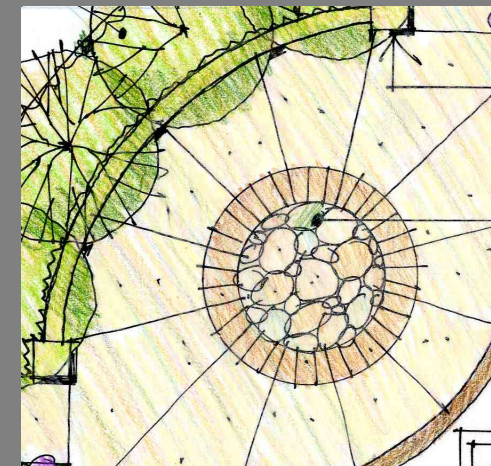
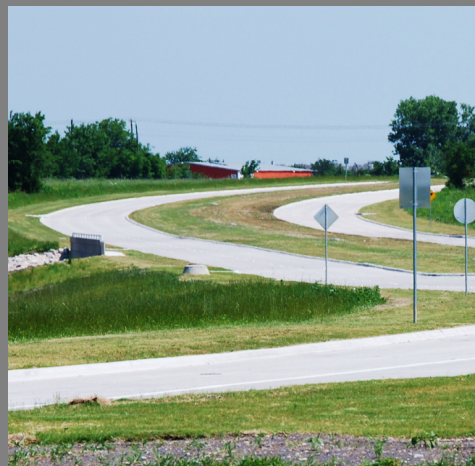


ROCKWALL

JOHN KING BLVD. DESIGN CONCEPT PLAN



City of Rockwall, Texas

August 2009

TOWNSCAPE, Inc.

ACKNOWLEDGEMENTS

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JOHN KING BLVD. DESIGN CONCEPT PLAN

1. BACKGROUND & INTRODUCTION

John King Blvd. is a City initiated, funded and constructed roadway. Named for an exceptional City leader, statesman and former Councilman, it was conceived to provide bypass traffic relief to Texas highway 205 which penetrates downtown, and to provide access and structure for developing properties on the east side of the City.

The design concept for this corridor is intended to evoke and enhance an image of the City of Rockwall that has evolved through the Comprehensive Plan, development standards and development approvals over recent years.

From the outset, it was determined that this concept would provide the City with a “kit of parts” and clear direction on how they could be applied to this specific corridor. A side benefit is that elements of this design concept are flexible enough to be used to meet identity and enhancement needs throughout the City – along other roadway corridors, entries, hike and bike trails and such.

It is anticipated that the elements for John King Blvd. would be detailed by a landscape

architect for each specific application. The quality of construction of the physical elements is paramount. They will provide a timeless legacy to the community – aging with grace and beauty for all to enjoy.



2. ISSUES AND OPPORTUNITIES

OBSERVATIONS

The strongest enhancement concepts for John King Boulevard should build on the existing landscape character, both natural and manmade, that the roadway traverses. It must also recognize the likely character of future land uses, and build upon existing branding efforts throughout the city so that a cohesive community character continues to emerge and strengthen through these efforts. Townscape’s field observations and analysis of aerial photos and planning documents recognized the following attributes as significant cues and inspiration for enhancement concepts.

Several wooded creeks and drainage ways cross the boulevard at fairly regular intervals. These wooded bottoms are the most dramatic landscape feature of the corridor. Their visual impact can be heightened and the corridor made more interesting extending the character of these woods into the boulevard parkways and medians at the crossings, reinforcing the character of the creeks and creating a visual rhythm for the roadway traveler.

Prairie uplands with broad, rolling slopes and long views occur between the wooded

bottoms. The dominant visual character here is of prairie grasses sparsely studded with lower-growing tree species.

Gateway identity opportunities exist where John King Boulevard begins at North Goliad, at South Goliad, and on both sides of Interstate 30.

Key intersections offer opportunities to create “pulse points” along the driver’s path with enhanced paving and plantings, and to provide seating and shade for trail users.

Future land uses, as presently zoned or called for in the Comprehensive Plan, can cue related design treatments. For example, more structured, formal plantings and material finishes would be appropriate at commercial and mixed-use intersections, while more naturalistic arrangements might be used in rural/future residential areas that have yet to be developed.

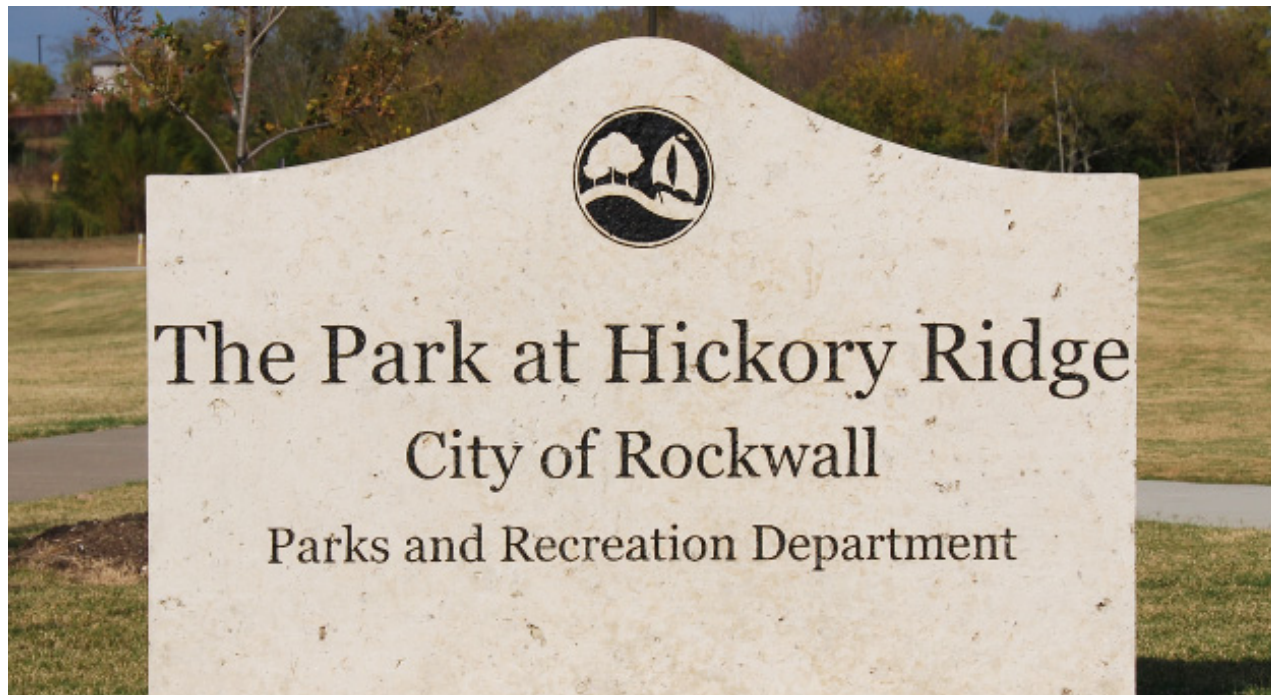
Existing community icons and branding efforts, including the Rockwall County Courthouse, existing limestone “gateway” walls, and the

