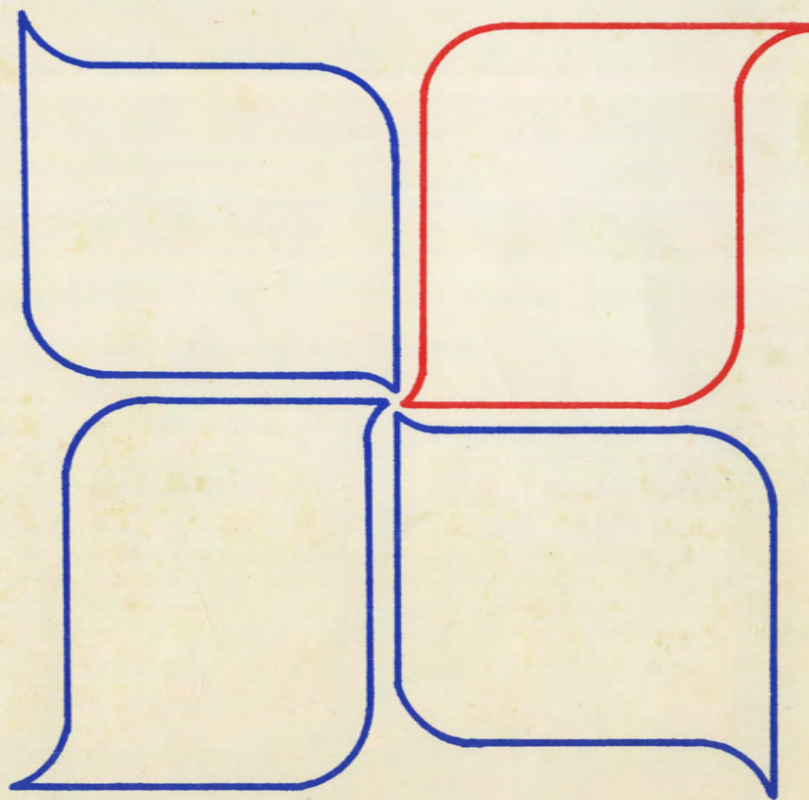


**DIBOLL**



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TOWN ENHANCEMENT AND STREET TREE PLANTING PLAN  
DIBOLL, TEXAS

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Department of Architecture  
College of Architecture and Environmental Design  
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College Station, Texas

Spring 1976



We wish to thank the following Diboll citizens for their support and enthusiasm:

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# INTRODUCTION 1

## PROJECT BACKGROUND

In the fall of 1975 the Bicentennial Committee of Diboll contacted the Architecture Department of Texas A&M University to investigate the planting of 200 trees in Diboll as a part of the town's bicentennial celebration. This request became the six week project of a multidisciplinary team of landscape architecture and urban design students. Student involvement in the "real context" of a project such as this could further educational goals as well as provide service to the community.

The ensuing effort concentrated on an analysis of the town to determine its problems, positive aspects and potential, which would result in a townscape plan utilizing trees as a major vehicle for change.

The study proceeded with two major goals:

1. To emphasize a city image for both visitors and residents.
2. To preserve and enhance the existing natural character in Diboll through growth guidance suggestions.

It is hoped that the contents of this publication will help make the average citizen aware of the visual environment, assist the potential developer in creating appropriate urbanscape additions and suggest to city officials guidelines for policy making as it affects the visual environment.



## OBJECTIVES

### DOWNTOWN

1. To enhance the downtown shopping area by creating a focal point.
2. To retain the function of the commercial strip, yet improve its character.
3. To introduce human scale through trees, street "furniture", varieties of paving textures, pedestrian malls and lighting.
4. To modify parking lots to reduce visual impact.

### COMMUNITY

1. To provide street tree planting guidelines for phase implementation.
2. To develop the notion of entry to the downtown area as well as to the approaches to the town itself.
3. To develop community guidelines for growth.
4. To provide orientation and awareness through legible and well defined circulation patterns.
5. To bring each district of the townscape into full use potential.
6. Preserve and enhance key existing natural areas in town.



The approach to this analysis involved developing a comprehensive analysis of the natural and human characteristics of the site and to allow those findings to direct and shape general development guidelines. The purpose of analysis is to identify those elements that will have the greatest influence on the development of a regional plan.

This analysis is composed of the following:

- Regional Context
- Urban Form and Structure
- Land Structure
- Activity Systems
- Land Use and Density Regulations
- Visual Impact

The study will identify characteristics in terms of factors for development and preservation, and specific site characteristics. The analysis will identify the positive and negative aspects of the analysis, with positive and negative aspects identified by planning goals.

The suggested concepts and guidelines for the project propose practical recommendations that will encourage the desirable trends and will discourage those that will detract from the project's vision, direction, and objectives of the project.

# ANALYSIS 2

## PROBLEM APPROACH TO ANALYSIS

The approach to this problem involved developing a comprehensive analysis of the natural and manmade characteristics of Diboll and to allow those findings to direct and shape general development guidelines. The purpose of analysis is to identify those elements that will have tangible influence on the development of a physical plan.

This includes mapping of the following:

- Regional Context
- Open Space and Floodplain
- Town Structure
- Activity Systems
- Town Image and Sensory Perceptions
- Visual Impact

The study will identify characteristics in terms of forces for development and preservation, and graphically illustrate the resulting trends. From a summary of the analysis, both positive and negative aspects are revealed that can be expected to occur if not altered by planning tools.

The suggested concepts and guidelines for Diboll propose practical organizational patterns that will reinforce the desirable trends and will discourage those that will detract from physical unity, visual character, and objectives of the project.

## REGIONAL CONTEXT

Diboll, now in its eightieth year of existence, was founded in 1874 by T. L. K. Temple, who established the largest sawmill in Texas at that time under the name of Southern Pine Lumber Company. Forest experts predicted that the native timber supply could "not possibly last past 1935" and that the town would then be abandoned, "as would so many other sawmill towns". But the need for improved forestry practices was seen by Southern Pine as well as other East Texas Lumber companies.

A conservation and reforestation program was implemented, and the region is growing more trees than it is harvesting each year. From the original sawmill, the Southern Pine Lumber Company has grown into a diversified industrial complex, under the name Temple Eastex, which still forms the basic economy of the city.

Diboll's future seems even more promising than its remarkable past - unique among sawmill towns. Shown on the right is the direction and distance of cities surrounding Diboll.

The city of Diboll is located in south-central Angelina County in East Texas, approximately 10 miles south of Lufkin, the county seat. The city is three miles north of the Neches River, the southwestern boundary of the county. The principal Neches tributary, the Angelina River, forms the northeastern county boundary.

Angelina County, about 84% forested, is located in the Coastal Plains province, a segment of the Greater Gulf Coastal Plains that extend from the Atlantic to below the Rio Grande into Mexico. A generally rounded and rolling topography characterizes most of this heavily wooded region.



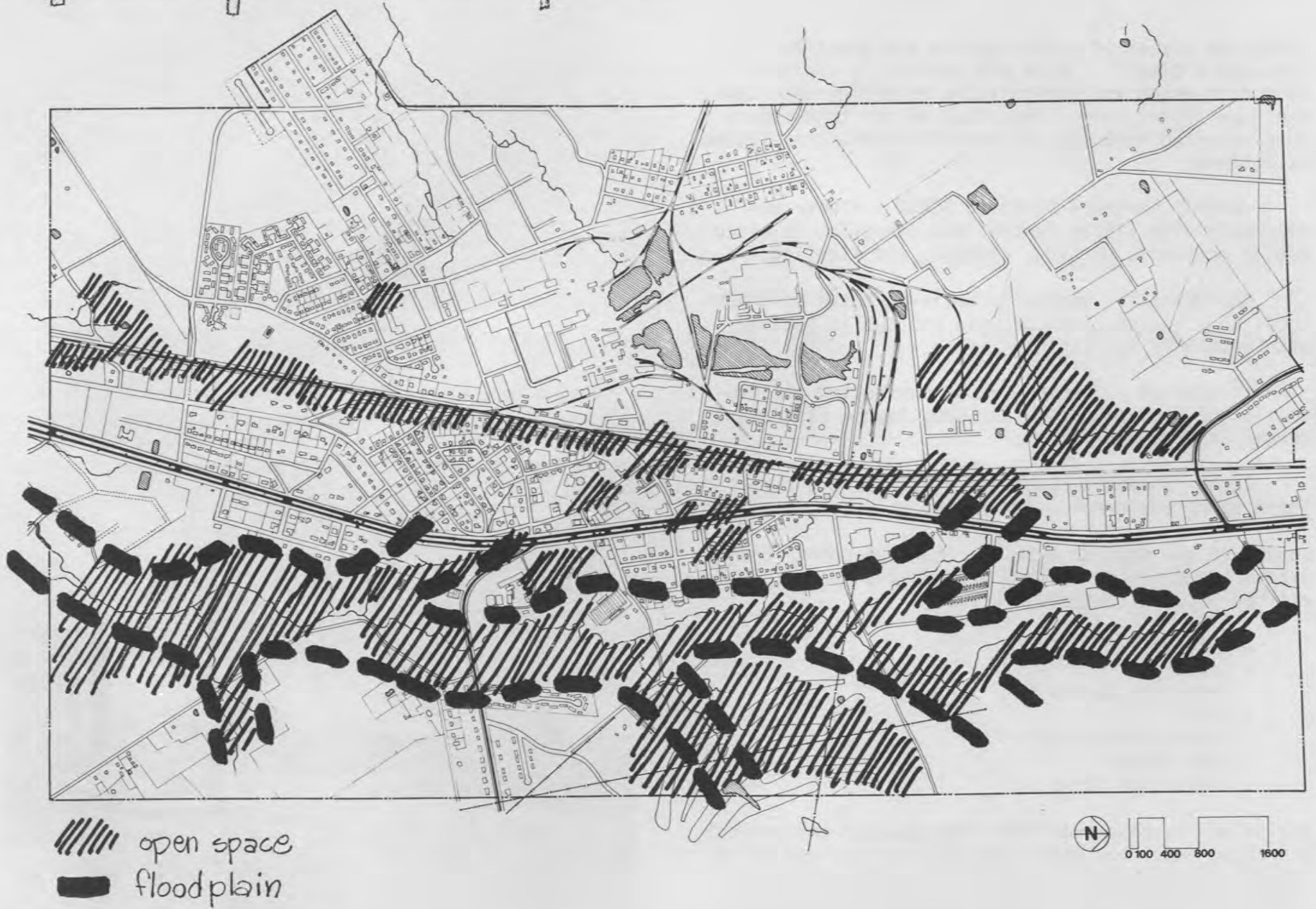
## OPEN SPACE SYSTEM

Diboll's creek offers great potential for a townwide open space system. The floodplain's usefulness depends on its ability to provide visual and sensual relief and satisfy the recreational needs of the townspeople.

Spaces between urban elements are diverse in character and size and stem from a variety of causes:

1. Natural elements having limited development (creek floodplain)
2. Result of deliberate planning (playgrounds, school fields, parks)
3. Linear open space (street and railroad right of ways, utility easements)
4. Leftover or wasted land (isolated parcels and rear lots)

# open space - floodplain



## TOWN STRUCTURE

Different scales of urban texture are identified throughout Diboll. These are evident in various districts which are recognizable as having some common identifying form. The study of the town structure revealed districts of specific character, listed as follows:

Central Business District (CBD) - linear development with little control and direction in circulation patterns, parking, signage, and lighting.

Residential - generally well-vegetated neighborhoods that include both private and public housing with community facilities.

Industrial - devoted to the harvesting and production of wood products, includes Temple Eastex and Borden Glue Company.

Park - intensive public use with mature tree stand along the creek.

Landmarks are another type of reference point located within the districts. They are usually rather simply defined physical objects, such as:

- City Hall
- Library
- Community Center
- Park
- Temple Industries
- Town Square
- Commercial Strip

This study is concerned with the physical environment and those qualities which lead to identity and structure of the mental image of Diboll. This "imageability" or "legibility" of Diboll's town structure is a unique blend of four districts and various landmarks within each of these districts.





## ACTIVITY SYSTEMS

Various activity systems operating within the town structure include paths, edges and nodes.

Paths are the streets, walkways, or railroads along which people or vehicles move. Paths include:

- U.S. 59
- Town streets
- Railroad
- Walkways

Diboll is bisected by U.S. Highway 59. The Southern Pacific railroad generally parallels U.S. 59 and is a basic transportation route for timber products and manufactured items originating in Diboll and Lufkin.

Edges are the linear elements not used or considered as paths. These edge elements are important organizing features such as the railroad bordering Temple Industries. The edges include:

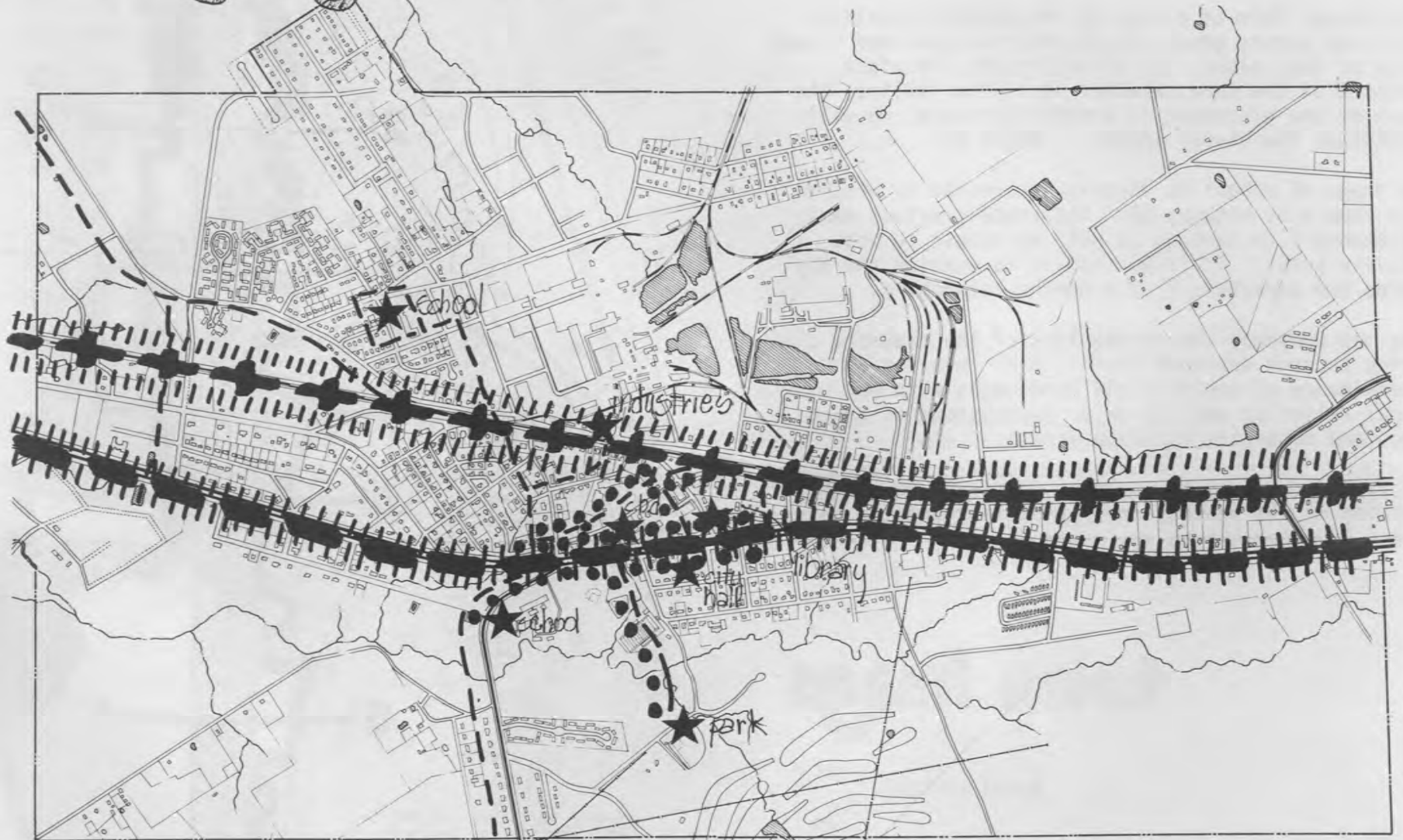
- Railroad right of way
- U.S. Highway 59 right of way
- Surrounding vegetation lines




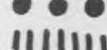

Nodes are the destination targets of travel and are the spaces into which one can enter. These are major gathering places of the town, such as:

- Park
- School
- City Hall
- Town Square
- Community Centers
- Library

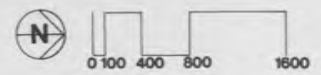
Identifying activity systems enables one to determine and perpetuate dominant activities within particular districts. Furthermore, major circulation patterns can be made more legible and functional through the recognition of the relationships among nodes by means of a planting plan and additional pedestrian pathways.

# activity systems



-  u.s. highway
-  railroad
-  town street
-  pedestrian path
-  edge condition

★ activity node



# TOWN IMAGE





"The visual form of a city is the physical reality which our senses grasp and on which we base our visual image of that place. By strengthening the visual elements of the form, whether it is the skyline, the signs or the placement of street furniture, we will strengthen the visual image". - Metro 85

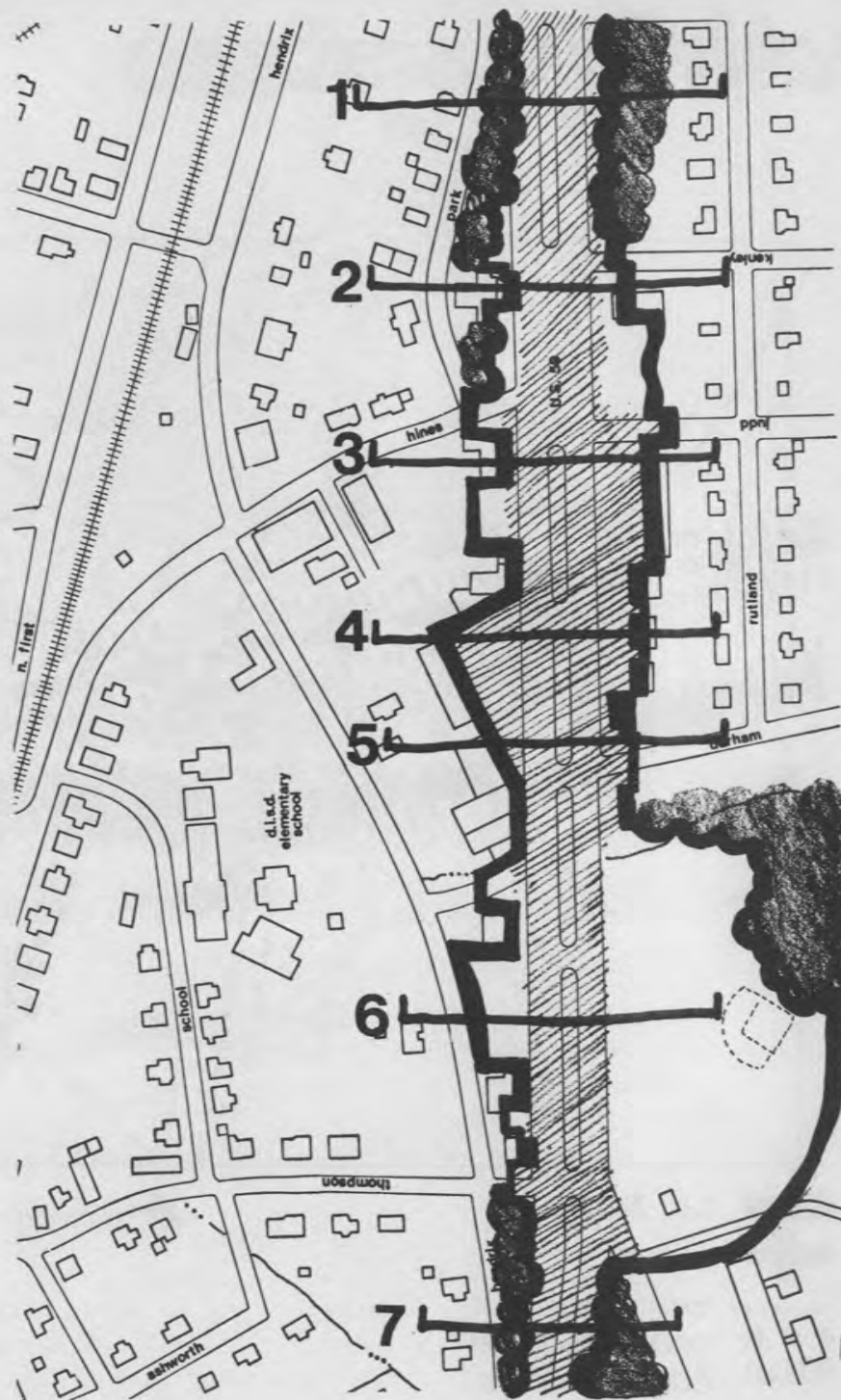
The image of Diboll is largely determined by what is seen from U.S. Highway 59. The route provides maximum exposure to develop as well as access to most activity areas. It is worthwhile to examine the key images one perceives from a moving automobile.

