
Landscape Architecture in PD&E



Time & Space
Early & Often
Above & Below

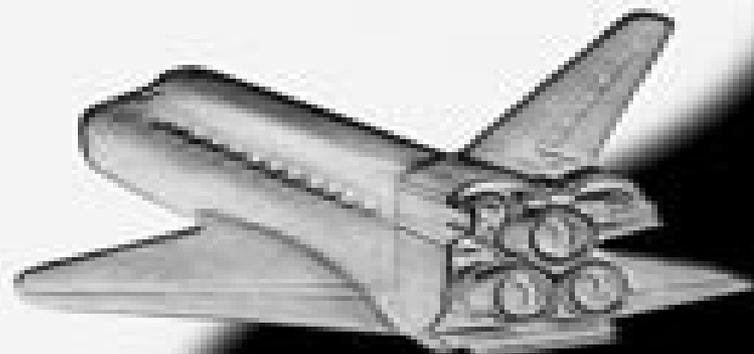
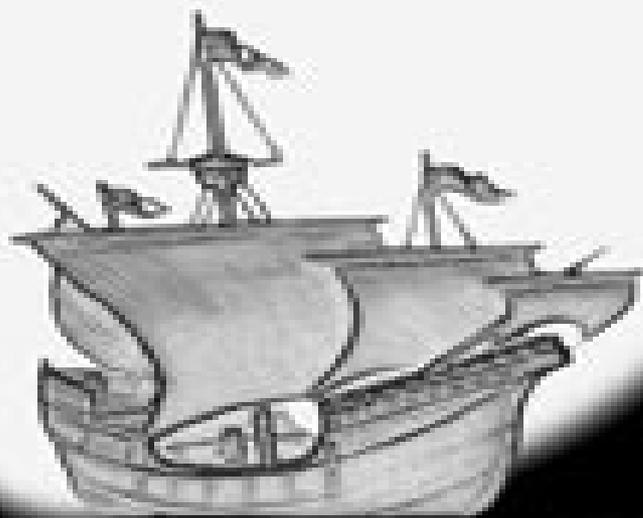




Biscayne Boulevard, Miami, Fla.