Rockwall Technology Park entrances all share a consistent look of native limestone, the classic Times Roman font and drought tolerant plantings that are appropriate to carry forward into new designs. Newer additions such as the Harbor Place development and the newest murals at I-30 and 205 have introduced a pale yellow color into the townscape that can enhance plain concrete abutments along the roadway.





2. ISSUES AND OPPORTUNITIES





2. ISSUES AND OPPORTUNITIES





Prairie Uplands

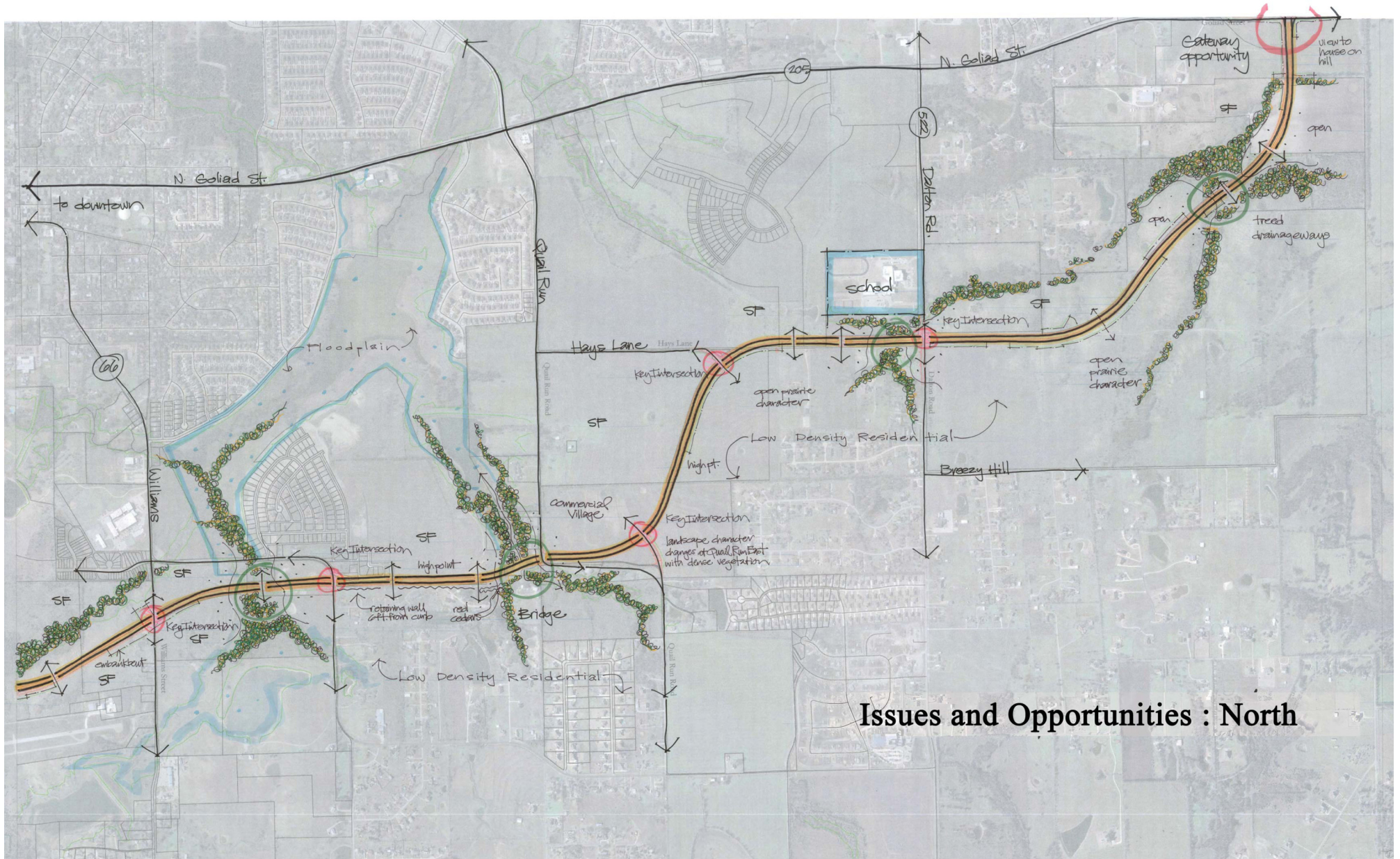


2. ISSUES AND OPPORTUNITIES



Wooded Bottoms

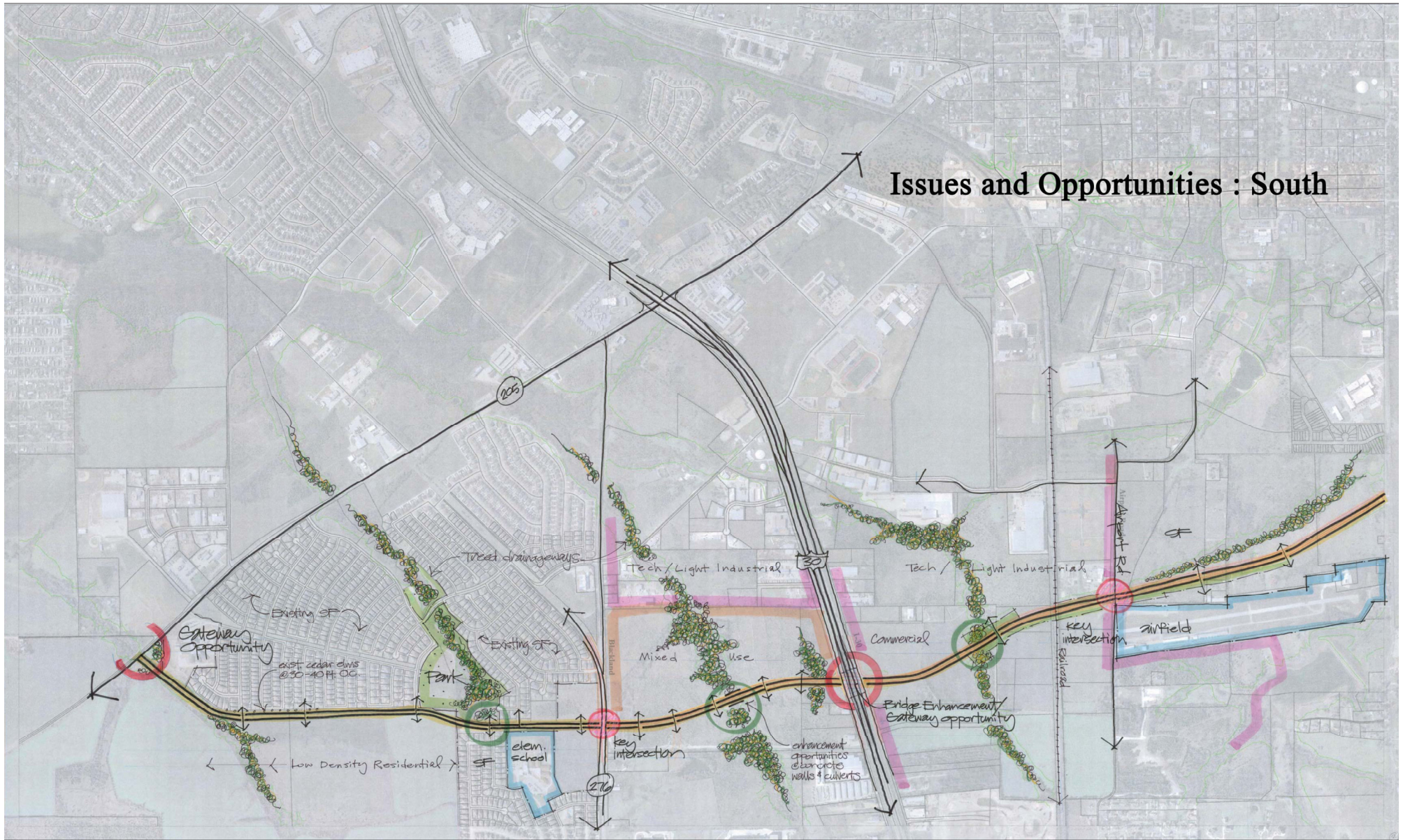




Issues and Opportunities : North

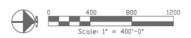
JOHN KING BOULEVARD CONCEPT

CITY OF ROCKWALL TEXAS



JOHN KING BOULEVARD CONCEPT

CITY OF ROCKWALL TEXAS



3. DESIGN CONCEPT AND PALETTE

John King Boulevard provides opportunities for enhancement and placemaking that can be a strong reflection of Rockwall's history, culture, natural landscape and values, and an important investment in furthering the city's position as a first-tier home and business location. To realize this potential, these impressions must be translated into usable architectural terms, and guided by overarching concepts that tie the individual parts together into a perceivable and pleasing whole.

GUIDING CONCEPTS

Build on the Strengths of the Existing Landscape. Heighten the visual impact of the wooded bottoms and prairie uplands by emulating and enhancing those landscape types in the medians and parkways.

Unity with Variety. Consistent architectural and planting materials, colors, sign fonts, and related elements will lend

overall unity to the road corridors. While unity is desirable, "sameness" is not. Varying configurations to fit the unique characteristics of individual sites will allow this consistent palette to be interpreted in slightly different yet complementary designs, providing variety within a unified whole.

