible. Generally, there shall be clear views to all parking zones with minimal obstruction.

Policy 2A-5

Landscape of parking areas shall consider maintenance, esthetics, shade and suitable areas for landscape growth and development. Linear, landscaped divider medians present maintenance problems regarding access and parked cars. Narrow end islands also are not conducive to healthy plant growth. As an alternative, the parking areas shall be landscaped with intermittent, large, planting islands that can accommodate a cluster of large, canopy shade trees. These have the advantage of minimizing maintenance costs, while at the same time, providing a healthier growing environment for the trees with larger, pervious areas.

Pedestrian Circulation Routes

Objective 3A

The pedestrian circulation routes and spaces shall have a hierarchy and different landscape treatment according to function and intensity of use.

Objective 4A

There shall be bicycle facilities to encourage pedestrian and bicycle use throughout the campus.

Policy 4A-1

Bicycle usage shall be encouraged by conveniently locating bicycle parking facilities (bicycle racks) in convenient locations and in sufficient numbers. Bicycle racks and compounds shall be standardized in order to achieve overall simplicity and uniformity. Selection of a standardized bicycle racks shall be based on efficiency, durability, ease of maintenance, and accessibility. Bicycle facilities shall not intrude upon significant open

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spaces in a visually, negative manner. Their locations shall also not impede the general flow of pedestrian traffic. Landscape treatment of bicycle parking facilities shall consist of canopy trees and low shrubs and/or hedges to define, screen, and partially buffer the compound. At the same time, consideration shall be given for safety and visual access.

Objective 5A

To encourage the use of public transportation systems and to conveniently locate shelters to serve the campus.

Policy 5A-1

The campus shall adopt and utilize the location and design criteria for all public transportation facilities as developed for the St. Lucie West community. The location of these facilities shall be at strategic and convenient locations as identified by traffic and accessibility considerations. It is anticipated that the shelters shall be large enough to accommodate sufficient number of people, and be designed to provide comfortable environments. Open-side shelters, which allow free air circulation and prevailing breezes are desirable. Shelters should be safe, utilitarian, understated, and provide sufficient canopy for protection during inclement weather. Landscape treatment around the bus shelters shall provide shade and canopy and again, consider issues of safety and clear visibility, not only for the protection of the users but also to be able to see approaching public transportation vehicles.

Objective 6A

To incorporate the required Emergency Access Areas with minimal intrusion into the campus and to ensure maximum safety.

Policy 6A-1

Emergency and services shall generally share the same access routing and/or areas. Emergency access shall be through the vehicular circulation areas. Wherever possible, the areas shared with pedestrian corridors shall be marked with removable bollards or signs to minimize unnecessary traffic conflict between vehicles and pedestrian traffic. The design of emergency corridors shall consider required vehicles and pedestrian traffic. The design of emergency corridors shall consider required turning radii, clearance (width, tree canopy and obstructions), stabilized pavement/base and aesthetics. The main intent shall be to minimize the visual and functional impact of the required Emergency Access Areas and to blend the requirements within the context of the pedestrian oriented environments.

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Objective 7A

To encourage planted areas.

Policy 7A-1

The landscape of planted areas shall remain simple and consistent throughout the campus. Consideration shall be given for the use of native and drought tolerant plant material.

Policy 7A-2

The campus shall respect and conform to the St. Lucie policies which specify 50% of landscape materials to be native vegetation and which prohibit exotic plant material.