This map compares the perceptions of the sequence moving through downtown Diboll, that involves a predominance of concrete and hard edges with no visual relief as well as major impressions of green space and important building fronts.

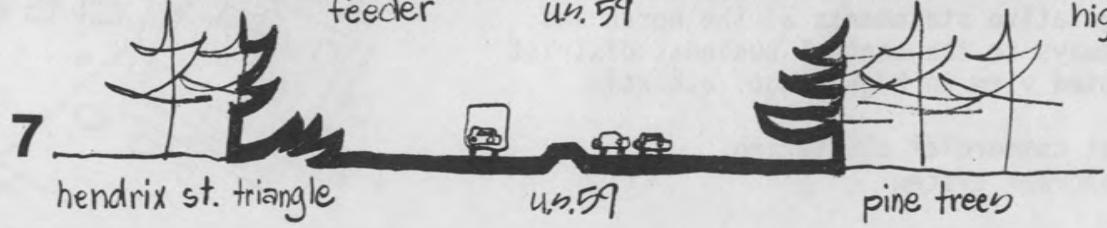
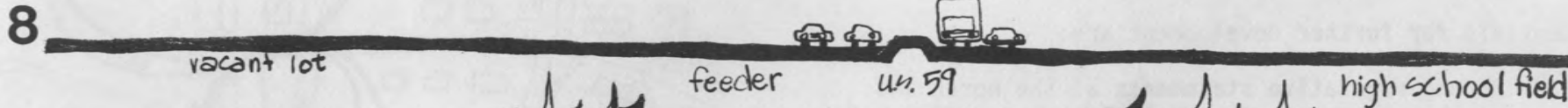
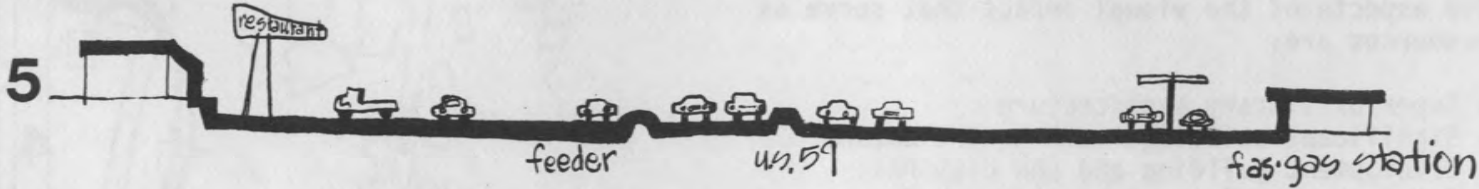
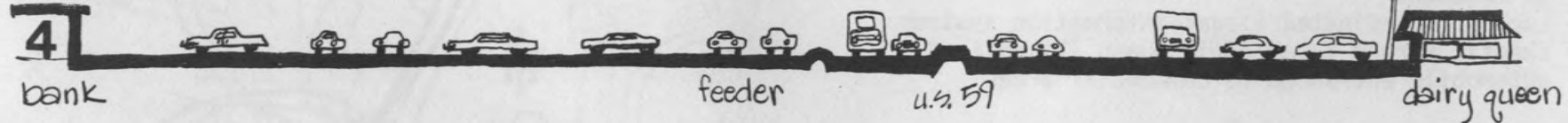
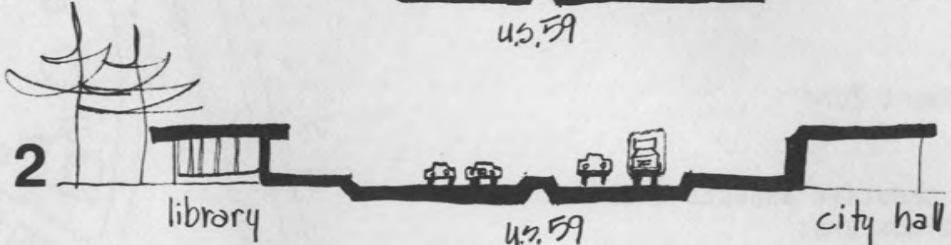
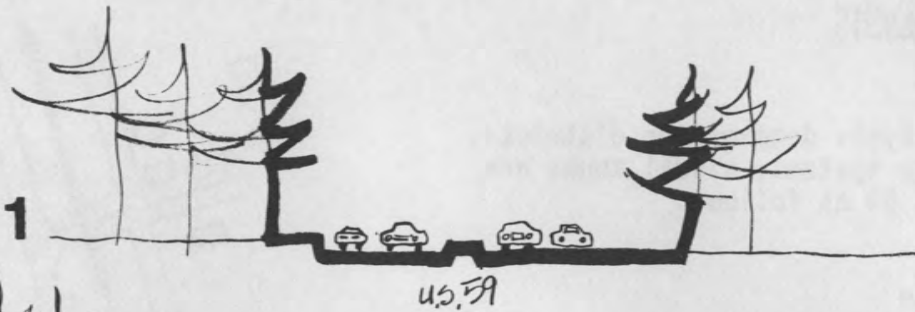
The significance of this map is to reveal an understanding of the general spatial quality and the sequence of major character images.

## town image

- hard surface 
- key green image 
- limit of view 
- section 



# sections



## SEQUENTIAL VISUAL ANALYSIS

From the previous analysis determining districts, landmarks and activity systems, visual zones are identified along U.S. 59 as follows:

1. North Entry
2. Landmark Zone
3. Commercial Zone
4. Limited Development Zone
5. South Entry

Particular problems, or negative aspects within these areas which need corrections are:

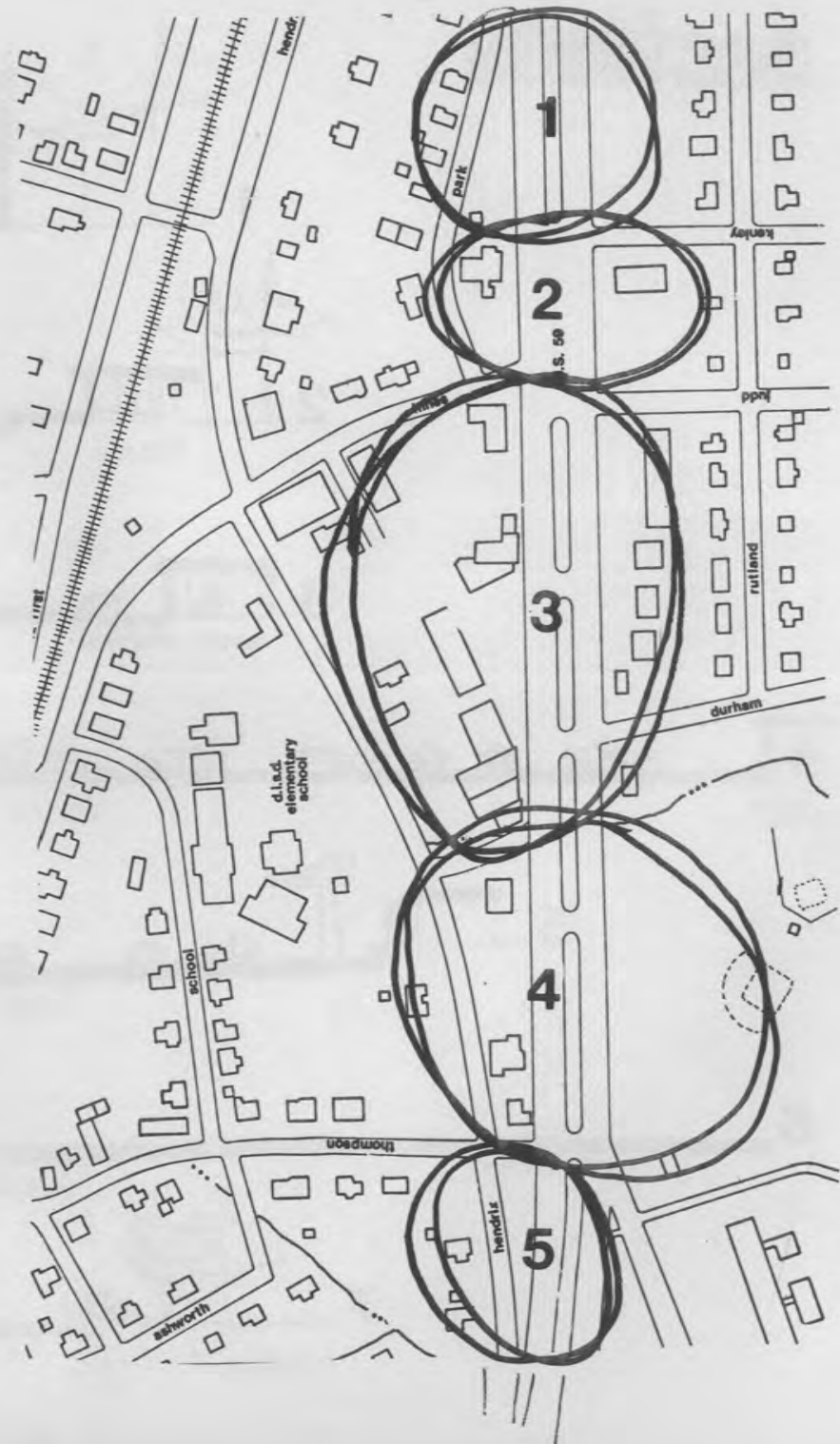
- Visual clutter of vertical elements, utility poles, wires, signs, billboards
- Car related clutter
- Expanses of concrete with no visual relief
- Lack of human scale
- Little definition of spaces to heighten sense of movement
- Lack of coordinated visual information systems
- Chaotic street intersections and ill defined automobile entrances to commercial areas

Positive aspects of the visual impact that serve as town resources are:

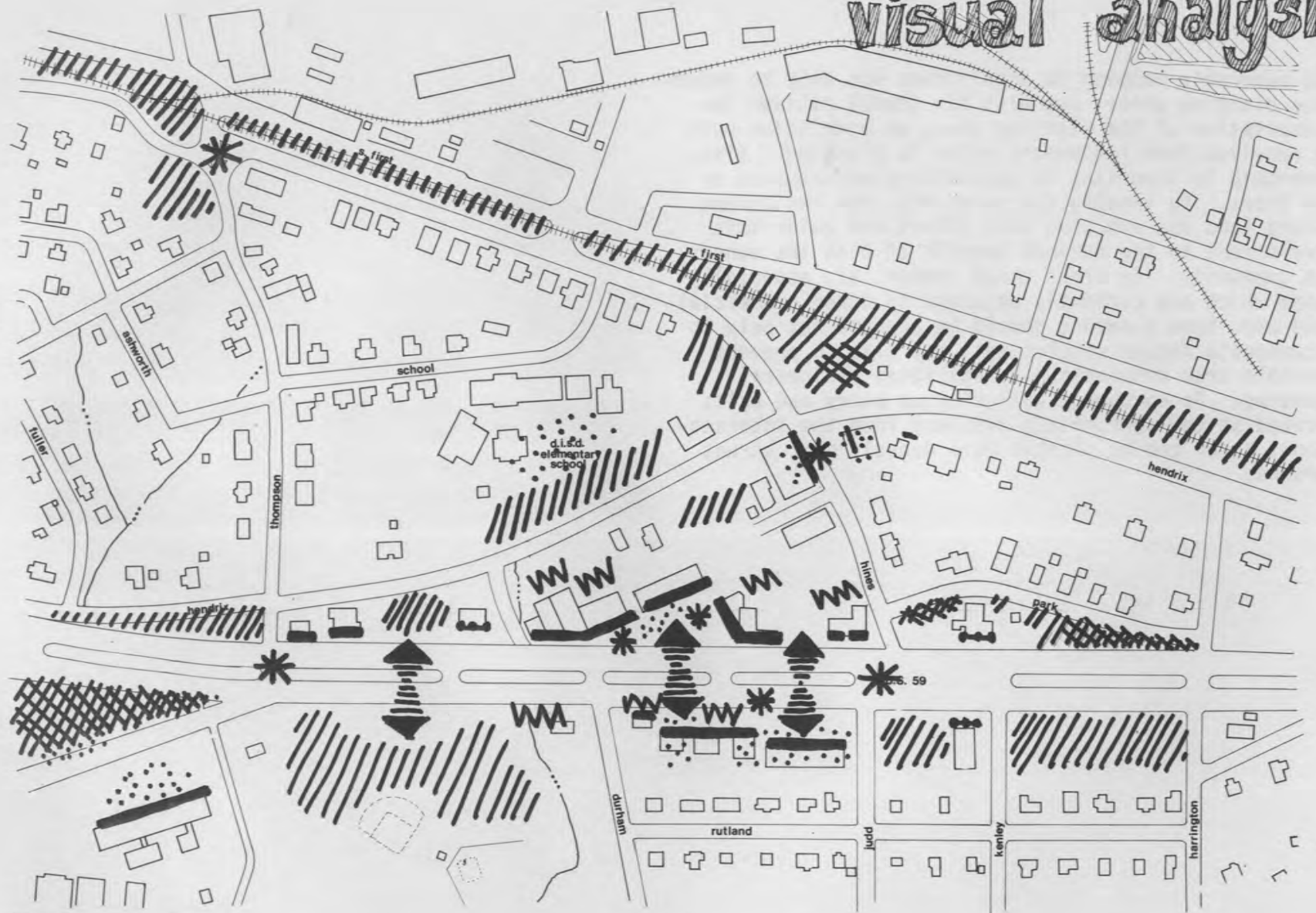
- Superior library architecture
- Significant buildings such as the Sabine Development building and the City Hall
- Mature vegetation, piney woods context
- Public gathering spaces

Potentials for further development are:

- Strong vegetative statements at the north and south gateways to the central business district
- Uninterrupted view to high school athletic field
- Attempts at commercial clustering
- Open space/creek system



# visual analysis



W visual clutter

▲ expansive view

\* vehicular conflict

▬

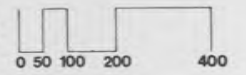
▬▬▬ distracting bldg.

●●● significant bldg.

////// open space

XXXXX heavy vegetation

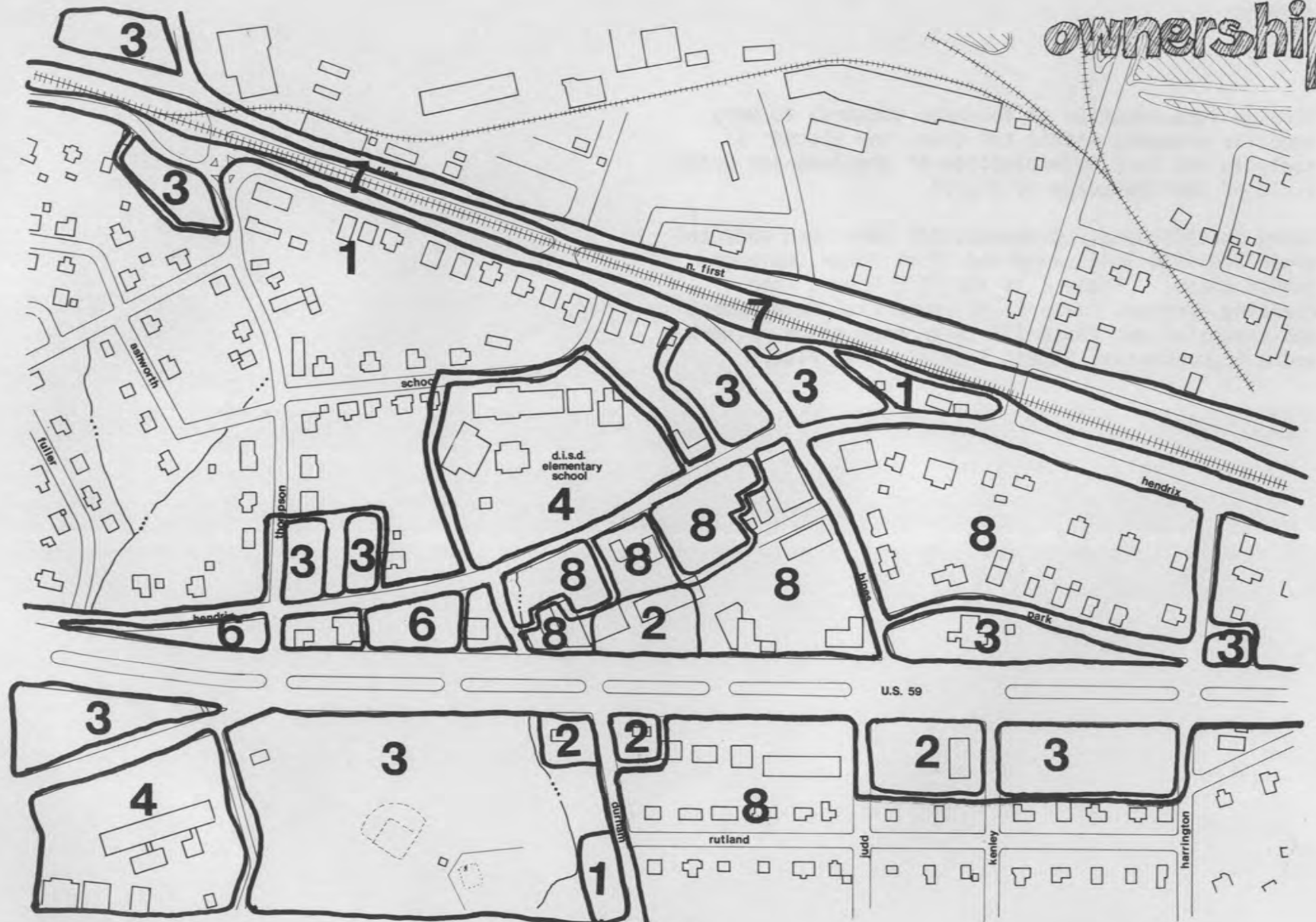
●●● gathering space



## OWNERSHIP

The ownership mapping is significant not only to determine planting areas, but also for Diboll citizen implementation of the planting plan, as permission must be received from landowners prior to planting. Also, ownership is important in determining maintenance of the trees. By knowing the ownership, one can assume future land use and thus help direct and guide this development to the maximum benefit of both the owners and community. In areas zoned commercial, especially those which are currently adjacent to other commercial land use, tree planting should be planned not only to accommodate future development, but also to prevent possible tree destruction by utilizing peripheral planting. To encourage well planned entry and exits located at the appropriate distance from the intersections, trees can be planted more densely near street corners.

# ownership



- |                     |                      |
|---------------------|----------------------|
| 1 private           | 5 diboll development |
| 2 city of Diboll    | 6 sabine investment  |
| 3 temple industries | 7 railroad           |
| 4 d.i.s.d.          | 8 unknown            |

## SUMMARY

Through investigation of townwide patterns to very specific elements within the town, the process of analysis led to a determination of problems and potentials of the townscape of Diboll.

Based on this data recommendations have been made and organized into long range and short range implementation phases. Phase I is the 1976 Street Tree Planting Program, Phase II is commercial development and expansion and Phase III is an open space network and a Comprehensive Street Tree Planting Plan.



1 private  
2 city of Diboll  
3 temple industries  
4 school  
5 Diboll development  
6 central investment  
7 railroad  
8 urban

Phase I recommendations involve immediate plans for the experimental planting of 500 trees in the town of ...

CRITERIA

- 1. To correct visual problems.
- 2. To reinforce positive aspects.
- 3. To establish the potential resources.

CONCLUSIONS

Since the main characteristic of ... is ... it is necessary to ...

The new planting can be ... and ...

... to emphasize positive aspects of ...

# PHASE ONE 3

2. ... to emphasize ... of wires, ... and ...

3. ... to add interest to existing buildings and ...

... are also to be located in other ... areas ... visible from U.S. 99. It is especially ... to consider possible future ... which the trees are to be planted. In this context, it is desirable to ... and ... development and plan for ... in the future.

## SCOPE

Phase I recommendations involve immediate plans for the Bicentennial planting of 200 trees in the town of Diboll.

## CRITERIA

1. To correct visual problems.
2. To reinforce positive aspects.
3. To maximize the potential resources.

## CONCEPT

Since the main thoroughfare of Diboll citizens and visitors is U.S. 59, most concern for planting trees should be along this corridor. As this route slices a variety of visual zones, it is necessary to recognize the variations, clean up the clutter, reinforce the contrasts and develop the sequential movement as a series of visual experiences.