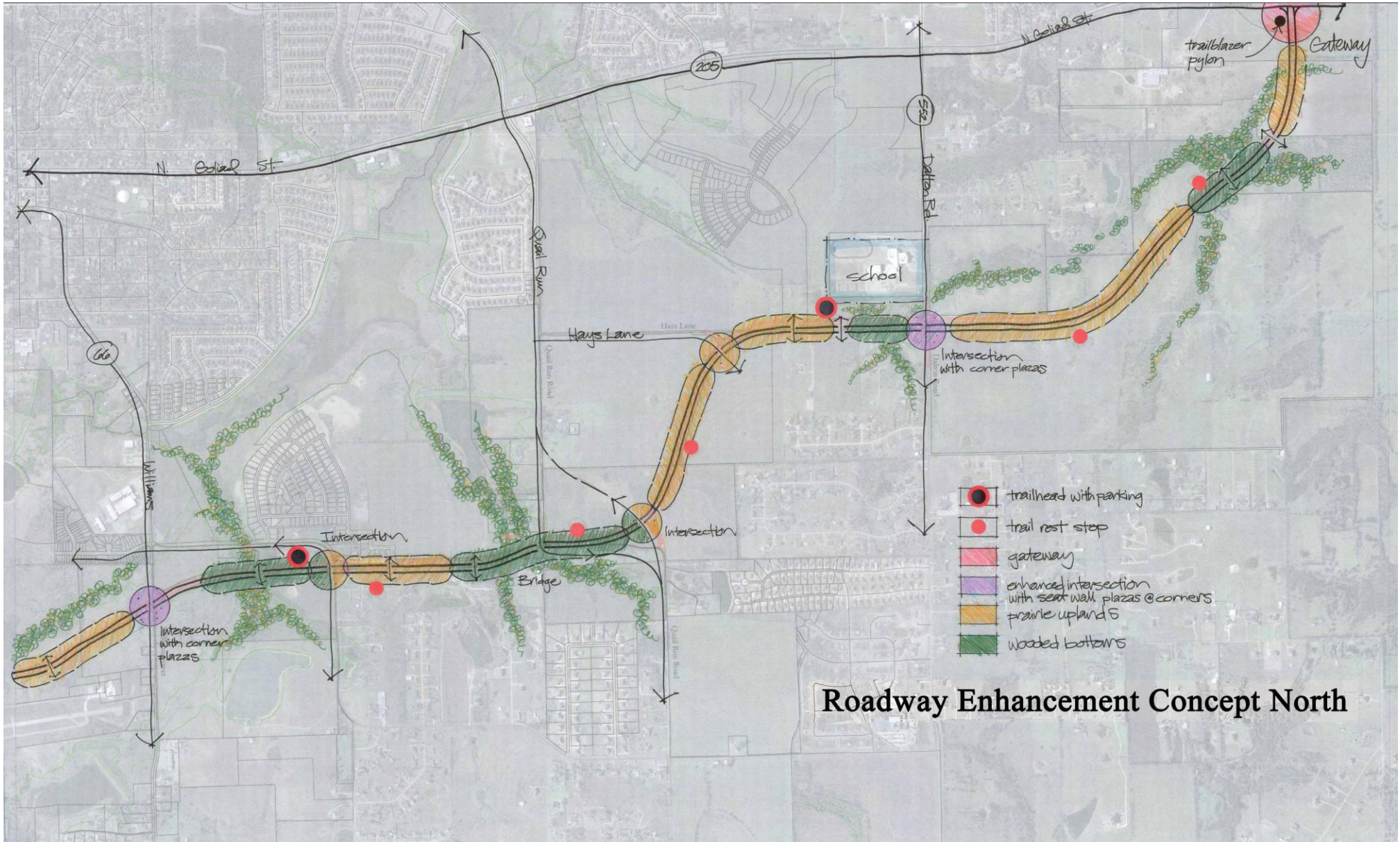
Pulse Points. The "wooded bottoms" crossings and major intersection enhancements will act as "pulse points" in the driving experience, punctuating the boulevard corridor with sophisticated design forms and eye-catching detail at regular intervals, producing a pleasing and predictable visual rhythm in the driving experience.

Quality and Timelessness. The design forms for John King Boulevard should be rooted in Rockwall's strong landscape and heritage, while coexisting comfortably with new development, never looking "dated." High quality of materials and construction

should be a defining characteristic of new enhancement projects.

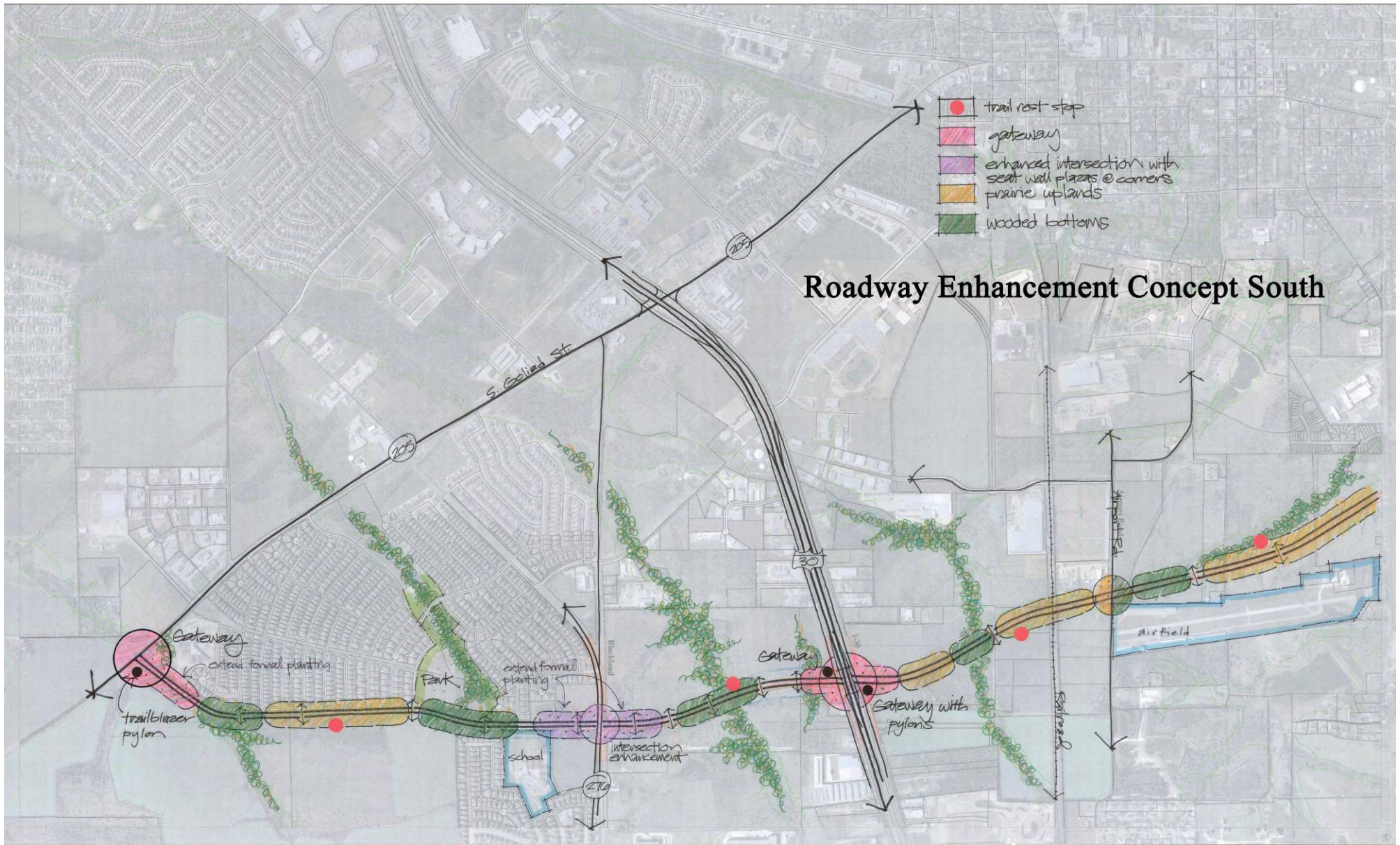
PALETTE OF FORMS AND MATERIALS

- Austin limestone block
- Native fossil limestone
- Cast stone
- Times Roman font
- Pale cream/yellow concrete stain
- Native and drought-tolerant trees, shrubs and grasses in bold, rhythmic patterns
- Freestanding horizontal limestone walls
- Vertical landmarks and focal points
- Sailboat icon or city logo repeated in architectural elements
- Pure geometries; timeless classic forms