c. 1929

FLORIDA
1845

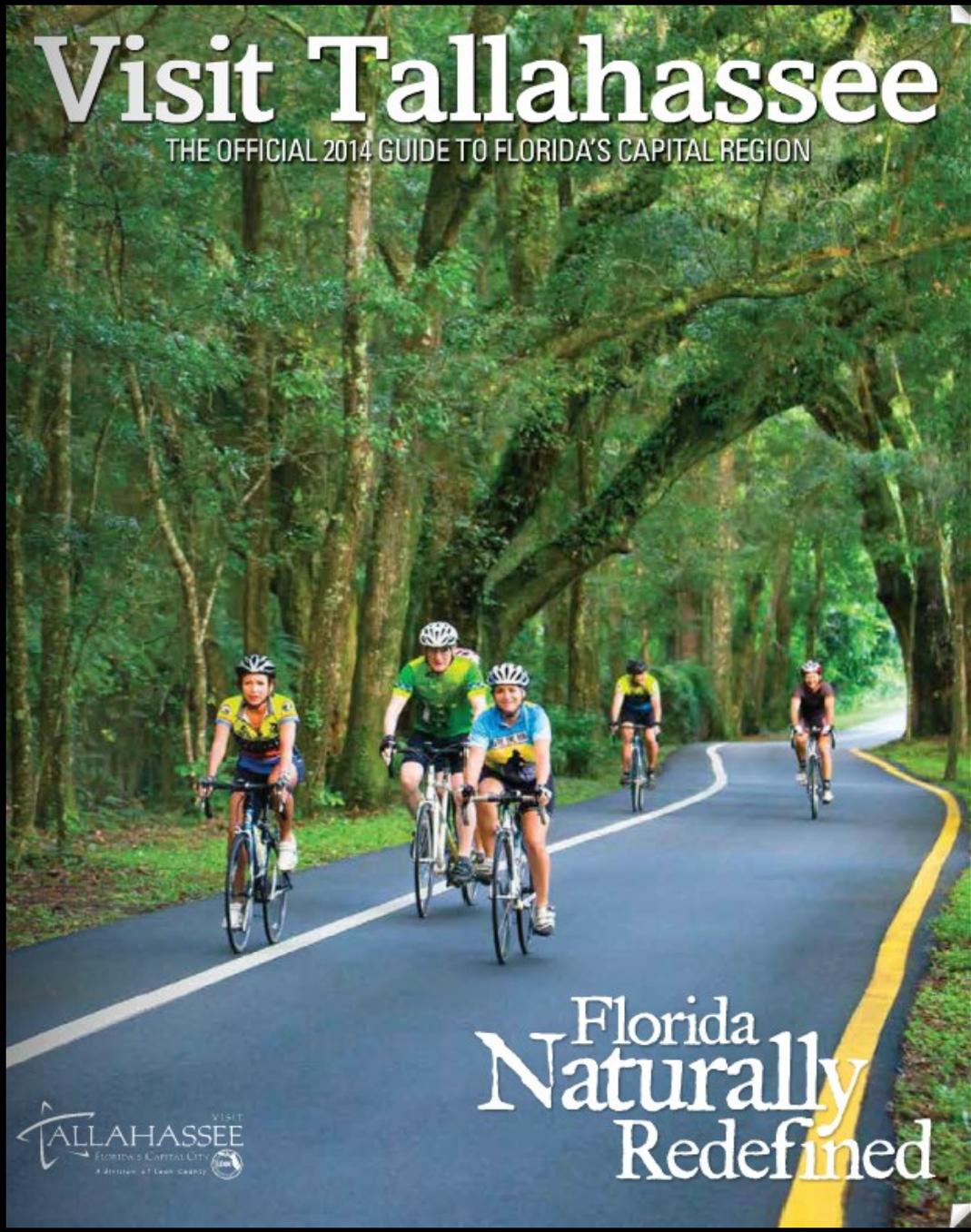


GATEWAY TO DISCOVERY

2004
E PLURIBUS UNUM

Visit Tallahassee

THE OFFICIAL 2014 GUIDE TO FLORIDA'S CAPITAL REGION



Florida
Naturally
Redefined

VISIT
TALLAHASSEE
FLORIDA'S CAPITAL CITY
A Division of Leon County

2060 Florida Transportation Plan



HORIZON
2060
a new era for transportation in florida



GOAL Make transportation decisions to support and enhance livable communities

Welcome to

FLORIDA

THE SUNSHINE STATE

Governor Rick Scott



Florida's *most* visible and visited
100 million visitors?

79,994,152

Constitution of the State of Florida

Article II, Section 7(a)

It shall be the policy of the state to conserve and protect its natural resources and scenic beauty. Adopted, 1968

Section 334.044(26), Florida Statutes

No less than 1.5% of the amount contracted for construction projects shall be allocated by the department on a statewide basis for the purchase of plant materials. 1999

HIGHWAY BEAUTIFICATION

Make it “everyone’s business”



Mick Coulas



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD
SECRETARY

POLICY

Effective: May 15, 2013
Office: Production Support
Topic No.: 000-650-011-c

HIGHWAY BEAUTIFICATION

It is the policy of the Florida Department of Transportation to conserve, protect, restore, and enhance Florida’s natural resources and scenic beauty when constructing and maintaining the State Highway System. Under this policy, Florida can have:

- The nation’s most beautiful highways that attract and grow business.
- Safe roadsides that are durable, and ecologically and economically sustainable.
- Measurable returns on investments that grow in value over time.

In carrying out this policy, the Department will:

- Make highway beautification *everyone’s* business.
- Accommodate existing and proposed trees and other long lived plants by consistently integrating landscape conservation and highway beautification into the processes that are used to plan, design, construct, and maintain roadways.