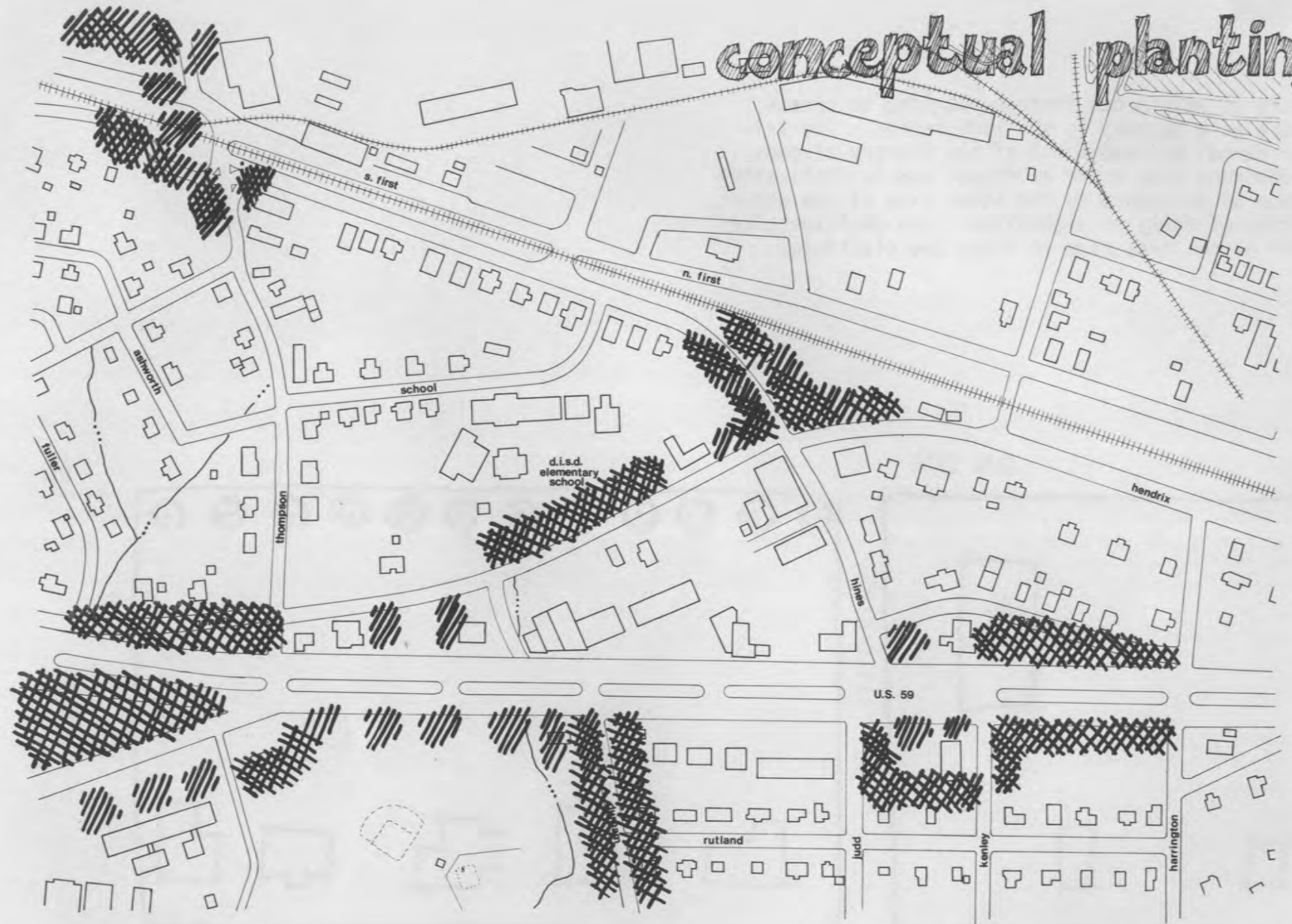
The tree planting can be categorized according to use and purpose. Three separate uses can be identified, which include the following:


1. Backdrop to emphasize positive points of adjacent buildings.


2. Screen to deemphasize unsightliness of wires, poles, and clutter.
3. Accent to add interest to existing buildings and site.

Trees are also to be located in other important areas although not visible from U.S. 59. It is especially important to consider possible future use of land on which the trees are to be planted. In this consideration, it is possible to direct and guide future commercial development and plan for minimum destruction of these trees in the future.

# conceptual planting

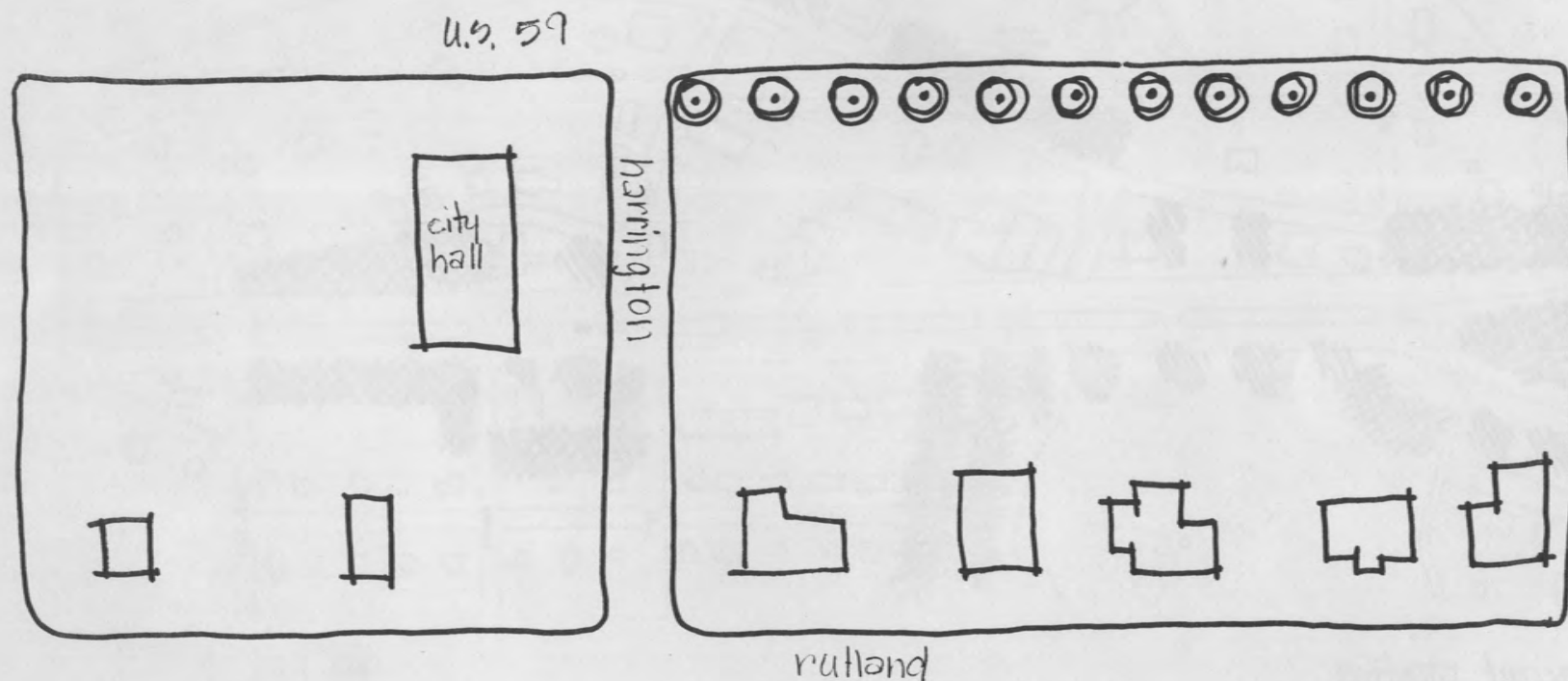


 accent planting

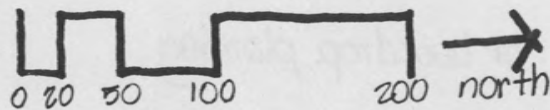
 screen or backdrop planting

# NORTH ENTRY

The entry is reinforced through planting to create enclosure as a gateway to the town center. The triangular parcel of land north of the library already has a dominant tree stand of pines, and by duplicating the sense of enclosure on the other side of the street, the notion of entry is emphasized. The Heritage Live Oak will be the tree used in Phase One plantings.



12 oaks, 15' setback from U.S. 59 shoulder

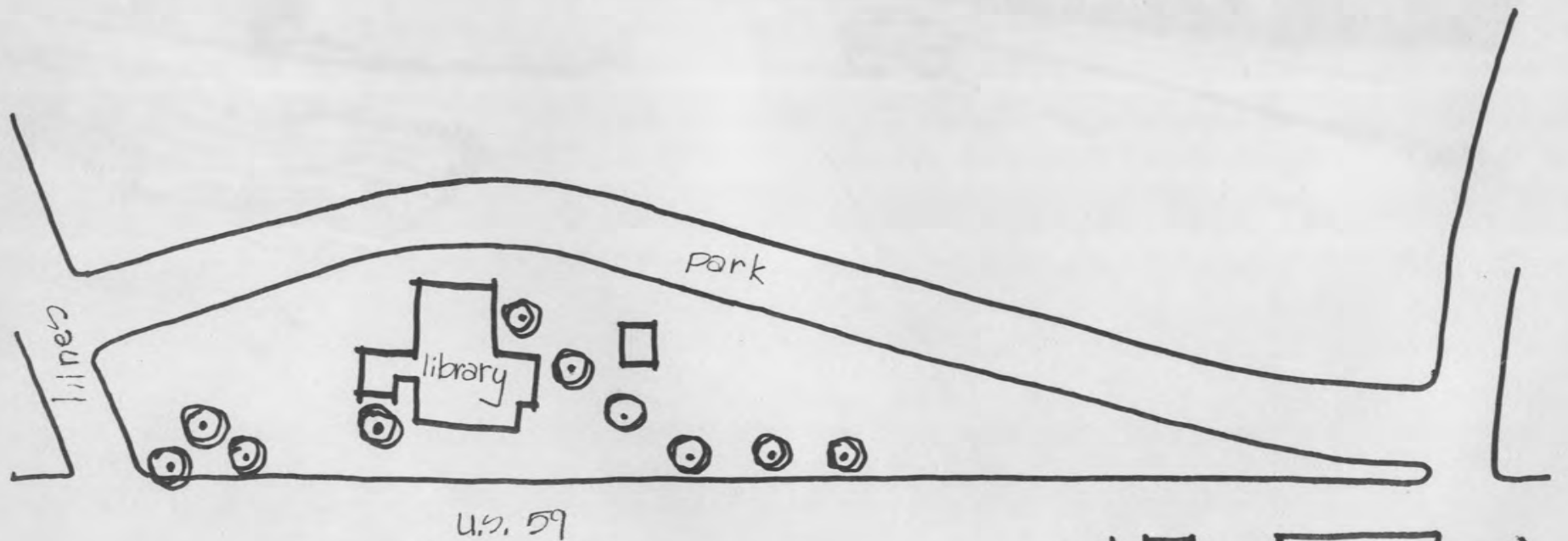




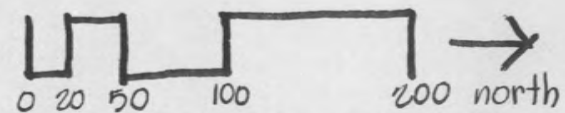
View of the highway from the northern entry of town.

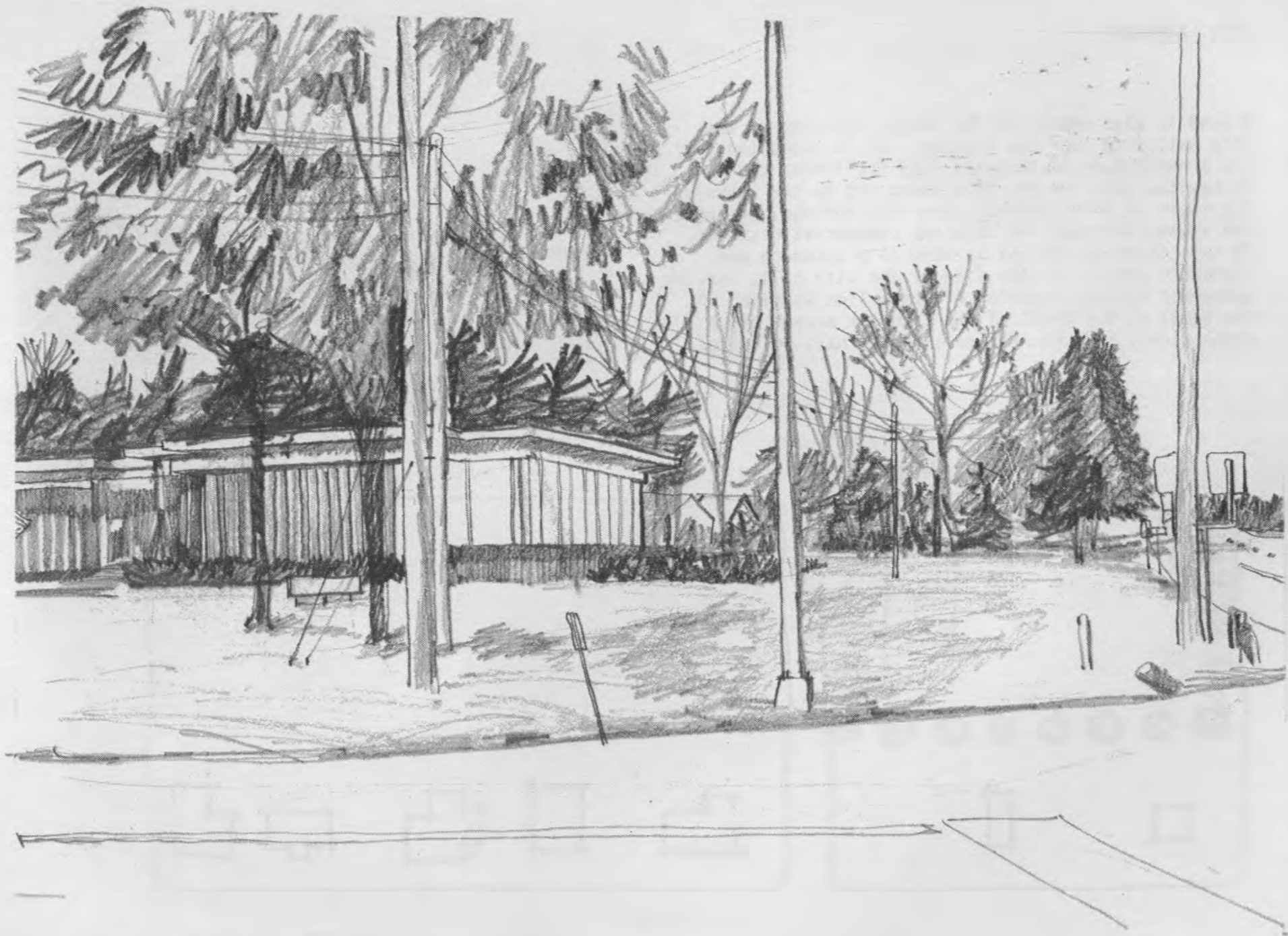
## CITY LANDMARKS

The rationale for planting in the Zone 1, or Landmarks zone is to recognize the significant buildings that exist. The library can best be emphasized by a solid backdrop against which the building can be contrasted. The corner clutter of poles and wires calls for minimal accent planting of trees in the front to screen these distracting elements.



10 oaks, 15' setback from U.S. 59, 40' spacing on center.

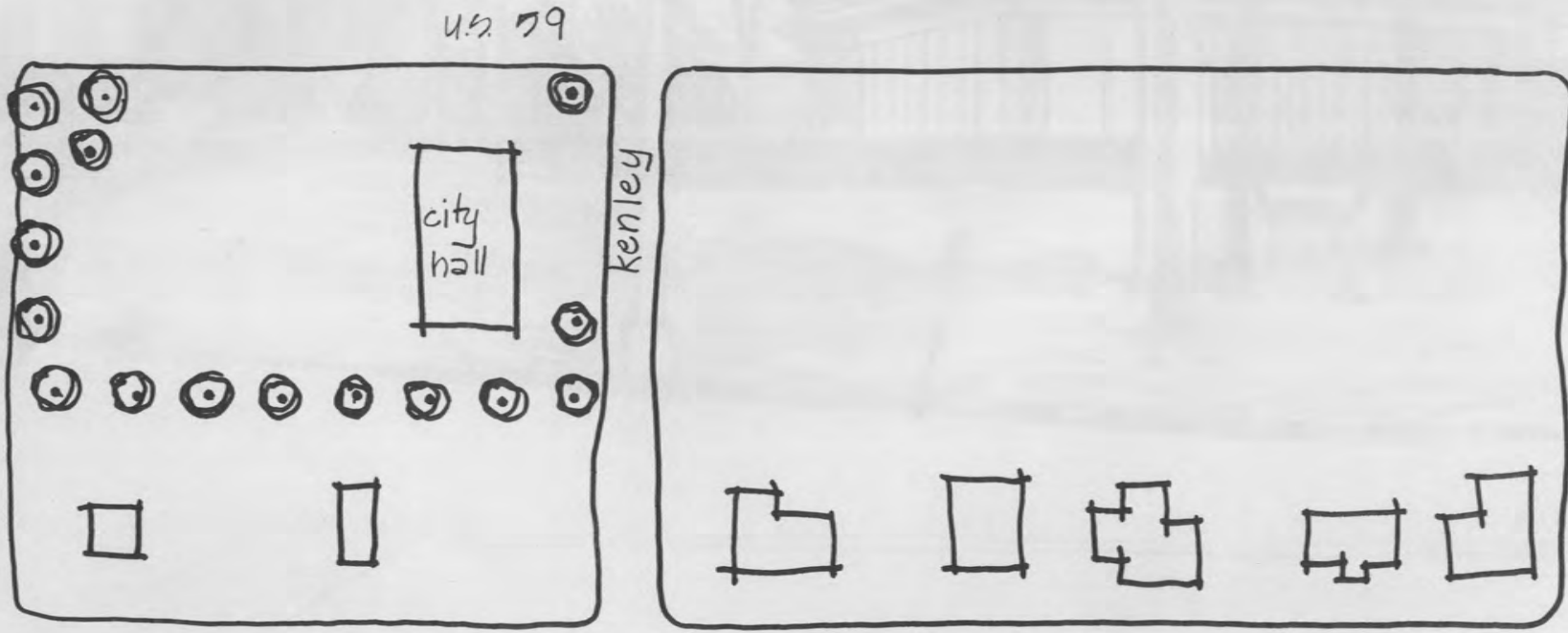




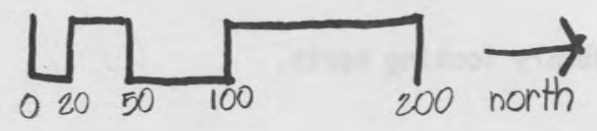
View of the library looking north.

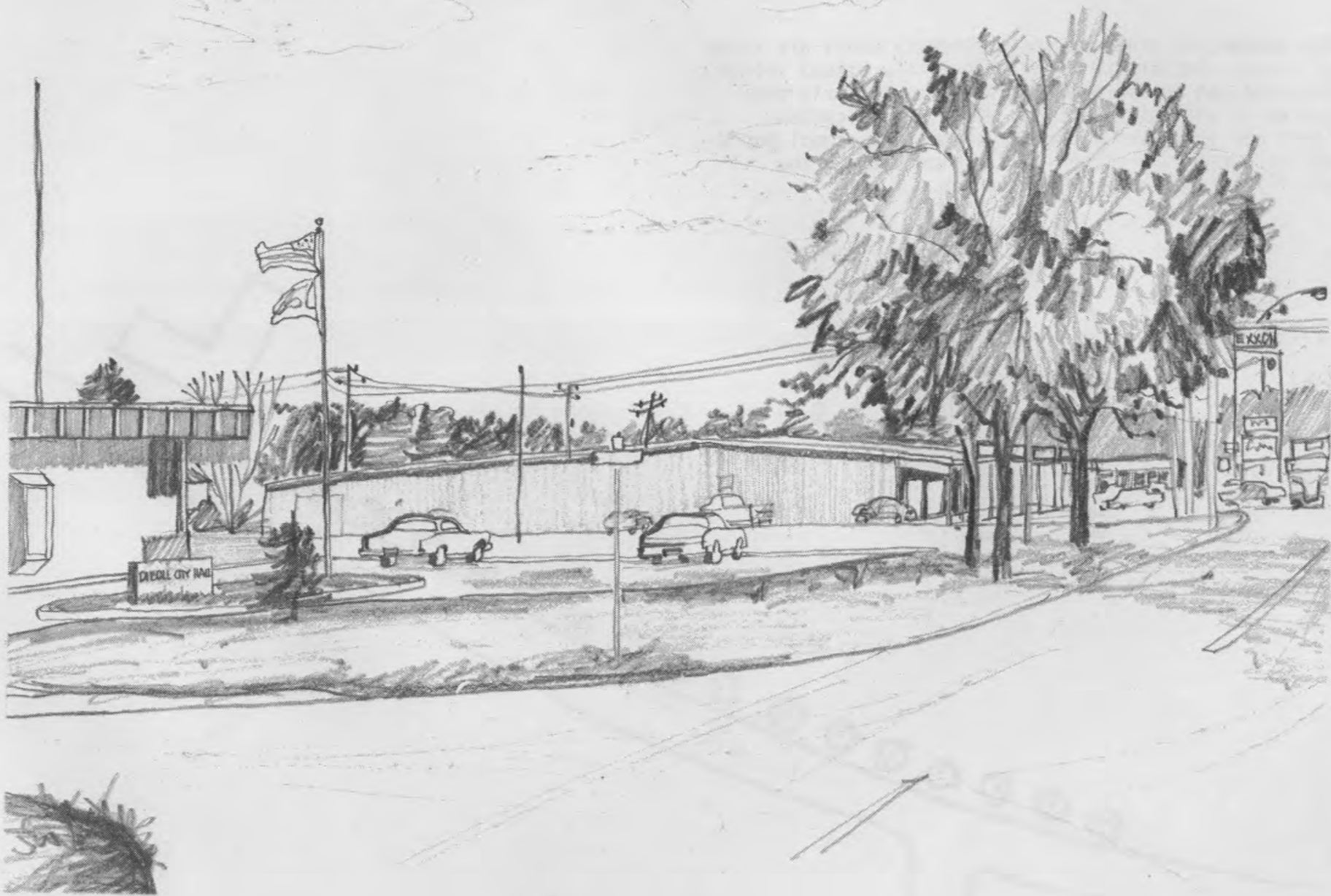
# CITY LANDMARKS

A need is also indicated for accent planting on the city hall site near the highway. It is hoped that the architecture of proposed city facilities can be in keeping with the positive trend set by the library. The trees in this Landmark zone will further delineate the transition into the adjacent commercial district. In this instance the oak is used as a backdrop and therefore emphasizes the view of the city hall, leaving space for future expansion of the police station. A few trees at the front of the site are accent trees which simply add interest to the city hall building.