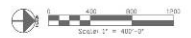
JOHN KING BOULEVARD CONCEPT

CITY OF ROCKWALL TEXAS



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4. DESIGN ELEMENTS

ROADWAY ENHANCEMENT CONCEPT DIAGRAM

The Roadway Enhancements Concept diagrams identify locations for the boulevard “character zones,” and key architectural and landscape architectural elements, which collectively comprise a “family” of related design treatments to lend character and a distinct Rockwall image to the boulevard corridor.

DESIGN ELEMENTS

MEDIANS AND PARKWAYS

The median and parkway design concepts reflect the “character zones” in which they are located:

The Wooded Bottoms: These areas are intended to appear as extensions of the vegetation in the natural wooded creeks and drainage ways that are spanned by the boulevard. Accordingly, planting arrangements should be tight, informally grouped masses of native and adapted riparian canopy and understory trees designed to emulate the character of the creek vegetation. These tree masses are to be set in native ornamental grasses to minimize the need for maintenance.

The Prairie Uplands: In these areas lower growing tree species native (or adapted and of similar character to the natives) to the rolling hills of eastern Rockwall County would be arranged to emulate the sparser tree cover of the surrounding uplands. These informal tree groupings would also be set in masses of native ornamental grasses, minimizing maintenance needs.

The concepts illustrated reflect accurate roadway dimensions and indicate that trees should not be planted in the median areas where future roadway expansion is likely to occur. The illustrated plant materials and their design arrangements are indicative of the size and character appropriate for the character zones in which they occur; subsequent detailed planting plans will make specific plant species recommendations that take into account site-specific horticultural conditions and established project budgets.

KEY ENHANCED INTERSECTIONS

Special intersection enhancements are proposed for three key intersections (shown in purple on the Enhancements diagram). The adjacent boulevard medians would be planted with three or more formal groupings of matching canopy trees set in beds of ornamental grasses. The three or more tree

groupings should be separated by conventional turf, such as Bermuda to create a visual pattern and rhythm that signals the intersection for the approaching motorist. As the median narrows to accommodate its turn lane, the median plantings would transition to ornamental grasses and drought-tolerant shrubs.

Small paved “plaza” areas with seat-height limestone walls would anchor each corner of the intersection, providing visual interest for motorists as well as informal seating and shade for trail users and other pedestrians and cyclists.

GATEWAY IDENTITY

Due to the wide variation in site size and configuration at potential gateway sites, the “kit of parts” approach, utilizing a combination of limestone walls, the vertical “trailblazer” monument pylon, canopy or ornamental trees and broad masses of drought tolerant shrubs and grasses can be used to great effect. This will result in a “family” of gateway designs comprised of the same key elements, but arranged in unique compositions to best fit their particular site configuration and topography.

TRAIL REST STOPS

Shaded “rest areas” are shown in preliminary locations on the Enhancements diagram, spaced roughly one mile apart on both sides of the boulevard. This results in a rest area along the boulevard about every half mile. The key design elements shown in the prototype design consist of a shaded shelter of limestone and architectural metal, a seat-height wall for

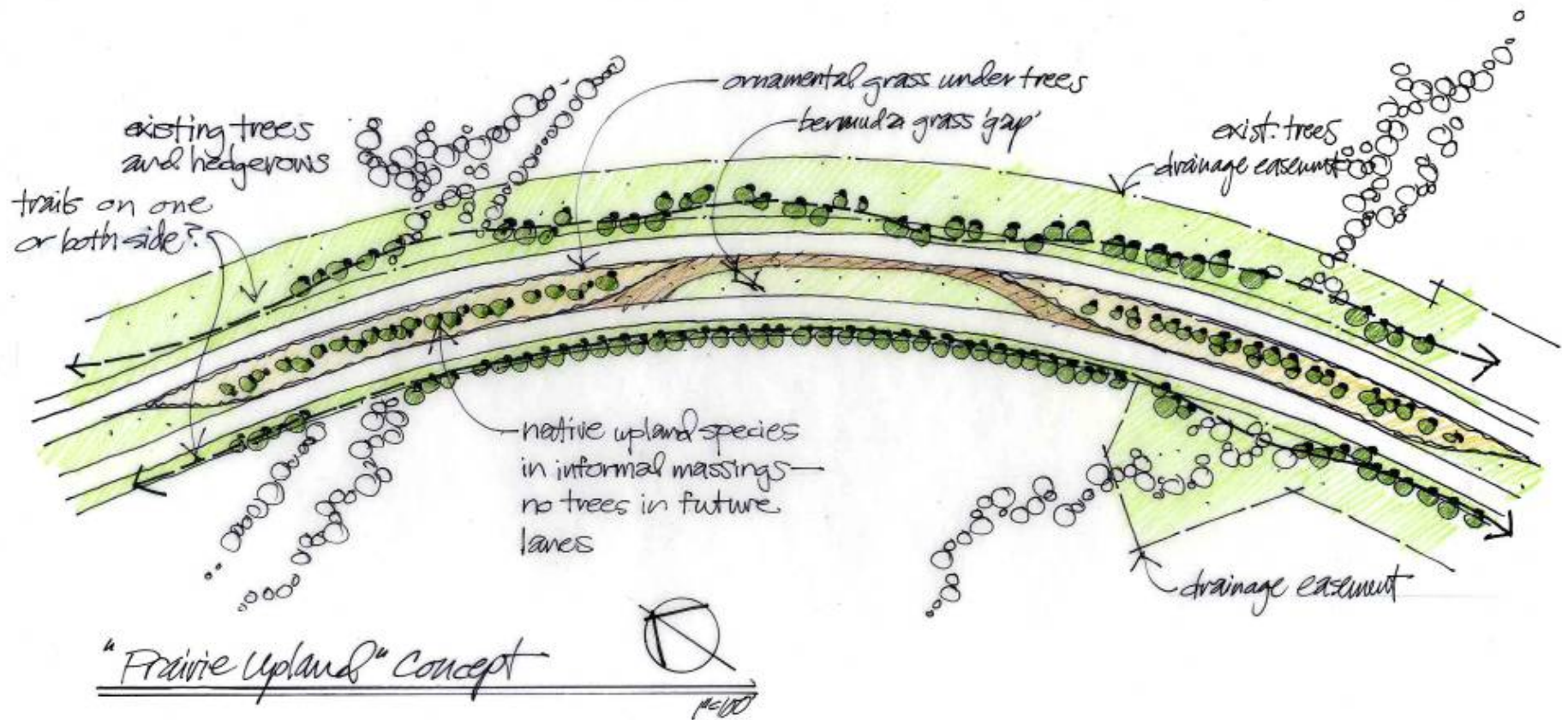
informal seating, a waste receptacle and a drinking fountain with dog dish. The edges should be enhanced with boulders and drought tolerant plantings as shown.