November 16, 2014



- ◆ **Change the Paradigm – Push the Envelop – Be BOLD - OWN THE LANDSCAPE**
- ✓ Aesthetics matters in everything we do.
- ✓ Landscape Architects on PD&E team, involved early and often in the process to identify and enhance existing and proposed landscape opportunities.
- ✓ Stormwater aesthetic commitments will be documented in PD&E Pond Siting Report
- ✓ Clearing fence to fence or selective clearing and grubbing – requires expertise during PD&E to indentify
- ✓ Scopes – Points for accommodating existing and proposed landscape



1870s



1957



1966







Biscayne Blvd Miami



A1A Ft. Lauderdale



We must reject the kind of “either-or approach which maintains that transportation goals are inconsistent or in contention with other personal and community aspirations.

Lowell Bridwell, FHWA Administrator
Freeway in the City 1966

A1A Daytona

Scenic Highway Along Pensacola Bay, Pensacola, F

RIGHT



“Attention should be given during the preliminary planning to those elements that add to the attractiveness of the route.”

AASHO Statement of Policy 1961



- Accommodate existing and proposed trees and other long lived plants by consistently integrating landscape conservation and highway beautification into the processes that are used to plan, design, construct, and maintain roadways.

Midway 2012





Florida Department of Transportation

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GOVERNOR

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ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, **quality of life, and economic development in Florida**. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a **context-sensitive system of "Complete Streets."** While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

605 Suwannee Street
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STEPHANIE C. KOPELOUSOS
SECRETARY

POLICY

Effective: November 20, 2008
Office: Environmental Management
Topic No.: 000-650-002-a

CONTEXT SENSITIVE SOLUTIONS

It is the policy of the Florida Department of Transportation (FDOT) to use a Context Sensitive Solutions (CSS) approach on transportation projects and activities for all modes appropriate to scale, cost, location, and schedule.

Context Sensitive Solutions is a proactive, collaborative, interdisciplinary approach to transportation decision making, project development, and implementation, taking into account, the views of stakeholders, and the local area where a project will exist, be operated, and be maintained. CSS considers the physical setting in which a project or activity is to be implemented, and seeks to enhance and conserve community defining features and environmental resources. This approach seeks to balance safety and mobility with local priorities. FDOT will encourage communities to contribute financially or in-kind toward enhanced project features and maintenance.

Consistent with the CSS principles prescribed by the Federal Highway Administration, FDOT transportation projects and activities shall be compatible and consistent with available resources, FDOT policies, and community visions.

481.301 Purpose.—The Legislature finds that the regulation of **landscape architecture** is necessary to assure competent landscape planning and design of public and private environments, prevention of contamination of water supplies, barrier-free public and private spaces, conservation of natural resources through proper land and water management practices, prevention of erosion, energy conservation, functional and aesthetically pleasing environmental contributions to humanity's psychological and sociological well-being, and an enhancement of the quality of life in a safe and healthy environment and to assure the highest possible quality of the practice of landscape architecture in this

481.303 Definitions.—As used in this chapter

(6) “Landscape architecture” means professional services, including, but not limited to, the following:

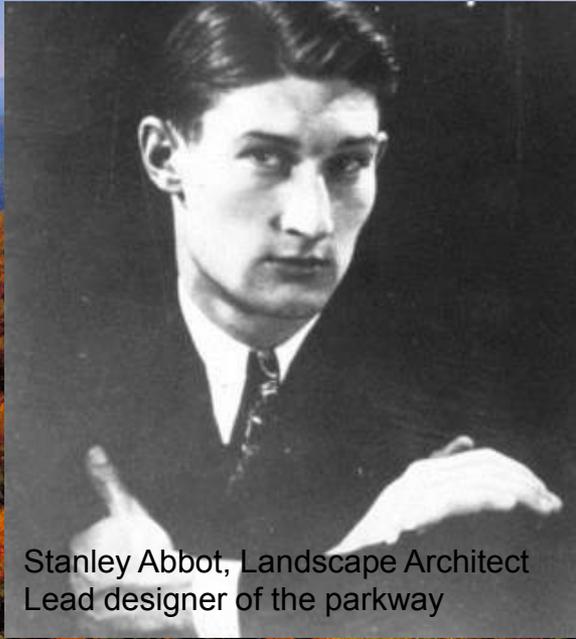
(a) Consultation, investigation, research, planning, design, preparation of drawings, specifications, contract documents and reports, responsible construction supervision, or landscape management in connection with the planning and development of land and incidental water areas, including the use of Florida-friendly landscaping as defined in s. [373.185](#), where, and to the extent that, the dominant purpose of such services or creative works is the preservation, conservation, enhancement, or determination of proper land uses, natural land features, ground cover and plantings, or naturalistic and aesthetic values;