16 oaks, 15' setback from U.S. 59.

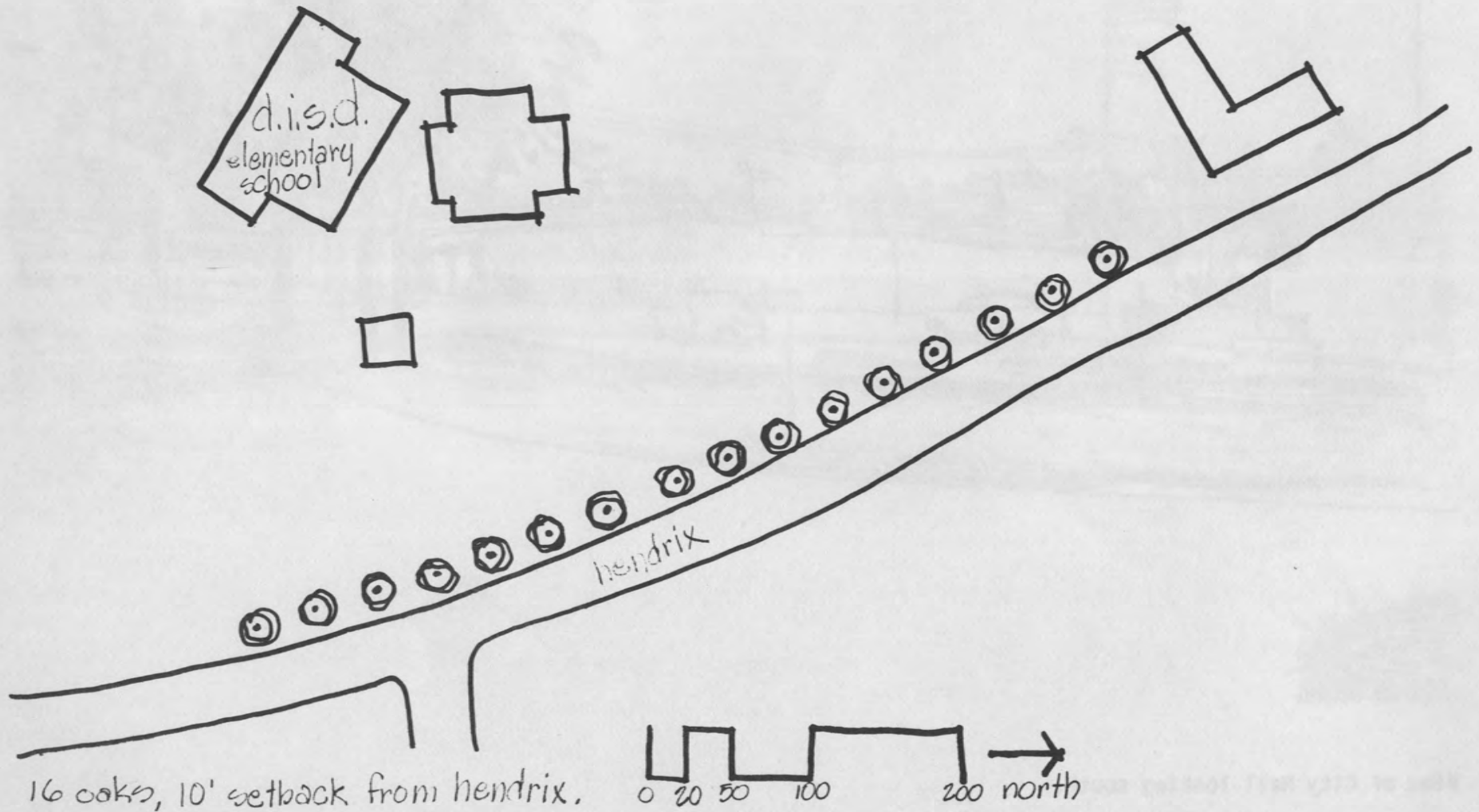




View of City Hall looking south.

# COMMERCIAL ZONE

The commercial areas as they presently exist are sites of visual clutter and chaos with little visual relief. The area can be improved by following criteria presented in following sections of this publication. Trees can be placed along the elementary school boundary to serve as a screen or division between the schoolyard and commercial district.

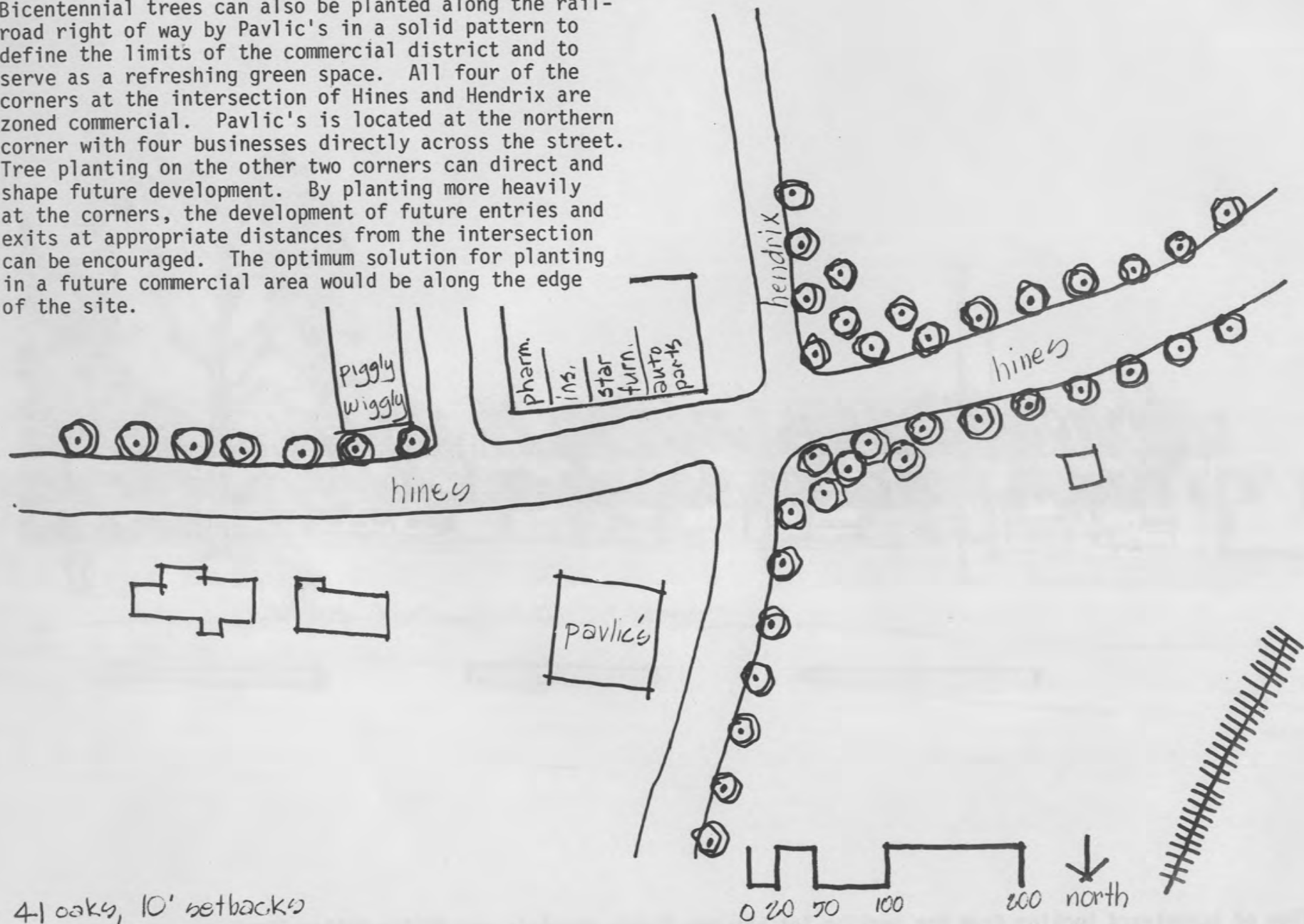




View of schoolyard looking from the parking lot between Piggly Wiggly's and Bill's Dollar Store.

# COMMERCIAL ZONE

Bicentennial trees can also be planted along the railroad right of way by Pavlic's in a solid pattern to define the limits of the commercial district and to serve as a refreshing green space. All four of the corners at the intersection of Hines and Hendrix are zoned commercial. Pavlic's is located at the northern corner with four businesses directly across the street. Tree planting on the other two corners can direct and shape future development. By planting more heavily at the corners, the development of future entries and exits at appropriate distances from the intersection can be encouraged. The optimum solution for planting in a future commercial area would be along the edge of the site.



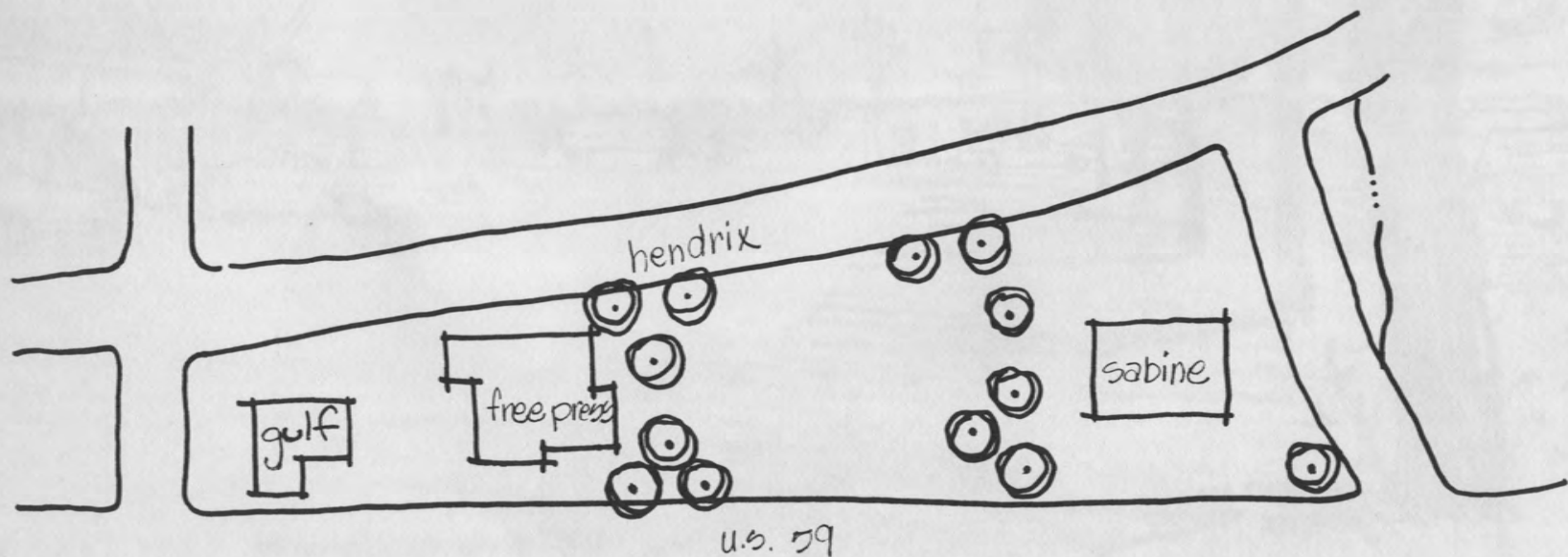
41 oaks, 10' setbacks



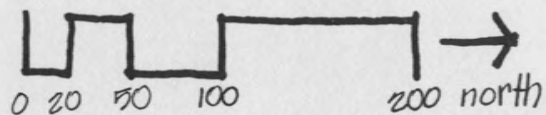
View of Hendrix and Hines intersection looking north, with Pavlic's at the right.

# LIMITED DEVELOPMENT ZONE

Further along the U.S. 59 highway there are opportunities for accent plantings between Sabine and the Free Press. Recognizing the value of this land for development, the trees should be planted to complement future development.



13 oaks, 10' setback from u.s. 59.

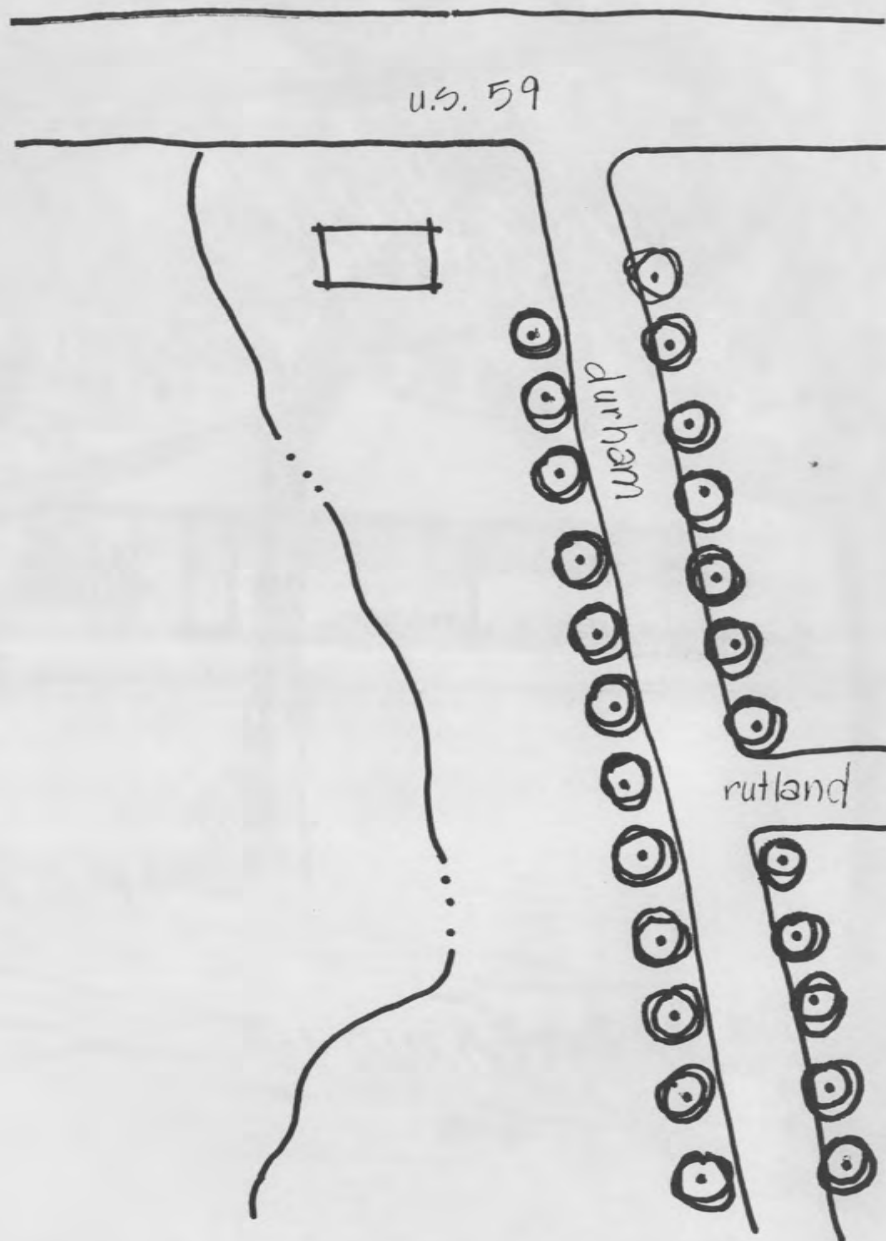
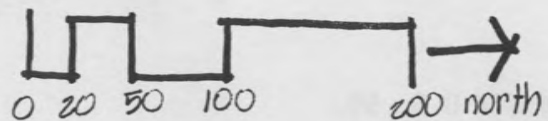




View of Sabine Development Company looking north from feeder road off U.S. 59.

# LIMITED DEVELOPMENT ZONE

Lining the entrance to Old Orchard Park with trees would extend the feeling of the park into the town and announce the park visually by creating a street avenue.



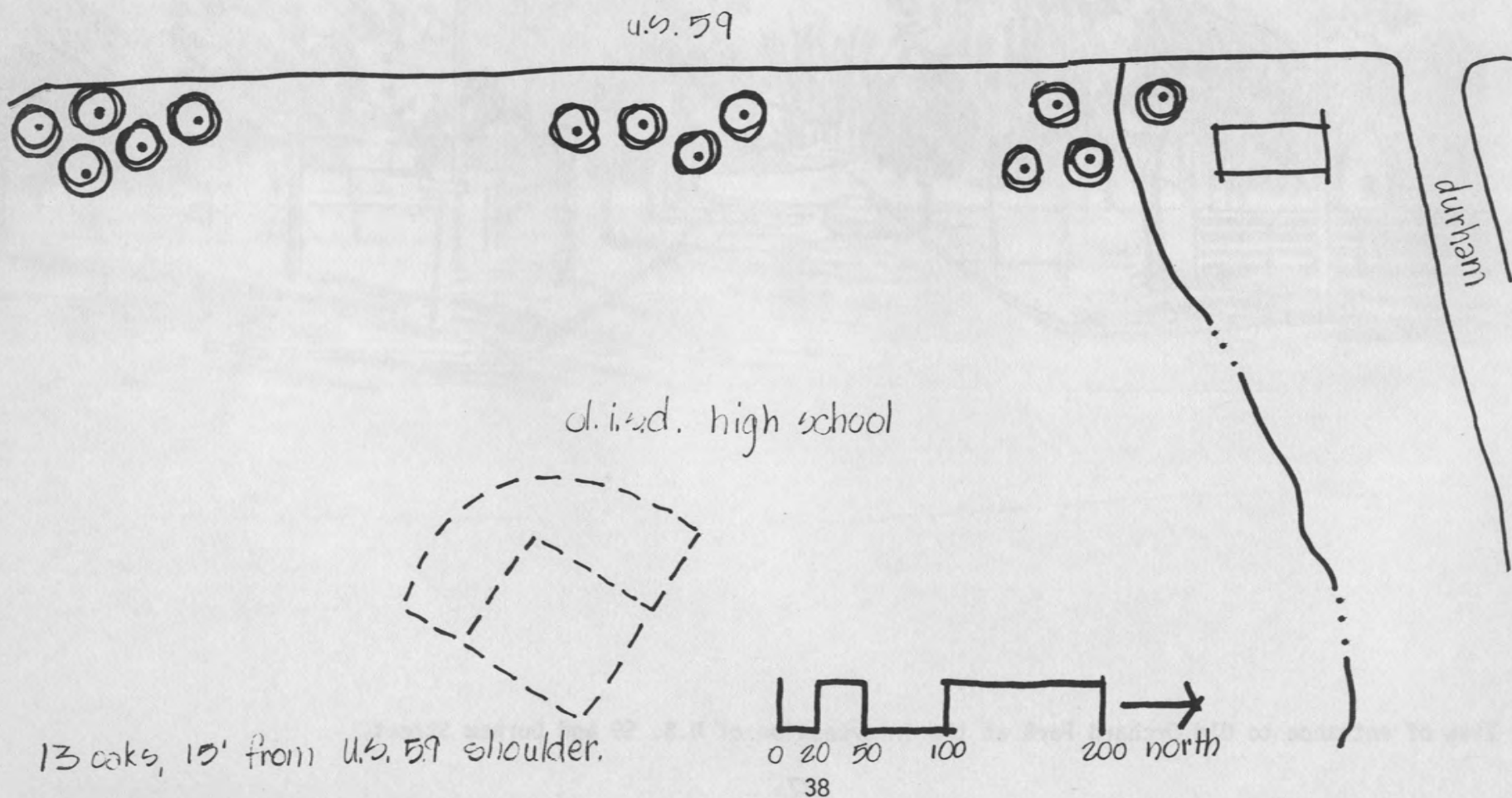
24 oaks, 10' setback, 40' spacing



View of entrance to Old Orchard Park at the intersection of U.S. 59 and Durham Street.