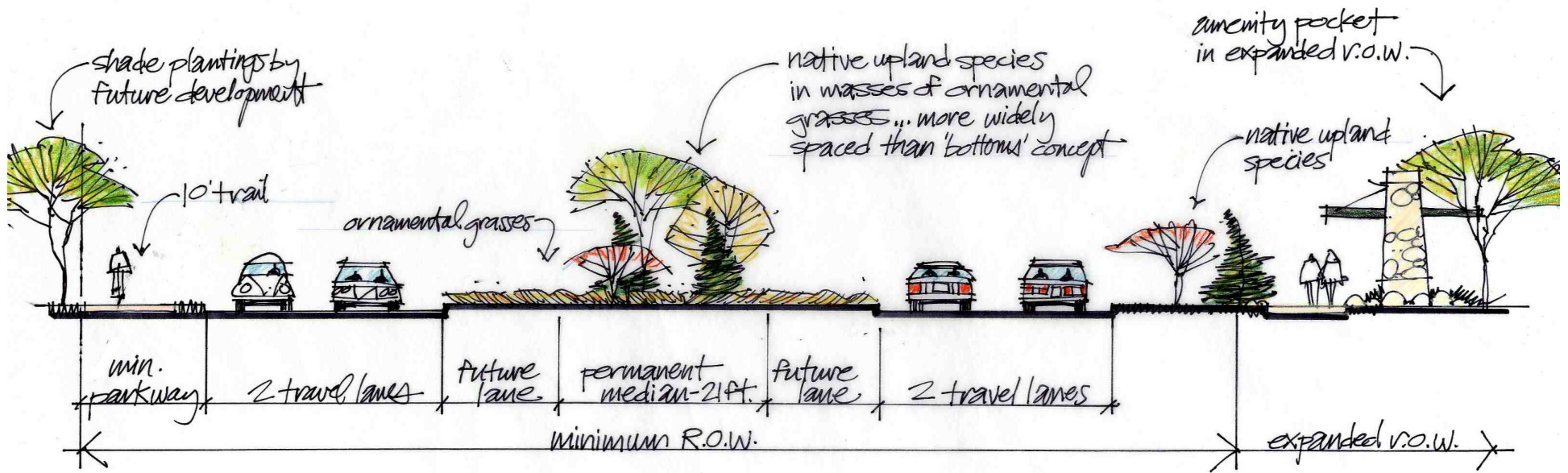
EXPOSED CONCRETE WALLS

Low exposed concrete headwalls visible from the travel lanes of the boulevard should be colored with the same pale yellow concrete

stain utilized for the new John King Boulevard bridge spanning Phelps Branch. This subtle color change will be helpful in tying disparate elements of the corridor together and giving the boulevard design a “finished” appearance.