(b) The determination of settings, grounds, and approaches for and the siting of buildings and structures, outdoor areas, or other improvements;

(c) The setting of grades, shaping and contouring of land and water forms, determination of drainage, and provision for storm drainage and irrigation systems where such systems are necessary to the purposes outlined herein; and

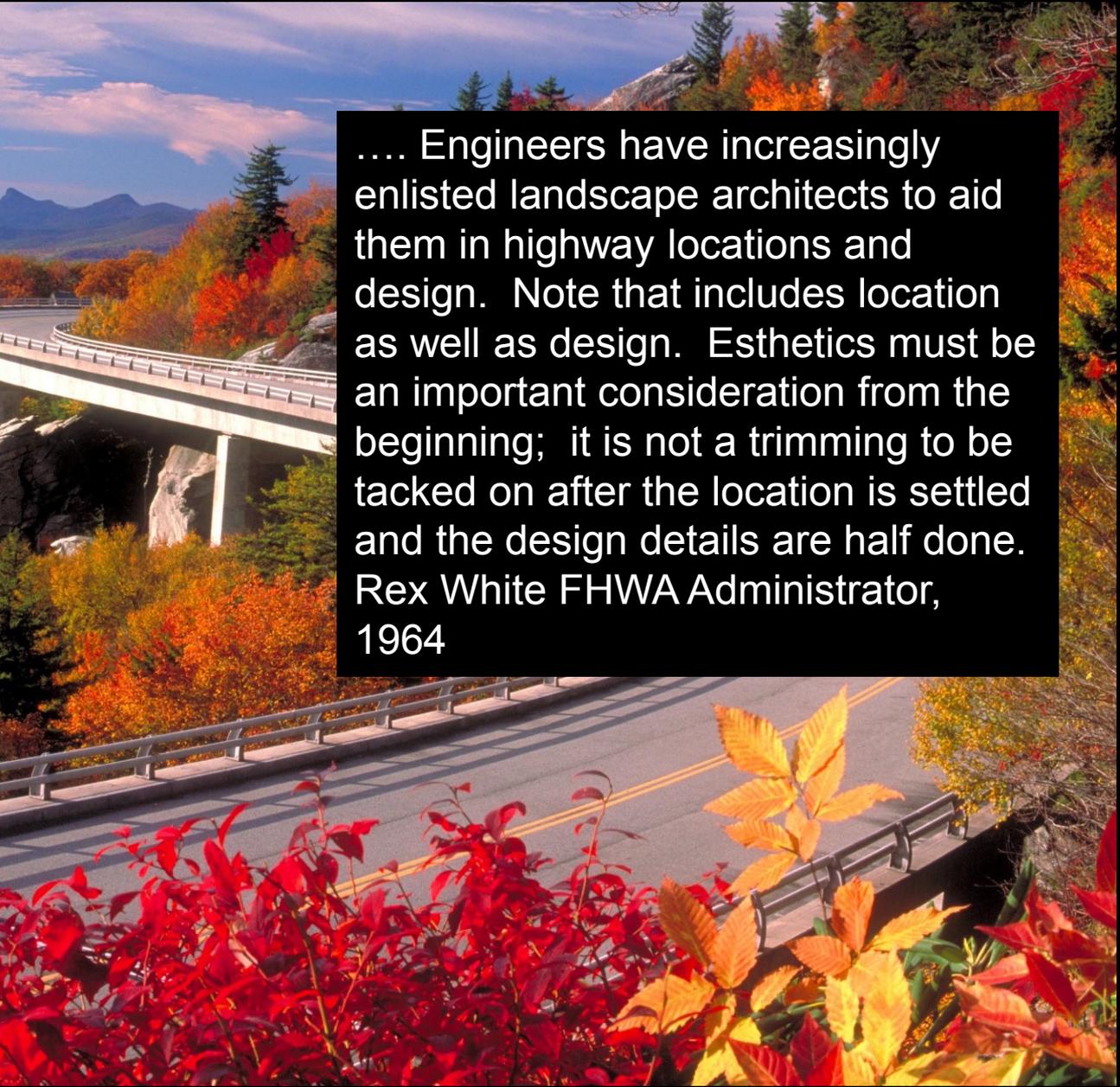
(d) The design of such tangible objects and features as are necessary to the purpose outlined herein.