# LIMITED DEVELOPMENT ZONE

The uninterrupted view of the sparsely vegetated high school athletic field can be made more interesting by accent tree planting.

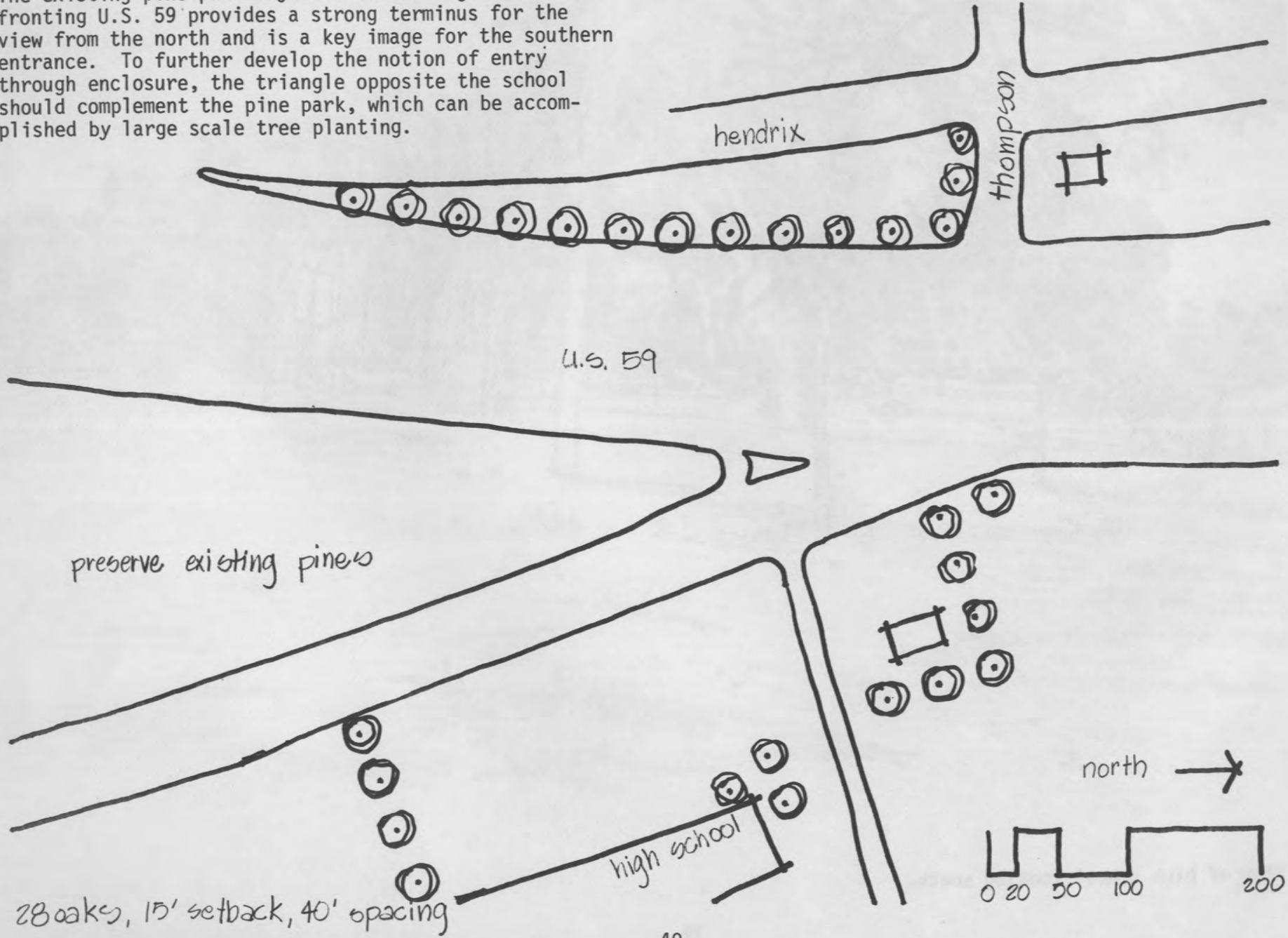




View of high school looking south.

# SOUTH ENTRY

The existing pine park adjacent to the high school and fronting U.S. 59 provides a strong terminus for the view from the north and is a key image for the southern entrance. To further develop the notion of entry through enclosure, the triangle opposite the school should complement the pine park, which can be accomplished by large scale tree planting.

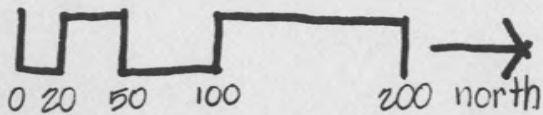
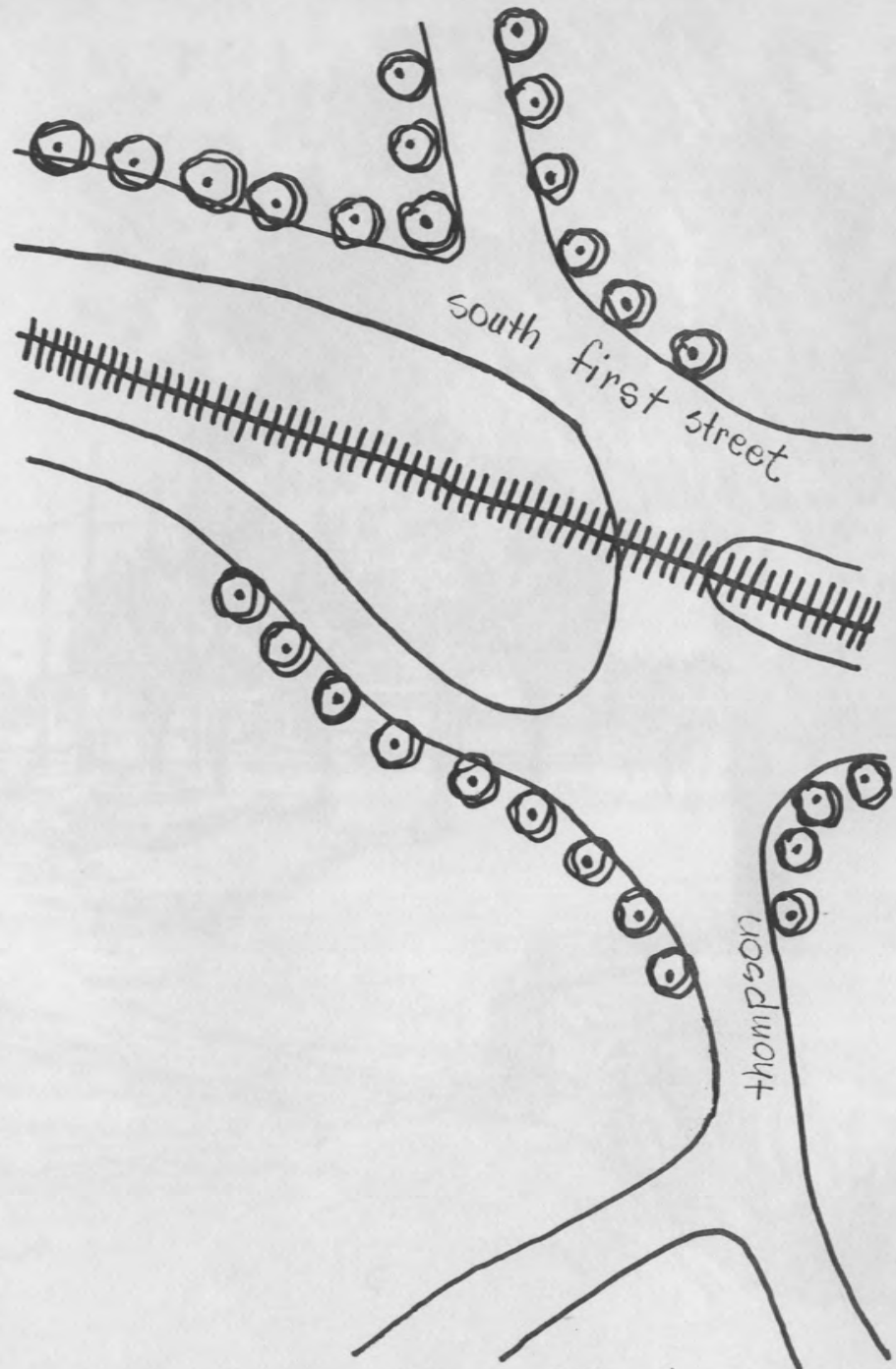




View of triangle at Hendrix looking north.

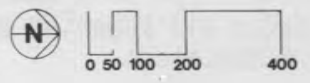
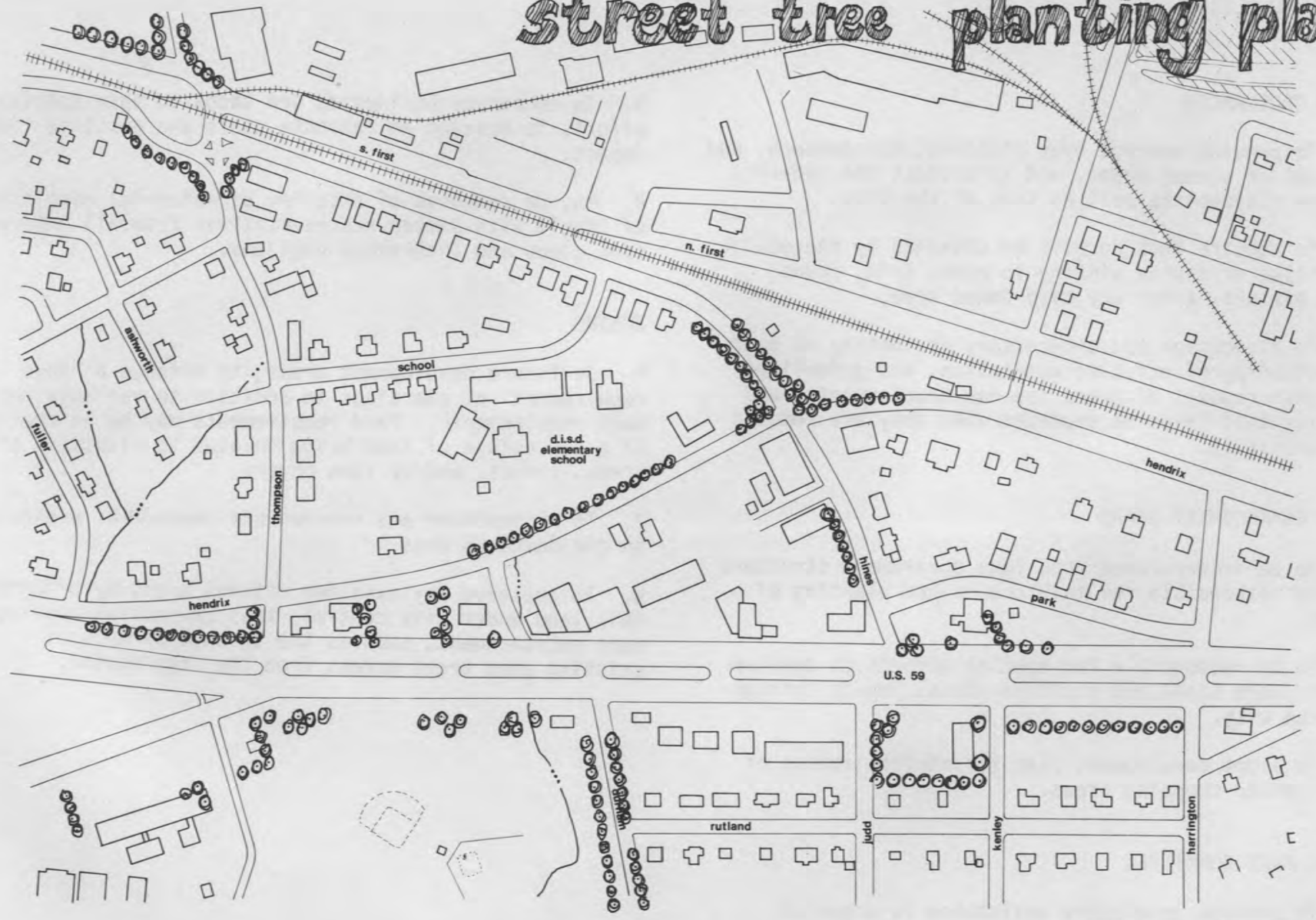
# THOMPSON AND SOUTH FIRST INTERSECTION

Tree planting at the intersection of Thompson and South First streets will soften the hardness of the proposed adjacent parking lot, and will set momentum for future planting efforts. Planting along this intersection can be incorporated in the future into the railroad right of way open space network.



41 oaks, 10' road setbacks, 40' rail easements

# street-tree planting plan



## STEPS TO ACTION

### TREE ORDINANCES

1. To provide control over planting, maintenance, and removal of street trees, and to protect the interest of the citizens as well as that of the city.
2. To require that permits be obtained by the public utilities or anyone wishing to move, trim, prune, cut, disturb, alter any city owned tree.
3. To discourage the unnecessary disturbing of land and clearing of existing vegetation, set guidelines to limit removal of trees in new developments, and require that trees be replaced when they are removed unnecessarily.

### TOWN ENHANCEMENT BOARD

1. To be incorporated into town government structure and be responsible for maintenance and planting of trees.
2. To be responsible for special efforts to develop an intimate scale and positive visual impact throughout the city.
3. To adopt development plan for revitalization of town center shopping areas.

### SHADE TREE COMMITTEE

1. To provide invaluable assistance in areas of publicity and engaging public support for general town enhancement.
2. To encourage civic and neighborhood planting projects.

3. To encourage businesses and shops to make special efforts to develop an intimate scale and positive visual impact.

4. May be composed of existing bicentennial committee of Diboll with member representatives from all interested town clubs and interested citizens.

### ZONING

1. In future development areas, to enforce a "yard requirement" of plantings in addition to variable set-back requirements. Yard requirements may be in the form of a percentage of land being devoted to plantings of trees, shrubs, and/or lawn covers.

2. To accommodate and concentrate commercial expansion in the downtown area.

3. To preserve key existing natural areas by bringing this land under city control, thus preventing development encroachment, such as the triange of natural existing pine trees across from the high school.

One of the most important elements in the  
development of the system is the  
establishment of a clear and  
consistent policy for the  
management of the system.

The various elements existing in the  
system are interrelated and  
interdependent. It is  
essential that the system  
be designed to be flexible  
and adaptable to changing  
conditions. The system  
should be able to handle  
a wide range of situations  
and be able to respond  
quickly to changes.

In order to be successful, the  
system must be able to  
handle a wide range of  
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respond quickly to changes  
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wide range of situations.

# PHASE TWO 4

## SCOPE OF COMMERCIAL IMPROVEMENTS

One of the most prominent districts in Diboll is the commercial. This district includes the triangular area of land bounded by U.S. 59, Hines, Hendrix, and Thompson Streets. An extension of this section is Pavlic's Grocery at the corner of Hines and Hendrix. The east strip of commercial establishments along U.S. 59 and bounded by Judd and Durham are also important to the commercial identity of Diboll.

The various types districts existing in Diboll have distinct characteristics unique to each particular district. It is recommended that the present commercial district be developed to its maximum potential before further enterprise seeks to expand commercial establishments in other areas. There are ways to encourage this development in the existing commercial district. One way to continue attracting business to this area is to initiate physical improvements which make the area more attractive and viable. In keeping with the primary purpose of this study for Diboll, it is felt that extensive use of plants, trees, and other natural materials should be integrated with the functional physical improvements such as rearrangement of circulation patterns to encourage more efficient use of these paths.

In upgrading the commercial area, it is important to understand the value system which must be applied to the structure of the improvements in the commercial areas. These values can be surfaced in the acknowledgment of certain criteria which must be followed to obtain satisfactory and complementary concepts. These concepts, applied to the commercial site in Diboll elicit a conceptual plan. From this conceptual plan, a more detailed plan can be made.

## CRITERIA

From the criteria, certain concepts are shown on the following maps indicating concepts derived from the criteria. These criteria apply to the three commercial areas defined as the central commercial triangle, the strip commercial, and the vicinity of Pavlic's.

### COMMERCIAL TRIANGLE

1. Maintain and emphasize commercial function and plan for future growth.
2. Accommodate vehicles.
3. Accommodate pedestrians.
4. Minimize pedestrian/vehicular concept.
5. Create focal point, attraction to the square.

### STRIP COMMERCIAL

1. Define entrances.

### PAVLIC'S AREA - CORNER OF HENDRIX AND HINES

1. Define entrances.



## MAINTAIN AND EMPHASIZE COMMERCIAL FUNCTION AND PLAN FOR FUTURE GROWTH OF COMMERCIAL TRIANGLE

It is recommended that the potential commercial development in the triangle be encouraged before continuing commercial expansion on the east side of U.S. 59 where strip development has begun, or initiating commercial activity elsewhere. If commercial development is maximized within the existing commercial area, the increased intensity of activity will magnify the present identity of the area, and will also prevent commercial businesses from encroaching on residential areas. By providing an intensely developed commercial area, it will be easier for the people to obtain the goods they need by providing one central place to shop rather than dispersing the commercial activity over the entire city. The proximity of the central business district to other parts of the town and the present use of buses to transport people from certain residential areas makes it feasible to provide commercial needs and shopping areas in one central district.

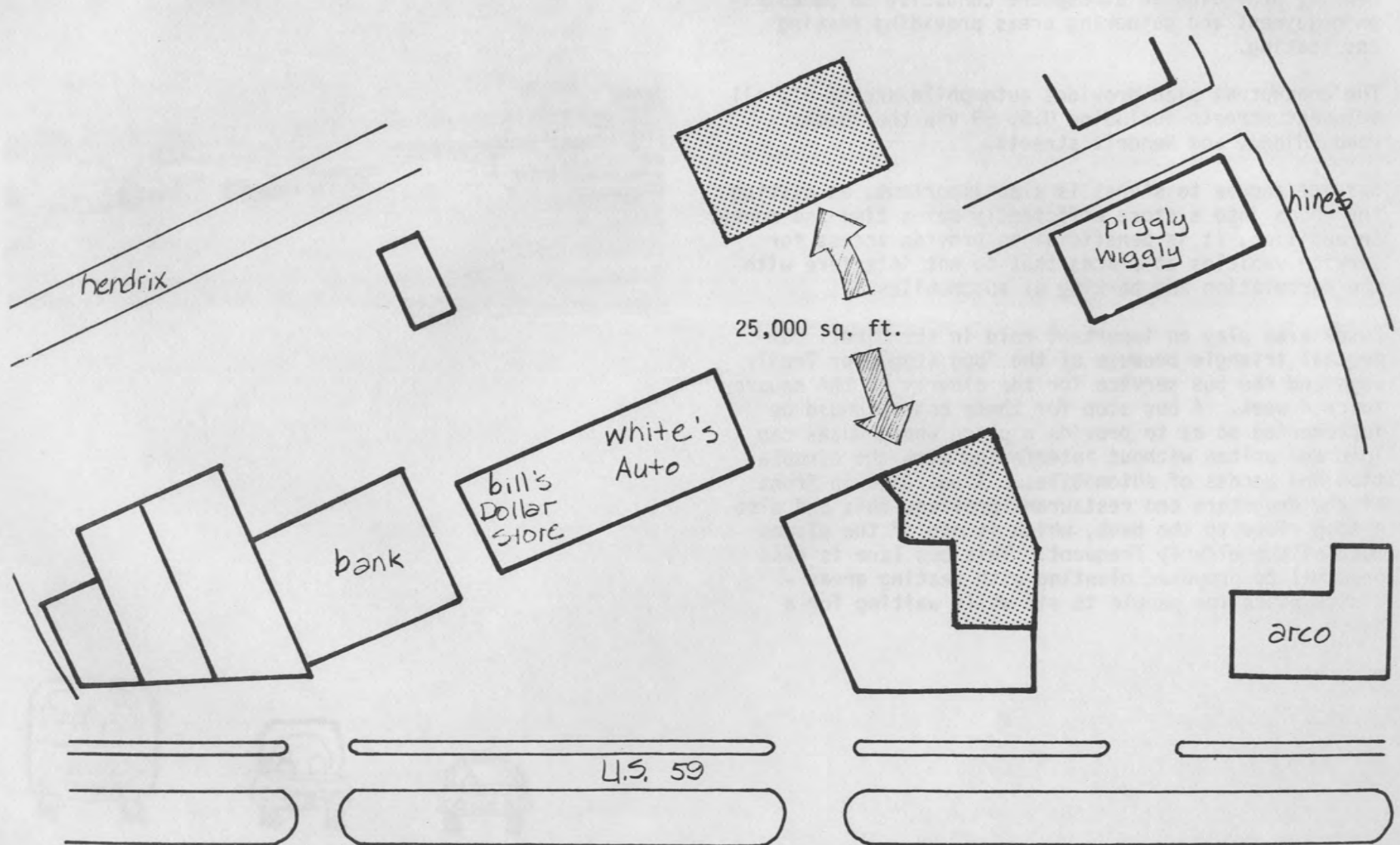
There is valuable space between Sabine Development Company and the Free Press where additional commercial business could be established. The parcel of land adjacent to Hendrix and near White's Auto Store and Piggly Wiggly's is a suitable place for future commercial growth, which could have vehicular access off Hendrix. Also the vacant lot behind Baskin Stricklen, Burgess Power Equipment and the Dairy Kream is suitable for potential development and would also shield the present unsightliness of the "backs" of these buildings.