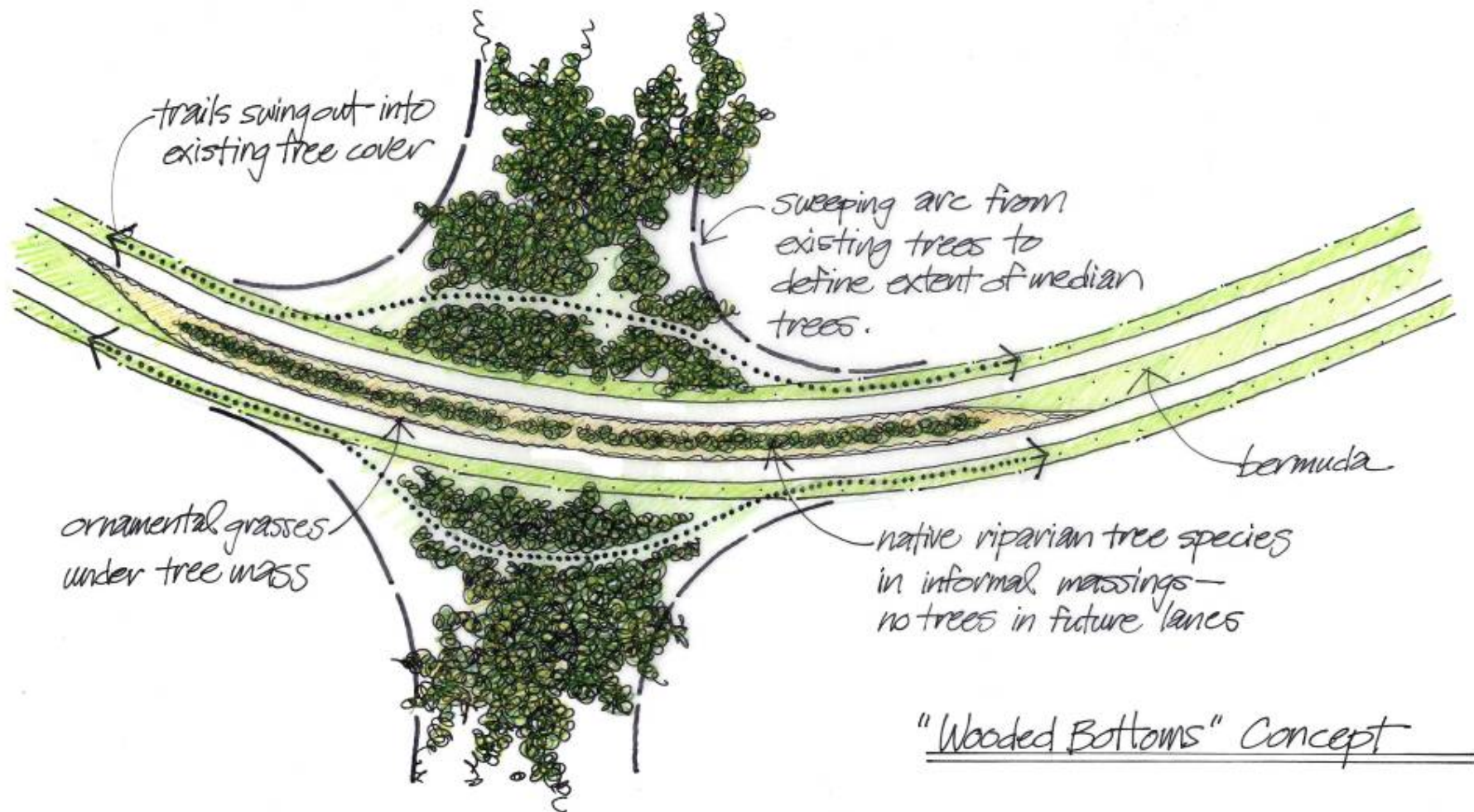
Roadway Landscape Concepts

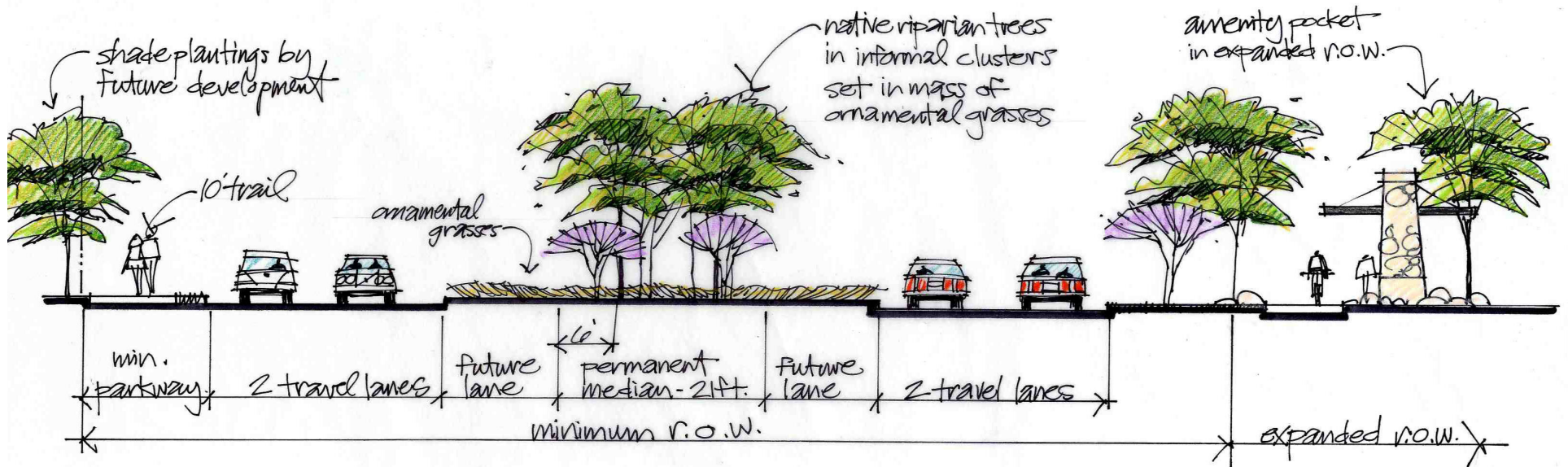




Roadway Planting: Upland Prairie Concept 11'±10'