Linn Cove Viaduct



Stanley Abbot, Landscape Architect
Lead designer of the parkway

his vision: an
environmentally
sensitive design plan
that preserves the
cultural history found
along the parkway route



.... Engineers have increasingly enlisted landscape architects to aid them in highway locations and design. Note that includes location as well as design. Esthetics must be an important consideration from the beginning; it is not a trimming to be tacked on after the location is settled and the design details are half done.
Rex White FHWA Administrator,
1964



Exit Street View

2



© 2014 Google

© 2014 Google

© 2014 Google
© 2014 Google

Google earth

[Report a problem](#)

28°25'14.54" N 81°28'30.84" W elev 111 ft eye alt 119 ft





I595/I95 Ft Lauderdale



1595/195 Ft Lauderdale



SR408 Orlando



*Planting
Space*



Below Ground



Above & Below





Above



Below



George Botner, ASLA

11 foot lanes?

Time and Space

Aesthetics are inherent in Design





South Monroe Street - Tallahassee

Drainage Manual, Effective January 2015

The design of stormwater management facilities shall be consistent with the Highway Beautification Policy and integrated with existing and proposed landscaping, and adjoining land uses. Naturalistic and curvilinear shapes, landscape shelves, tree plantings, selective clearing, and other aesthetic improvements shall be designed by an interdisciplinary team consisting of the Landscape Architect, Drainage Engineer, and local maintenance office. The pond aesthetics design approach shall be developed early enough within the project production schedule to be included in the determination of pond right-of-way acquisition needs.

A scenic view of a pond with a bridge and lush vegetation. The bridge has three arches and is surrounded by greenery. In the background, there are trees and a building. The text is overlaid on the bottom right of the image.