Without knowing the type of tenants who will inhabit future buildings, it is difficult to establish square footage of buildings and parking lot sizes. However, according to The Community Builders Handbook, approximations are possible by using a 3 to 1 ratio of parking and circulation area to building size. Based on this ratio and potential development areas in the triangle, it is estimated that approximately 25,000 sq. ft. of gross leasable area can be accommodated within the triangle. This is based on single story square footage, consistent with present building heights.



MAINTAIN AND EMPHASIZE COMMERCIAL FUNCTION AND  
PLAN FOR FUTURE GROWTH

- Capacity for 25,000 sq. ft. building



## ACCOMMODATE VEHICLES

Much of the success of a shopping center is dependent on the ease of access to the shopping areas. Most of the shoppers arrive in automobiles, so parking and circulation for automobiles is especially important. Walking distances should be minimized while simultaneously providing an atmosphere conducive to pedestrian enjoyment and gathering areas providing resting and seating.

The conceptual plan provides automobile access off all adjacent streets including U.S. 59 via the feeder road, Hines, and Hendrix streets.

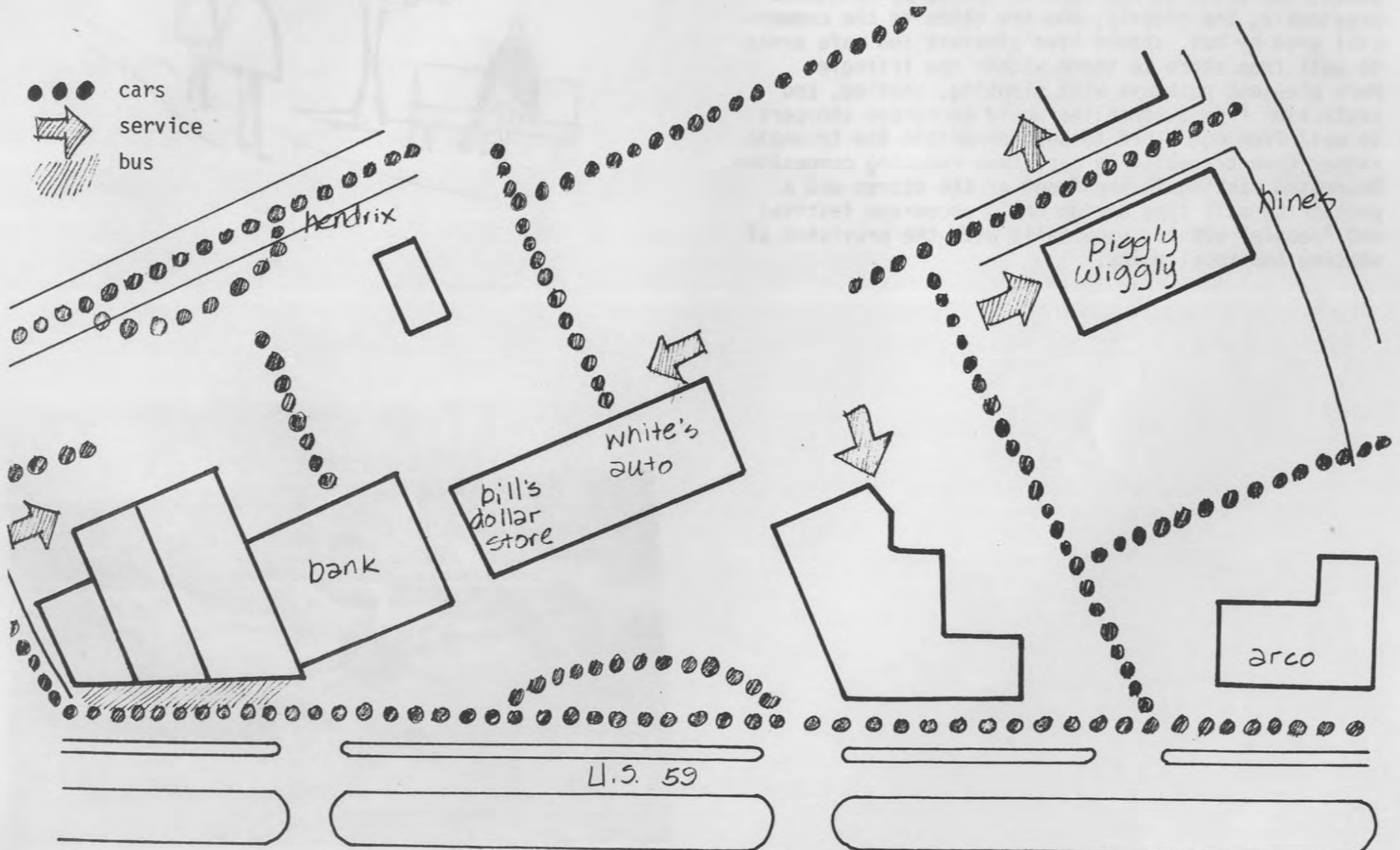
Service access to stores is also important, as getting the goods into a store efficiently saves time and money. In addition, it is beneficial to provide access for service vehicles at places that do not interfere with the circulation and parking of automobiles.

Buses also play an important role in the Diboll commercial triangle because of the "bus stop" for Trailways and the bus service for the elderly to the square twice a week. A bus stop for these buses should be implemented so as to provide a place where buses can load and unload without interfering with the circulation and access of automobiles. A bus lane in front of the drugstore and restaurant provides this and also a stop close to the bank, which is one of the places most of the elderly frequent. This bus lane is also proximal to proposed planting with seating areas - a nice place for people to sit while waiting for a bus.



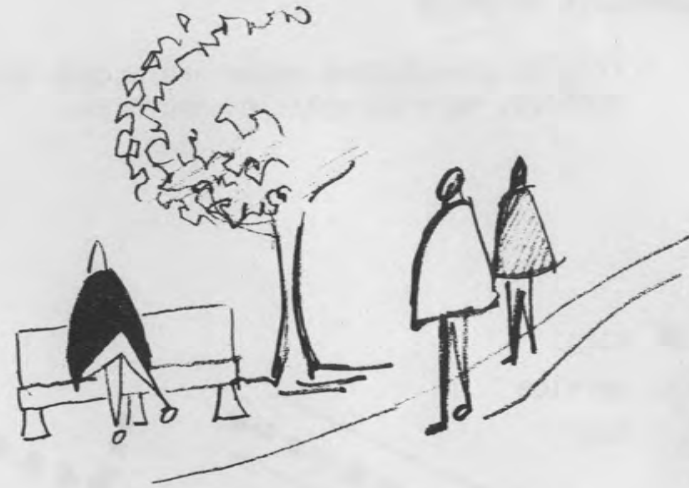
# ACCOMMODATE VEHICLES

- Provide circulation paths and access for automobiles, service vehicles and buses.



## ACCOMMODATE PEDESTRIANS IN THE COMMERCIAL TRIANGLE

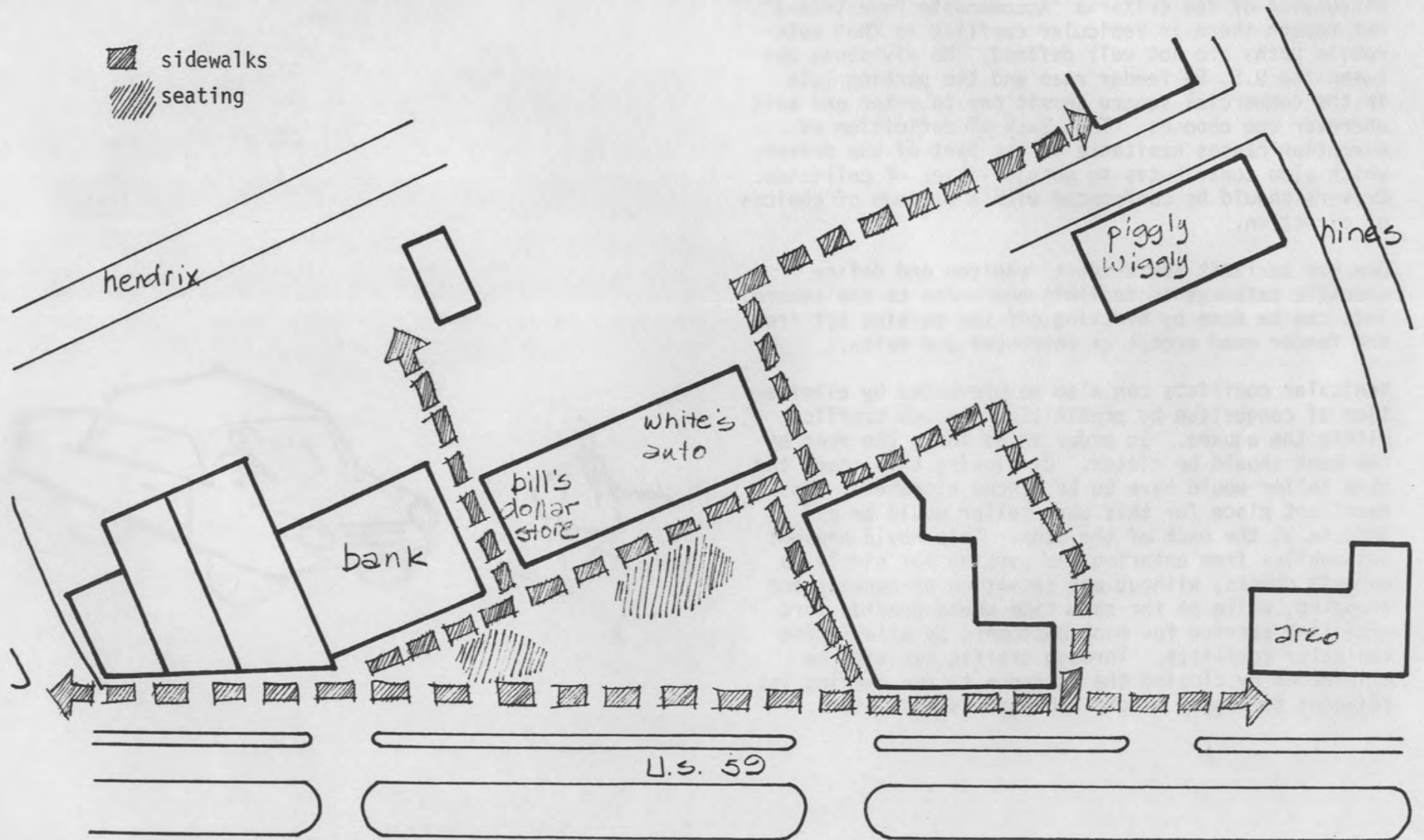
Pedestrians are the focus of the development of the town square, and paths or sidewalks should be provided not only to accommodate present pedestrians, but to encourage more walking within the town square. Since the high school is located relatively close to the commercial triangle, high school students could use pedestrian paths to the square. Also, as mentioned previously, the elderly, who are taken to the commercial area by bus, should have pleasant and safe areas to walk from store to store within the triangle. More pleasant pathways with planting, shading, and protection from automobiles would encourage shoppers to walk from one store to another within the triangle rather than traveling by car, thus reducing congestion. Decreased parking in the front of the stores and a pedestrian mall type design would encourage festival and "people" events, especially with the provision of seating and focal point.



# ACCOMMODATE PEDESTRIANS

- Provide seating, resting places.
- Provide sidewalks to town square.

▨ sidewalks  
▨ seating



## MINIMIZE PEDESTRIAN/VEHICULAR CONFLICT

Major problems in the commercial triangle as it now exists are that of vehicular/pedestrian conflict and vehicular/vehicular conflict. One way to minimize vehicular/pedestrian conflict is to build pathways specifically for pedestrians, which are separate from automobile circulation. This concept is shown in the discussion of the criteria "Accommodate Pedestrians". One reason there is vehicular conflict is that automobile paths are not well defined. No divisions between the U.S. 59 feeder road and the parking lots in the commercial square permit one to enter and exit wherever one chooses. This lack of definition of direction causes hesitation on the part of the driver, which also contributes to possibilities of collision. Drivers should be confronted with a minimum of choices of direction.

One way to limit the drivers' choices and define specific pathways is to limit entrances to the square. This can be done by blocking off the parking lot from the feeder road except at entrances and exits.

Vehicular conflicts can also be prevented by elimination of congestion by prohibiting through traffic within the square. In order to do this, the road by the bank should be closed. By closing this road, the bank teller would have to be placed elsewhere. An excellent place for this bank teller would be off Hendrix at the back of the bank. This would prevent automobiles from entering the parking lot simply to deposit checks, without any intention of parking and shopping, while at the same time would provide more efficient service for bank customers by alleviating vehicular conflicts. Through traffic can also be eliminated by closing the entrance to the parking lot adjacent to Piggly Wiggly and White's Auto Store.

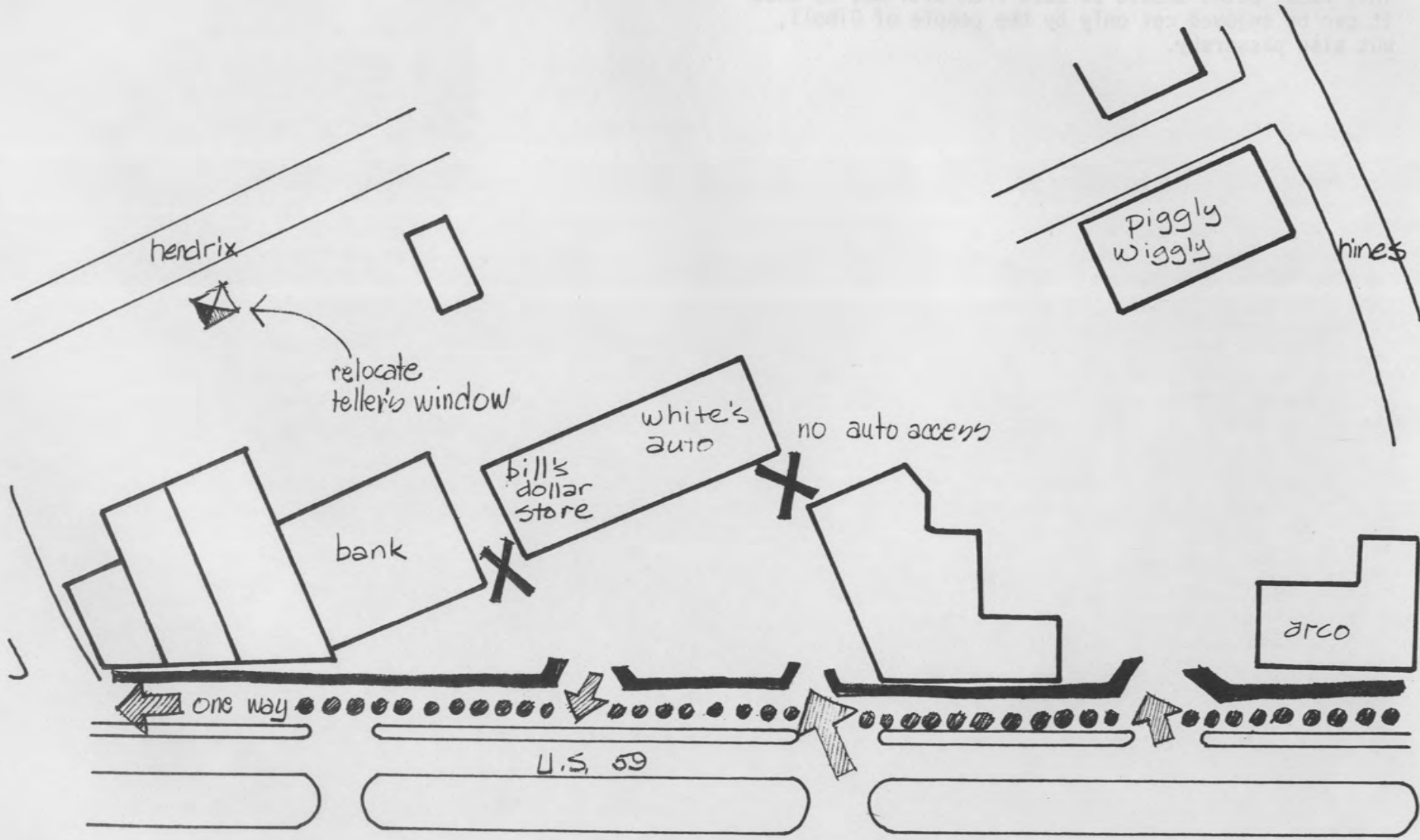
Traffic congestion is created by the two-way feeder road, which going south only serves to encourage automobile circulation from one store to another within the commercial area. The feeder road should be made one way, direction going south, the same as the adjacent U.S. 59 lanes.



# MINIMIZE PEDESTRIAN/VEHICULAR CONFLICT

- Make feeder road one way.
- Prevent through traffic in square.
- Limit number of entrances to square.

The goal of this plan is to provide a safe and efficient environment for all users of the street. The plan includes a one-way feeder road, a pedestrian crossing, and a one-way street. The plan also includes a one-way street and a pedestrian crossing. The plan also includes a one-way street and a pedestrian crossing.



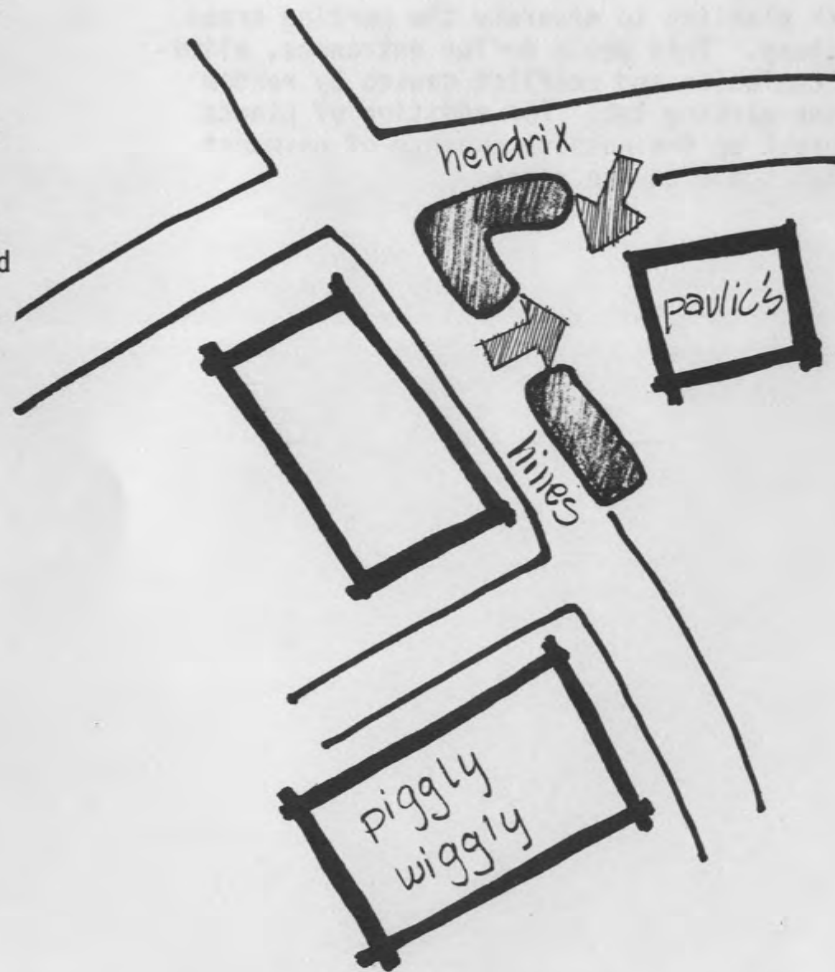
## CREATE FOCAL POINT, ATTRACTION TO SQUARE

The people of Diboll felt that it was important to maintain the commercial area as a center of activity, not only for commercial activities, but social activities such as Diboll Day as well. One way to attract and entice people to the commercial area is to provide a focal point, such as that of a fountain, or pool. This focal point should be seen from U.S. 59, so that it can be enjoyed not only by the people of Diboll, but also passersby.

