

The streetscape within The COR will be designed in relationship to the road designations and subdistricts. The streetscape along Sunwood Dr (Destination Street) will mirror the existing streetscape already in place, including planter boxes, street trees, shrubs, perennials, benches and street lights. Streetscape along Parkway and Connector Streets will similarly resemble existing streetscapes, along streets such as Rhinestone St and E Ramsey Parkway, including the use of street trees, street lights and boulevard sod. Finally, along Downtown Streets, which represent the most urban section of street within The COR, streetscape components again should resemble existing streetscape elements including street trees, street lights and boulevard sod.

The 'green' component of the streetscape should be considered at the outset of any project. Assuring adequate soil volume, which equates to sufficient rooting area, is of utmost importance to provide street trees satisfactory growing space. This begins with providing wider boulevard areas to promote root growth. In certain instances where wider boulevards may not be feasible, the use of innovative products such as structural soils, silva cells and others would be strongly encouraged. Additionally, Best Management Practices (BMPs) are also encouraged to help sustain the 'green' component of the streetscape. Creativity with stormwater management, for instance, could provide irrigation for street trees and boulevard sod.

Both function and form are important when designing the 'green' component of the streetscape. There should be an emphasis on species diversity to buffer against pests and pathogens. The species layout should attempt to cluster species by groupings or blocks to provide some symmetry while avoiding over-planting of any one species or genus. Attention must also be paid to putting the right trees in the right places, considering all potential constraints (soil volume, horizontal and vertical obstructions, adaptability to harsher growing environments, etc) and potential pollutants, most specifically, deicing salts.

Design and layout of street trees must also consider spacing guidelines not only from tree to tree but also consider avoiding site line obstructions near intersections as well as the vision clearance triangle. Spacing between individual trees depends, at least in part, on the species and its' associated growth characteristics as well as the spatial design (groupings, linear, both sides of a sidewalk, etc). The intent is to provide an attractive, inviting space while also ensuring sufficient space (above and below ground) to provide a habitable growing environment for the plantings.