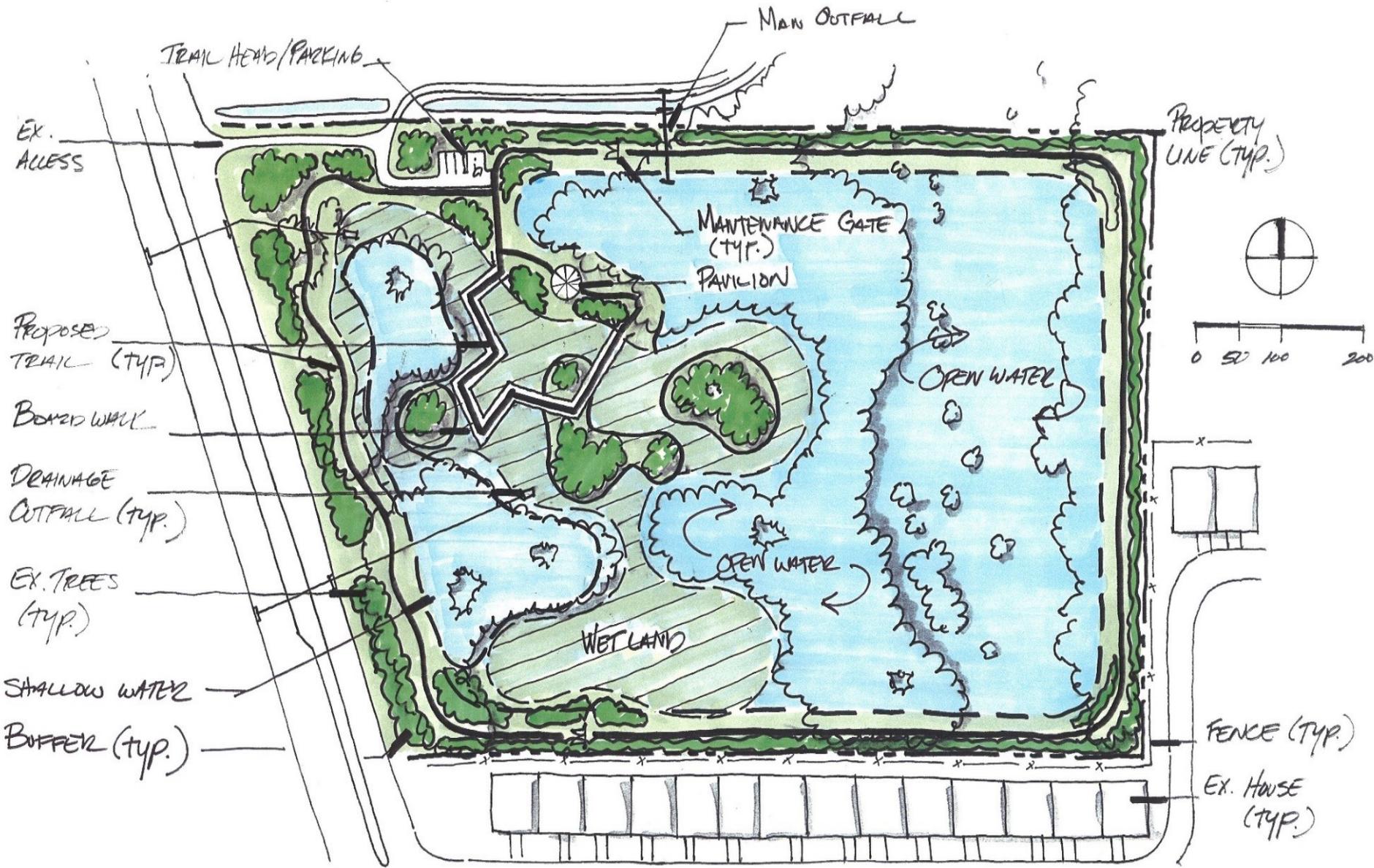
*Aesthetics is an acceptable design objective.
Typically, projects are not redesigned during
right of way acquisition.*



Gainesville

Transportation meets Storm Water





STORM WATER POND INITIAL CONCEPT

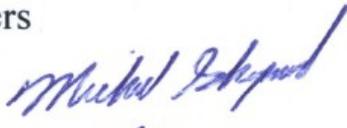
Abundant landscaping:

ROADWAY DESIGN BULLETIN 14-17

(FHWA Approved: November 18, 2014)

DATE: November 18, 2014

TO: District Directors of Transportation Development, District Directors of Operations, District Design Engineers, District Consultant Project Management Engineers, District Construction Engineers, District Structures Design Engineers, District Traffic Operations Engineers, District Planning and Environmental Managers, Program Management Engineers

FROM: Michael Shepard, P. E., State Roadway Design Engineer 
Marjorie Kirby, Manager, Environmental Management Office 

COPIES: Brian Blanchard, Tom Byron, Duane Brautigam, David Sadler, Tim Lattner, Mark Wilson, Bruce Dana, John Krause, Greg Schiess, Nicholas Finch (FHWA), Chad Thompson (FHWA) and Phillip Bello (FHWA)

SUBJECT: Urban Arterial Lane Width and Bicycle Lane Options

This bulletin modifies the criteria for Urban Arterial Travel Lane Width, Bicycle Lane Facilities and related Bicycle Lane Markings. Specifically, this bulletin establishes eleven foot travel lanes for roadways with a divided typical section in or within one mile of an urban area and with a Design Speed of 45 mph or less. This bulletin also establishes seven foot Buffered Bicycle Lanes as the standard for marked bike lanes.

Conservation Safe *and* Enjoyable Experience



Safe and Enjoyable



Detached Sidewalk With Landscape And Hardscape Amenities

Sunshine State





In every case, a well designed roadway will be aligned through the landscape in such a way and be so constructed as to preserve and display the best features and views while attaining a harmonious fit. A good roadway provides comfort, interest and pleasure to the traveler. A good roadway is also a good neighbor.

Landscape Architecture, A Manual of Site Planning and Design
John Ormsbee Simonds, 1961