DEFINE ENTRANCES AT PAVLIC'S GROCERY AT THE CORNER OF HENDRIX AND HINES

The major problem in the area of Pavlic's Grocery at the corner of Hendrix and Hines streets and the four businesses across the street on Hines is that there is no definition of entrance to the parking areas because of lack of any kind of physical barrier between the street and the parking lots. Because of the short distances from the strip of four businesses to the street, it is difficult to put any median between the street and the parking because the space would not allow circulation. Further study of this area is needed in order to suggest improvements concerning the vehicular conflict involving traffic traveling on Hines and cars backing out of the strip on Hines. The same problem can be alleviated in the Pavlic's parking lot by providing a buffer between the parking lot and the street such as a median with planting, and allowing one or two entrances into the parking lot. This type of treatment would also allow visual relief through the use of plants to break up the massive concrete area.

- Separate parking from street.



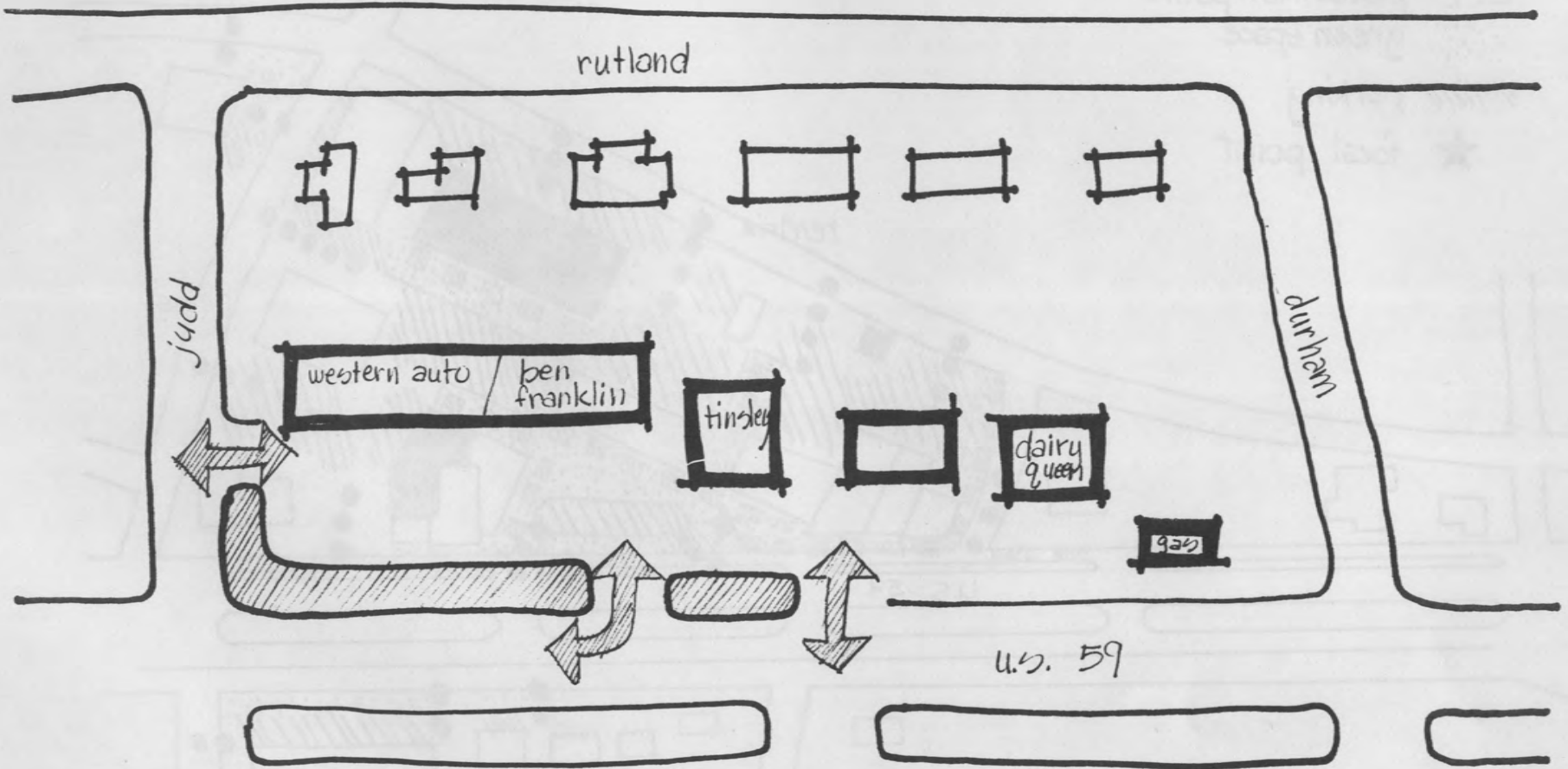
DEFINE ENTRANCES TO THE COMMERCIAL STRIP ON THE EAST  
SIDE OF U.S. 59

The commercial strip on the east side of U.S. 59 bounded by Judd and Durham has problems concerning ill defined entrances. Because some of the buildings are so small, and located closely together, it is not beneficial to erect medians between parking and the highway at some sections of the strip. However, the parking lots at Tinsley's and in front of Western Auto and Ben Franklin's would benefit from median erection with planting to separate the parking areas from the highway. This would define entrances, eliminating some confusion and conflict caused by random exits from the parking lot. The addition of plants would also break up the massive expanse of pavement and land human scale to the scene.






DEFINE ENTRANCES TO THE COMMERCIAL STRIP ON THE EAST  
SIDE OF U.S. 59

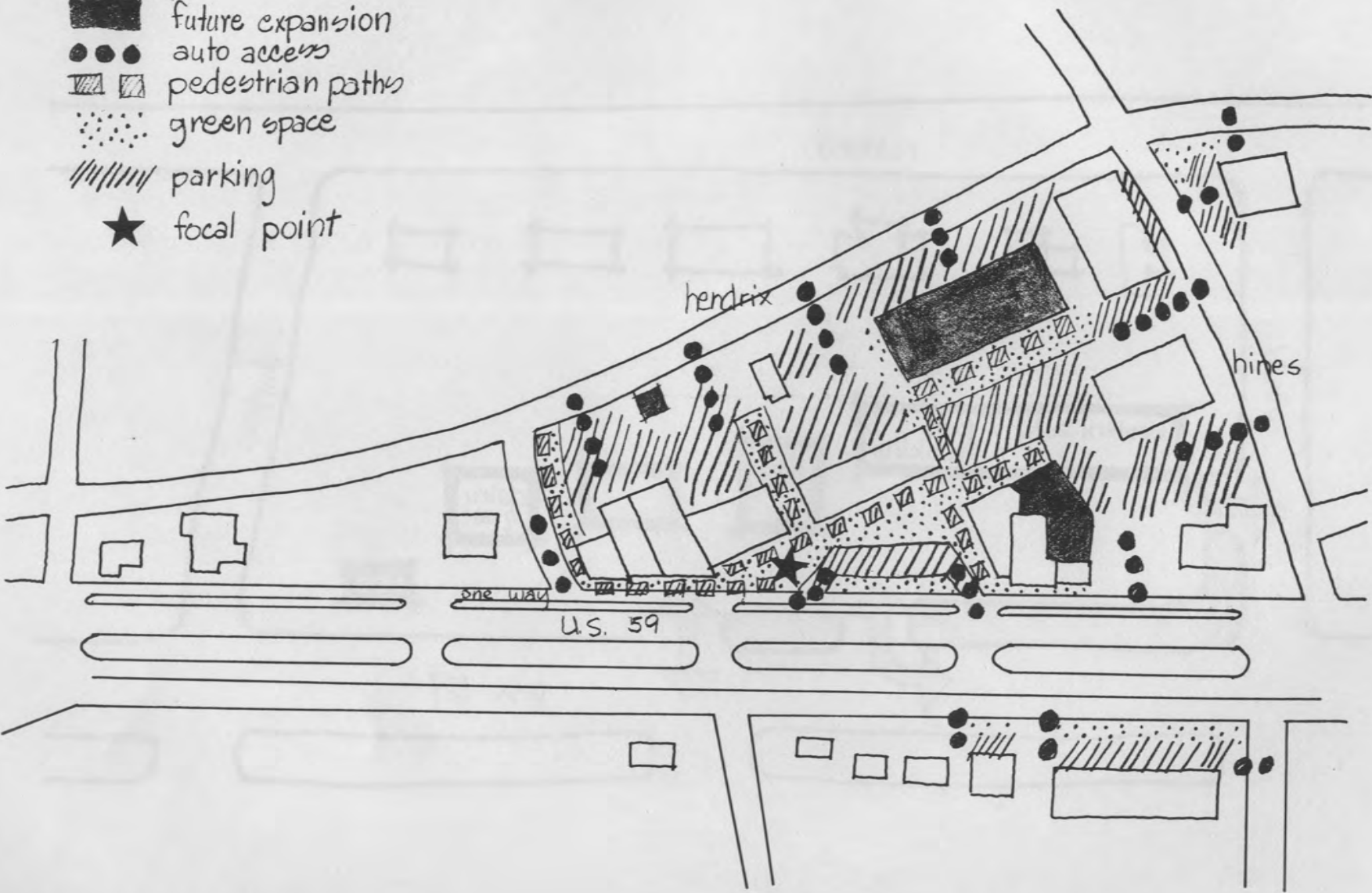
- Separate parking from the street.

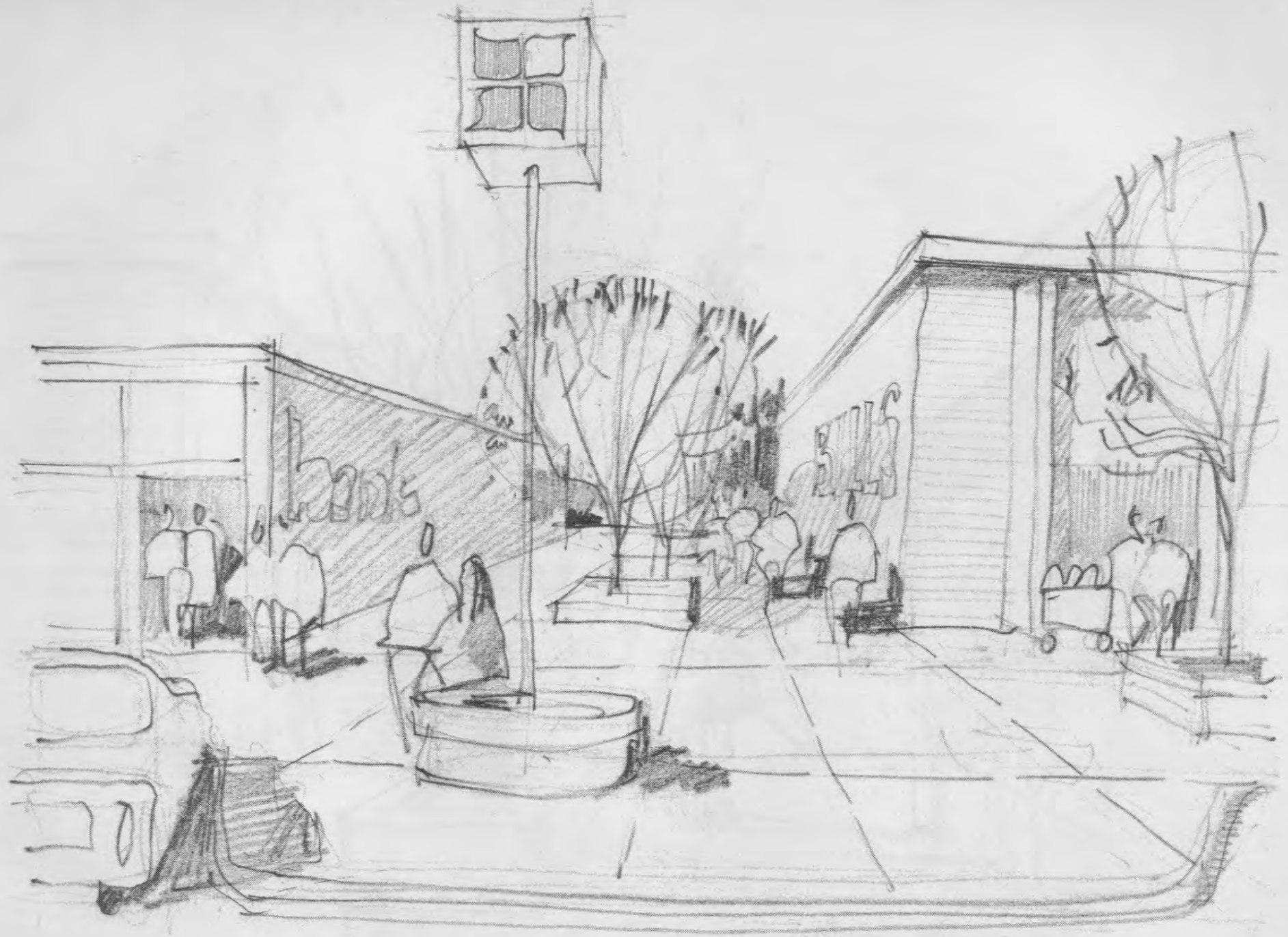


CONCEPTUAL PLAN

Using the concepts generated by the criteria, it is possible to design a conceptual plan.

-  future expansion
-  auto access
-  pedestrian paths
-  green space
-  parking
-  focal point





View from town square through bank and Bill's Dollar Store.



View from parking lot adjacent to White's looking toward bank.

# Bike - bike links



Phase III projects are concerned with the development and implementation of an open space network. It is not the case here that open spaces scattered between buildings and streets as well as the major thoroughfares and park areas.

## OBJECTIVES

1. To provide unity and identity of the townside (page 21, 22, 23).
2. To separate conflicting land uses and create boundaries.
3. To provide various open spaces with bicycle trails throughout the town.
4. To connect major shopping activities with pedestrian walkways.
5. To facilitate the use of the system through cuts and street crossings.
6. To preserve and enhance the existing natural open space within the city.

This content of an open space network needs further investigation to indicate the design criteria for its development.

# PHASE THREE 5

## SCOPE

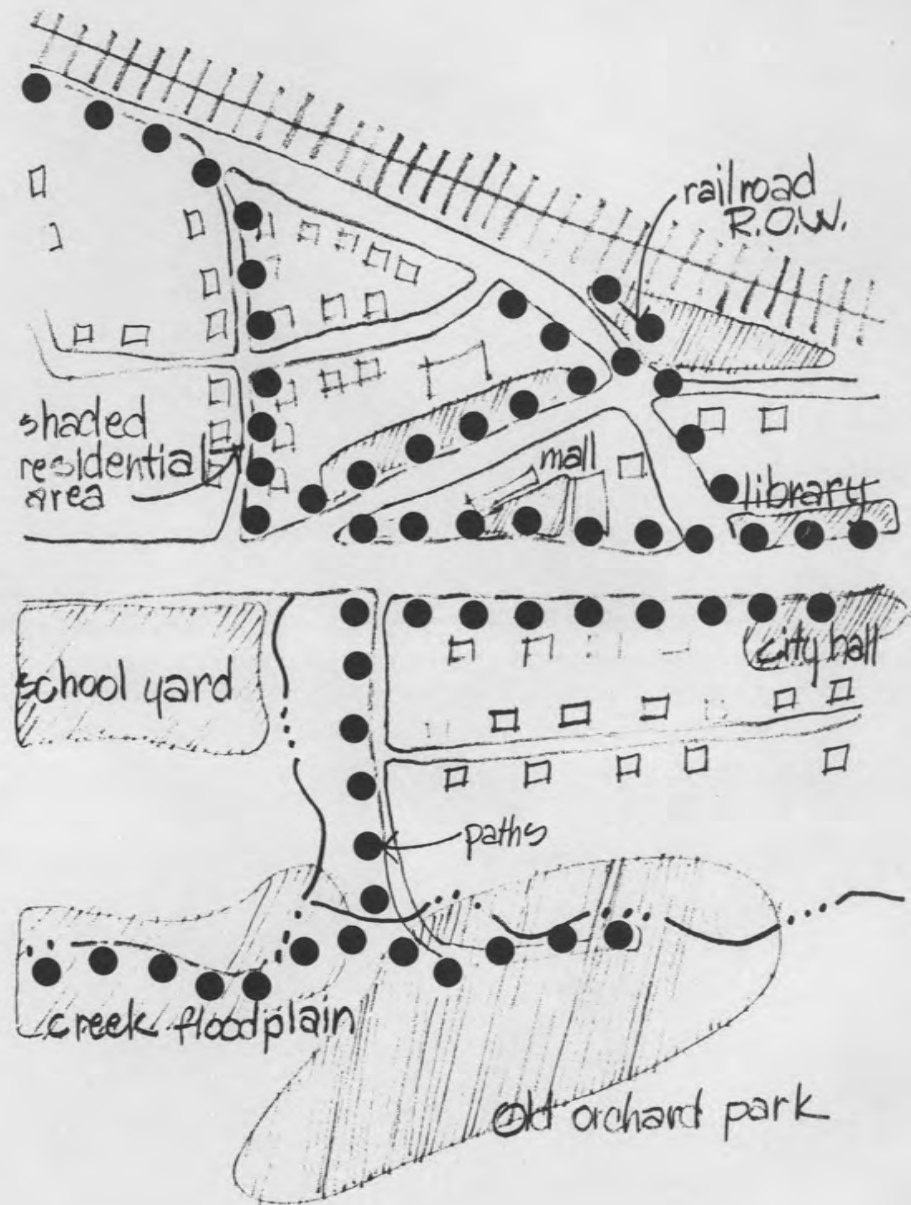
Phase III projects are concerned with the development and implementation of an open space network. Throughout the town there are open spaces scattered between buildings and streets as well as the major floodplain and park areas.

## OBJECTIVES

1. To provide unity and identity of the townwide image of Diboll.
2. To separate conflicting land uses and create boundaries.
3. To link various open spaces with hike/bike trails throughout the town.
4. To connect major shopping activities with pedestrian walkways.
5. To facilitate the use of the system through curbs-cuts and street markings.
6. To preserve and enhance the existing natural open space within the city.

This concept of an open space network needs further investigation to indicate the design criteria for its development.

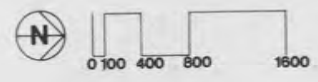
# hike - bike links



# hike-bike system



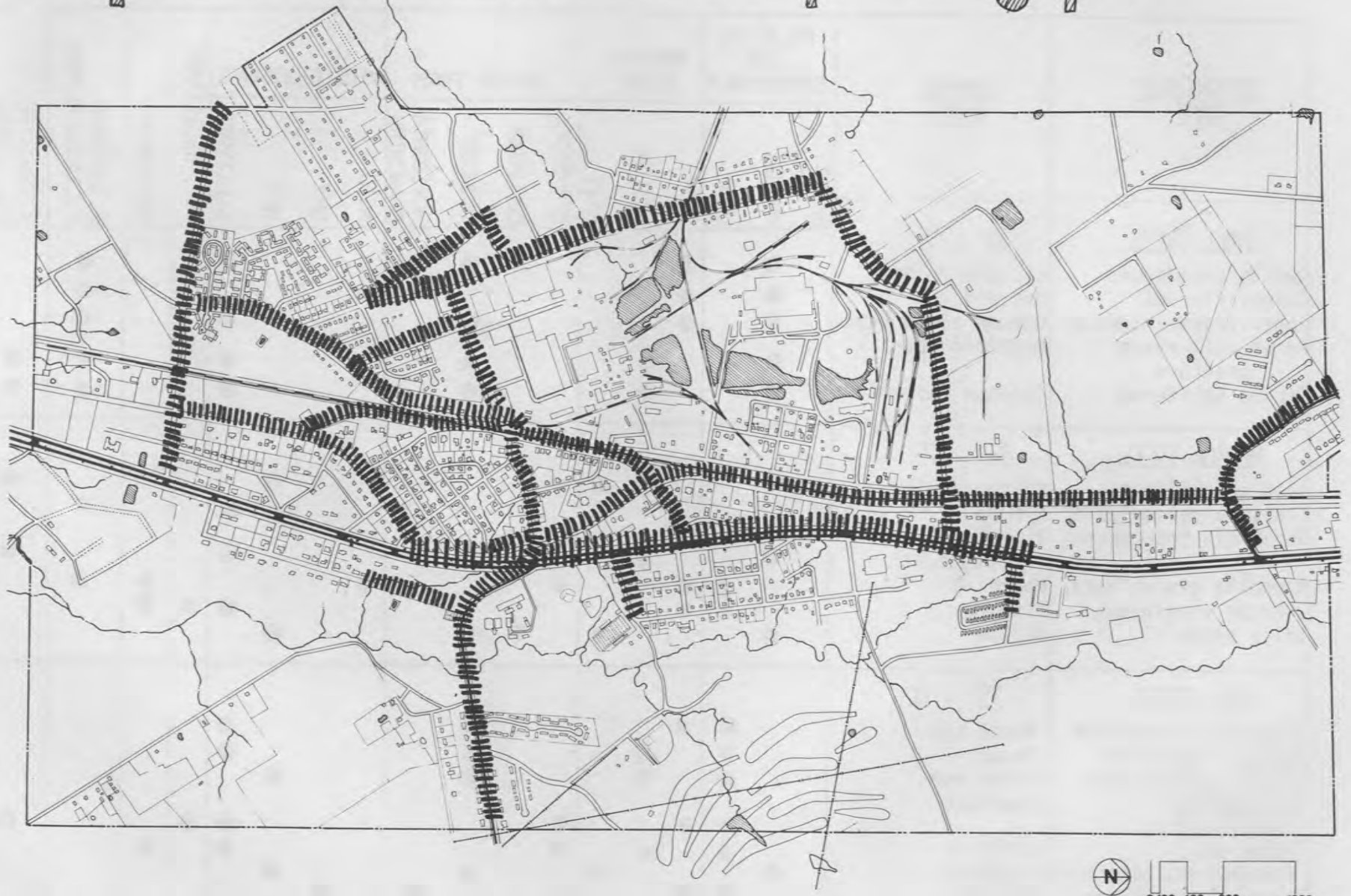
- ////// open space
- hike-bike trails



## COMPREHENSIVE STREET TREE PLANTING PLAN

To maximize the benefits of street tree planting, the development of a comprehensive street tree planting plan is based on the 1975 traffic volume counts, the importance of the street as an entry to the city or as a link between major activity areas and districts, and pedestrian use. This map indicates streets that should be considered for street tree planting, but studies must be made to determine the quantity and quality of the existing trees. The following tree matrix indicates desirable trees that could dominate districts and help strengthen and enhance town unity or trees that could complement existing tree stands by contrasting texture, color, or form. These recommendations, along with input of political, social, and economic factors, and city officials, should be the final determinant of the order of tree plantings.

# comprehensive street tree planting plan



# tree matrix

SCIENTIFIC NAME	COMMON NAME	RELATIVE LIFE EXPECTANCY			GROWTH RATE			MATURE FORM				SOIL TOLERANCE			PEST RESISTANCE	EVERGREEN	ATTRACTIVE FOLIAGE, FLOWER	ATTRACTIVE FALL COLOR	GOOD SHADE
		SHORT	MEDIUM	LONG	SLOW	MEDIUM	FAST	PYRAMIDAL	COLUMNAR	ROUNDED	HORIZONTAL BRANCHING	ACID	DRY	WET					
<b>SMALL TREES</b>	<b>20' - 35'</b>																		
<i>Cercis canadensis</i>	Eastern redbud	•			•					•				•			•		
<i>Cornus florida</i>	Dogwood	•			•							•					•		
<i>Lagerstroemia indica</i>	Common crapemyrtle	•			•					•				•			•		
<i>Pyrus calleryana</i> bradford	Bradford pear	•			•					•				•			•		
<i>Sapium sebiferum</i>	Chinese Tallowtree	•			•					•				•			•	•	
<b>MEDIUM TREES</b>	<b>35' - 75'</b>																		
<i>Acer saccharinum</i>	Silver maple		•				•		•								•	•	
<i>Albizzia julibrizzin</i>	Mimosa	•					•						•				•	•	
<i>Gleditsia triacanthos</i>	Thornless Honeylocust		•				•			•				•			•	•	
<i>Magnolia grandiflora</i>	Magnolia				•				•					•			•	•	
<i>Quercus virginiana</i>	Live Oak				•				•				•		•		•	•	
<i>Salix nigra</i>	Willow		•				•			•				•	•		•	•	
<b>TALL TREES</b>	<b>75' - UP</b>																		
<i>Fraxinus lanceolata</i>	Green ash				•					•								•	
<i>Carya illinoensis</i>	Pecan				•					•								•	
<i>Flaxinus americana</i>	White ash				•					•								•	
<i>Liquidambar styraciflua</i>	Sweetgum				•					•				•				•	
<i>Pinus sp.</i>	Loblolly				•				•					•	•		•	•	
<i>Platanus occidentalis</i>	Sycamore		•				•			•				•		•		•	
<i>Quercus macrocarpa</i>	Bur Oak				•					•				•				•	
<i>Quercus nigra</i>	Water Oak				•					•				•				•	
<i>Quercus phellos</i>	Willow Oak				•					•				•				•	
<i>Quercus shumardi</i>	Shumard Oak				•					•				•				•	
<i>Taxodium distchum</i>	Common Baldcypress				•					•				•				•	

The purpose of this document is to provide a comprehensive overview of the current state of affairs in the industry. It is intended to serve as a reference for all stakeholders involved in the process. The document is organized into several sections, each addressing a specific aspect of the industry. The first section discusses the overall market conditions and trends. The second section focuses on the regulatory environment and its impact on the industry. The third section examines the role of various stakeholders and their interactions. The fourth section provides a detailed analysis of the key challenges and opportunities facing the industry. Finally, the fifth section offers recommendations and a forward-looking perspective. This document is a living document and will be updated as the industry evolves.

### SECTION 1: INTRODUCTION

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# GUIDELINES 6

## TREE CARE AND MAINTENANCE

The importance of the proper selection and care of trees, the way in which they will be planted, and the kind of maintenance they receive after planting cannot be over emphasized. The success of the planting program depends upon the development of a sound planting and maintenance program.

This is an outline of planting maintenance, and not intended to be a final program. The services of a well trained, experienced nursery man or arborist is highly recommended to keep a check on planting, watering, fertilization, pruning, and maintenance procedures in the field, and also to watch for and treat problems of disease and insects.

### SELECTION OF THE PROPER TREE

The question of selecting the proper trees for Dibold is governed by the particular quality one desires the tree to possess. The following are desirable qualities for the selection of the town tree.

1. Hardiness and the ability to survive adverse environmental conditions imposed by nature as well as by man.
2. Tolerance to a wide range of soil and moisture conditions.
3. Straight trunks and symmetrical branching pattern.
4. Full foliage through out the growing season, and a desirable winter appearance.
5. Good liveability.
6. Immunity to insect and disease attack.

7. No special maintenance problems such as heaving sidewalks, disturbing underground utilities, or bearing of messy fruits.

For the above reasons, Quercus virginiana, the Live Oak, has been chosen. The nursery grown Heritage Live Oak is recommended for its vigorous, fast growth and relative immunity to insect and disease attack in comparison to the native oak which do not exhibit these qualities.

Selection of the Heritage Live Oak from the nursery will be ordered according to specifications set forth in the publication, "American Standard for Nursery Stock."

Budgetary restrictions may determine size and quantities purchased, but it is recommended that trees be no smaller than 1-1/2" caliper. Trees that are too small are defenseless against vandalism and other city perils. Tree sizes of 1-1/2" to 2-1/2" caliper are recommended because they are more easily acclimated to new situations, can be handled without the aid of machinery, and when properly root and top pruned at the nursery, will grow better than considerably larger trees during the first two years, especially in tough city conditions. Important points to consider in size selection are ease of handling, mounting labor costs, and transportation fees.

### WHEN TO PLANT

The Heritage Live Oak may be planted year round because it is balled and burlapped. Established policies at reputable nursery growers maintain curing periods insuring the customer that the tree will live after digging. Although planting may occur year round, optimal periods in the spring and fall exist offering reduced maintenance cost for the city.

Spring planting (March - May) is acceptable; however, trees planted in the spring require frequent watering which can be a maintenance problem for the city. Spring through summer watering can occur as much as every 3 - 5 days for newly planted trees throughout drought periods.

Winter planting (November - February) offers reduced watering requirements and less shock of transplant. The dormant period allows the entire winter for roots to become well established before new growth begins in the spring.

Summer planting is not recommended.

#### HANDLING THE TREE

The trees recommended can be easily handled by two adults, without the aid of machinery. Trees should be moved by the root ball, rather than by the trunk. This will prevent loosening the soil from the roots which results in air pockets causing the roots to dry out faster.

#### PRUNING

If not provided by the nursery before the time of delivery, before planting, the branches of the new tree should be pruned back approximately one third of their length. This reduces the need for moisture while the tree's root system is becoming established, and in the long run will help the trees to grow much more rapidly and vigorously.

The general appearance and strength of the tree may be established at this time by pruning any branches that cross or are growing too close together, removing weak crotch angles, and broken or diseased branches. It is important that the central leader be left extending above all other branches to maintain a strong shape. Broken roots or bruised roots should be removed cleanly.

#### PROPER SEQUENCE OF PLANTING PROCEDURE

1. Digging the hole.
2. Sand or gravel placed in hole.
3. Root ball set in hole.
4. Stakes put in place.
5. Mixing of proper soil mix including slow release fertilizer.
6. Backfilling and tamping or soaking.
7. Guy wires attached to stakes and fixed to tree.
8. Mulch applied.
9. Watering.

#### THE TREE HOLE

Dimensions for balled and burlapped tree holes are directly related to the size of the earth ball. The minimum dimension should be one foot wider than the root ball, and two inches deeper.

The tree should be set into the hole to the same depth as it was in the nursery. The top of the root will be no deeper than 1/2" below grade.

#### DRAINAGE

Because of the varying soil types in the area, poor drainage can be a major problem. Poor drainage will directly affect the performance of a tree and can result in death. To alleviate the problem, it is recommended that the hole be dug to a maximum of 6" deeper than the root ball and filled with gravel or coarse sand.

#### SOIL PREPARATION

Back fill should consist of 1/3 original soil, 1/3 sand, 1/3 peat moss or pine chips. In placing the mix in the tree hole, it is essential that the entire surface of all the root ball be completely covered by the soil.

Any root surface exposed to the air will dry out and die. Therefore, air pockets which form during back-filling must be eliminated.

The most effective method of compacting the backfill and eliminating air pockets is to soak the newly placed soil every 4 to 6 inches, thus forcing the air to the surface. Tamping or gentle compacting can also be used, but is not as effective as soaking.

#### FERTILIZATION

A fertilization program is essential to the future growth of the new trees. A complete fertilizer in the slow release form is recommended at planting time. The slow release properties of the fertilizer are desirable since burn damage to the roots is prevented and since it eliminates the necessity to fertilize again later.

Special soil nutrient deficiencies should be noted and accommodated for in the fertilizer applied.

#### MULCHING

A covering of pine chips (bark chips) three inches deep should be spread over the surface of the ground from the trunk to the outer edge of the hole. This will retain moisture thus reducing evaporation, and frequent water intervals and will aid in weed control and protect the trees from lawnmowers.

Mulch at the time of planting.

#### WATERING

Proper watering can assure continued success in the tree planting effort. If trees are watered sparsely, the roots tend to grow near the surface in search of water. However, if the trees are thoroughly soaked every 5 - 7 days, downward root growth is encouraged.

and the tree is better able to survive prolonged periods of drought. Newly planted trees will need frequent watering and will best be determined by the prevailing weather conditions.

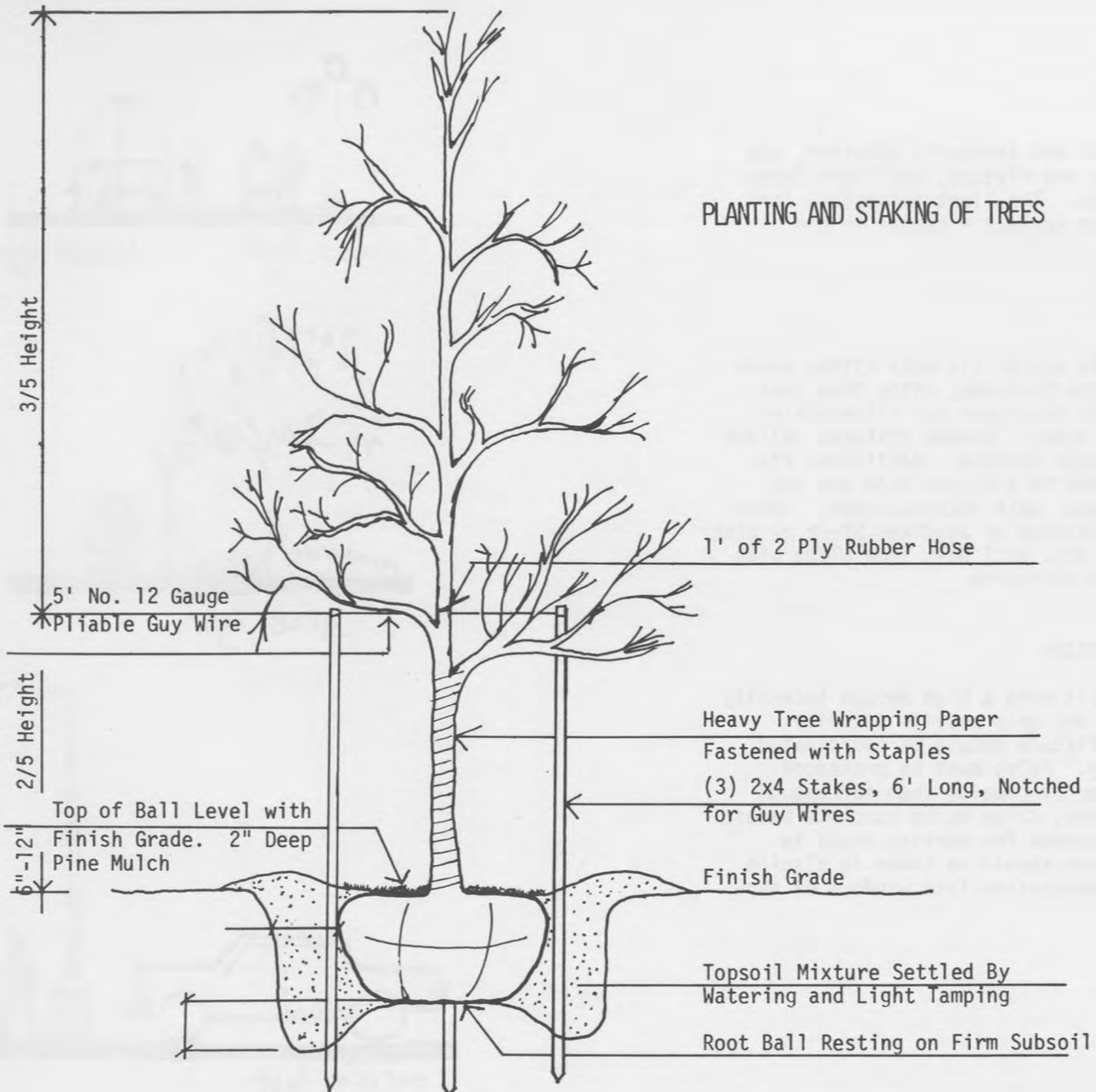
#### STAKING

The vertical method of staking is recommended for town trees since in many cases space will be limited, and since guy wires extending to the ground will present a hazard to pedestrians and maintenance problems involving mowers staking should take place at the time of planting to prevent the new tree from settling in an improper position. Stakes should be left for a minimum of one year.

#### SPRAYING

A preventive insect and disease spraying program should be developed. It is always better to prevent attack because once an infestation has taken place, we must diagnose, spray and nurse the tree back to health. Preventive programs will be an asset to the town because it will prevent visual degradation of the trees.

## PLANTING AND STAKING OF TREES



## LIGHTING

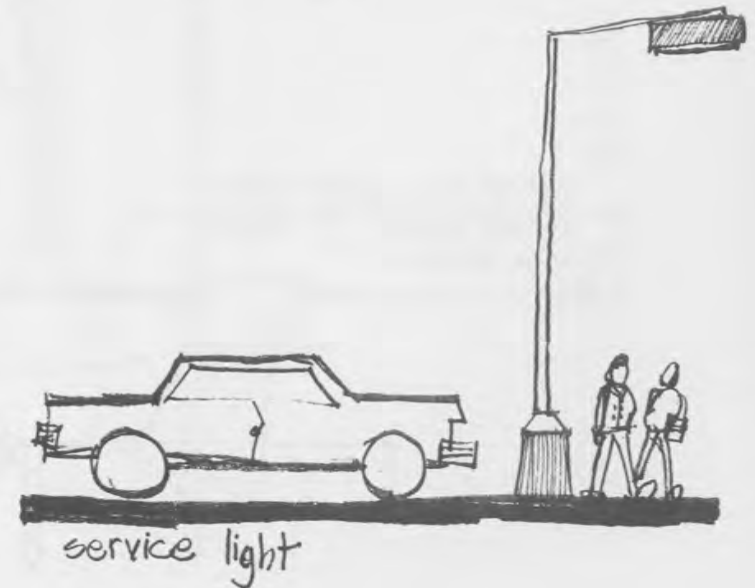
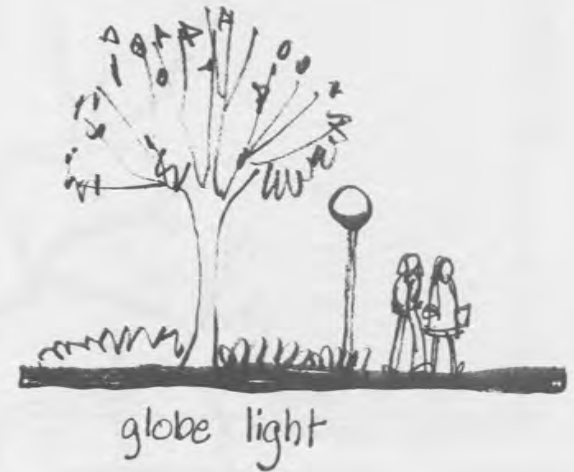
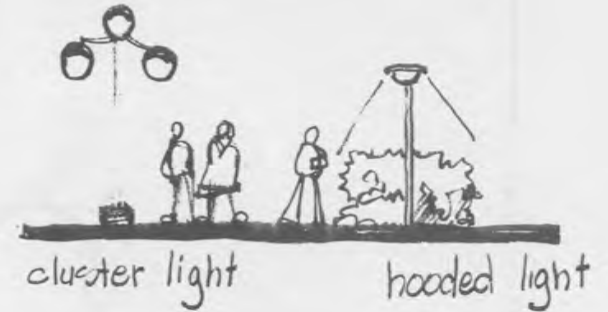
In providing a functional and aesthetic solution, the location, design of pole and fixture, and light intensity should be considered. The light intensity, for example, may be varied to reflect a change in the "mood" of an area.

### WALKWAY LIGHTING

Sidewalks and bike trails can be lit with either globe or hooded fixtures. Globe fixtures, aside from illuminating walk surfaces, are excellent for illuminating the underside of canopy trees. Hooded fixtures reflect their light toward the walk surface. Additional fixtures or clusters attached to a single pole can add to the emphasis of a plaza, walk intersections. Poles should be kept simple, painted or anodized black or other appropriate dark color; this will help them blend with the landscape and not be obtrusive.

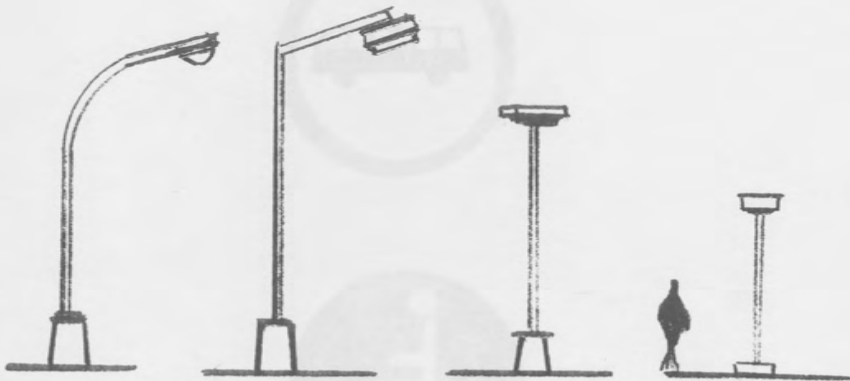
### PARKING AND SERVICE LIGHTING

Parking lots should be lit with a high enough intensity to discourage vandalism and help provide security. design of the pole and fixture should be coordinated with other site lighting. Poles must be protected from auto bumpers, either by placing them far enough away from bumper overhangs, or by using concrete bases. Hooded lights are recommended for parking areas to increase efficiency. Care should be taken in placing lights to avoid light penetration into windows of surrounding residences.



## STREET LIGHTING

Efforts should be made to coordinate street lighting, which is often governed by local ordinances and standards. Aesthetic design standards concerning elements such as shape of fixture, pole type, and color can be adapted to conform with the desired image of the area.



## SIGNS

The combination of public and private signs along U.S. 59 have a considerable effect upon the visual impact of Diboll. The use of incongruent materials and signs larger than needed to adequately serve their purpose are problems in Diboll. Some considerations in sign design include the following:

1. Use of appropriate style including, for example, the town insignia on signs at town and park entries.
2. Use of concise symbols which convey information very quickly. Standardization of these symbols can benefit people because of familiarity developed because of repetition.
3. Appropriate scale and use of indigenous materials. Pedestrian oriented signs may be smaller scaled than those meant to be read from a moving automobile.



This report should be viewed as a guideline for design action. By focusing community interest on the need for "design" of the city of Detroit, the report has achieved its objective. The vitality and enthusiasm of the citizen groups are clearly evident, and by their proper use of the information herein, established a direction and quality of future landscape design in the city of Detroit will be in good hands.

# CONCLUSION 7

## CONCLUSION

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