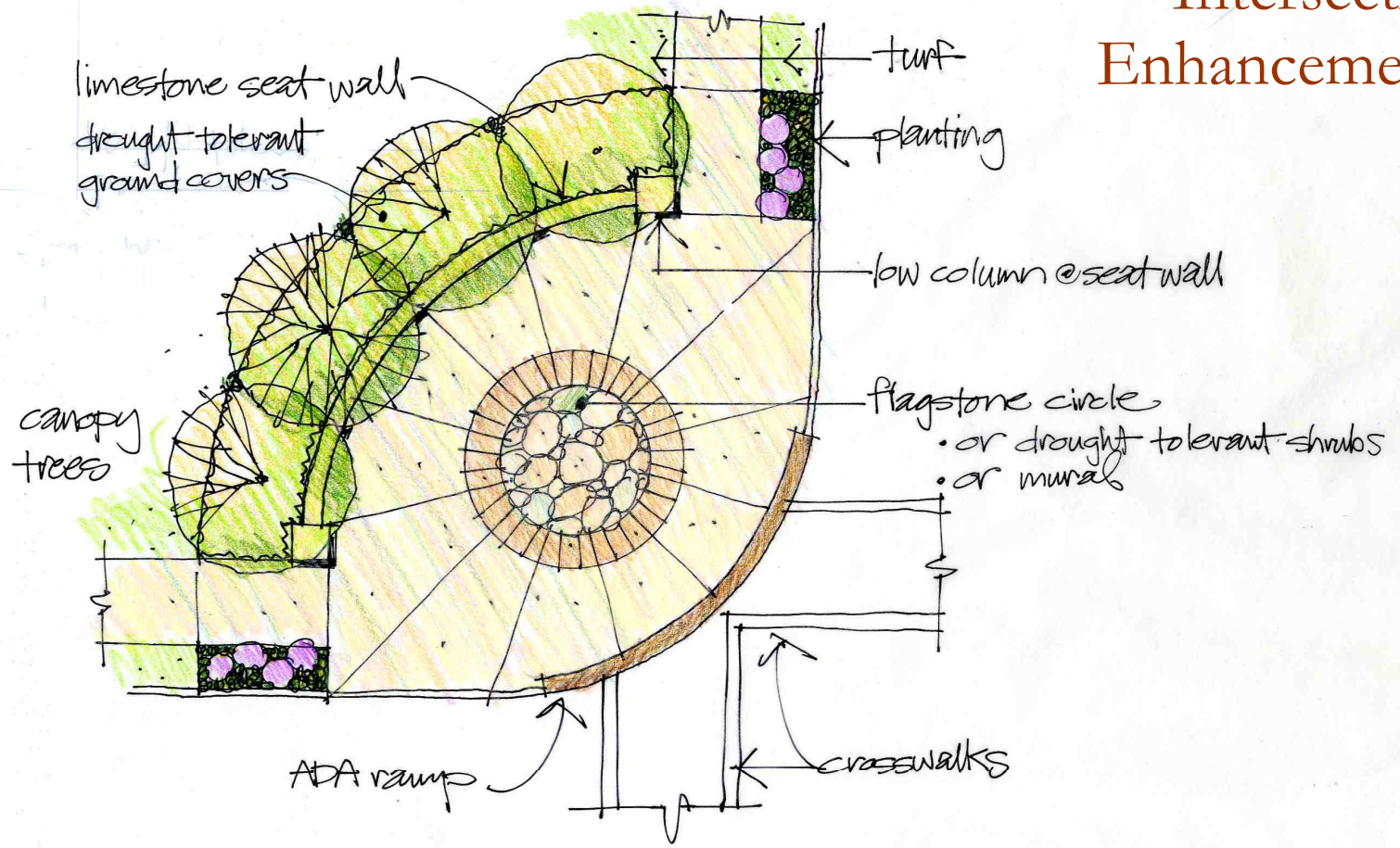
4. DESIGN ELEMENTS



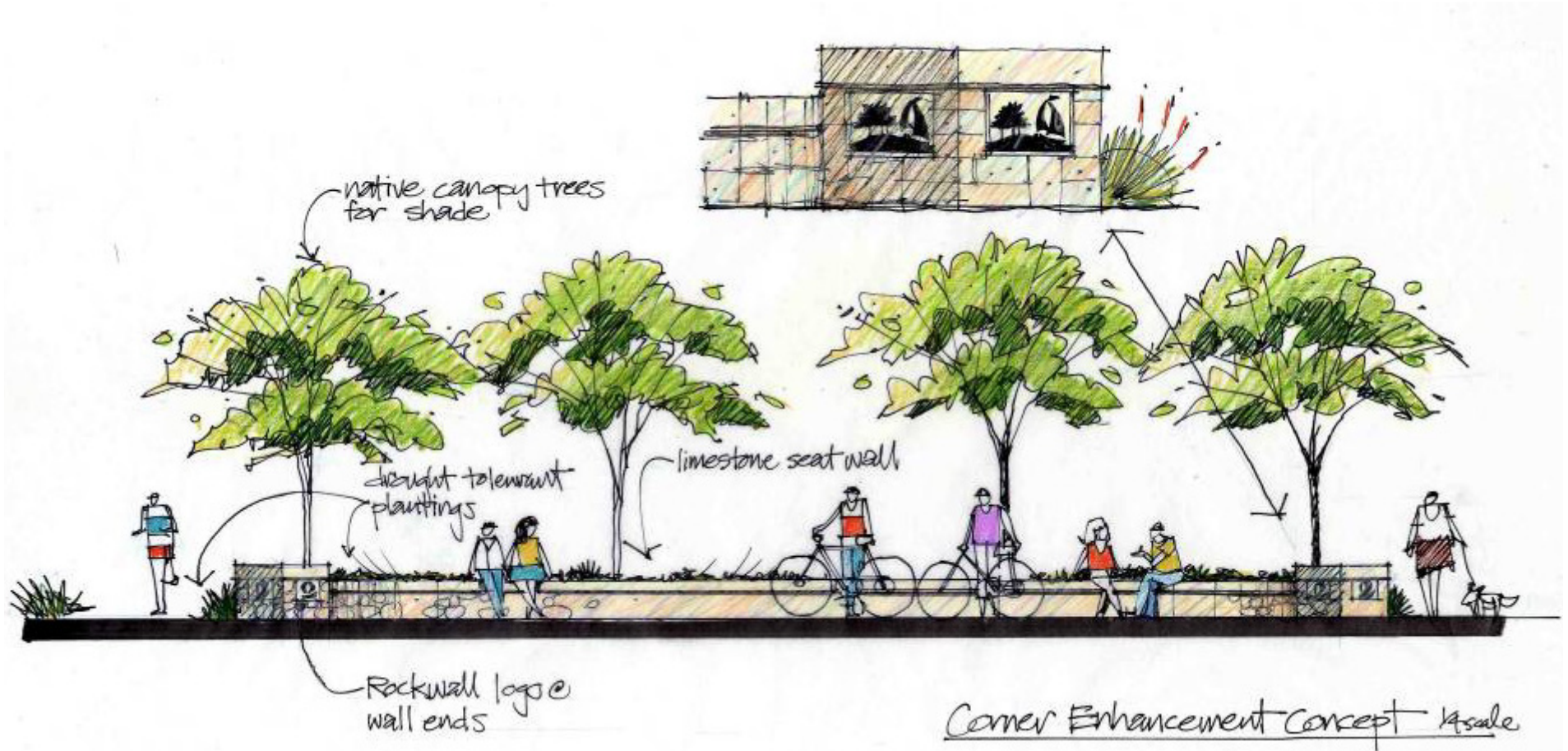


Roadway Planting: Wooded Bottoms Concept 1"=10'

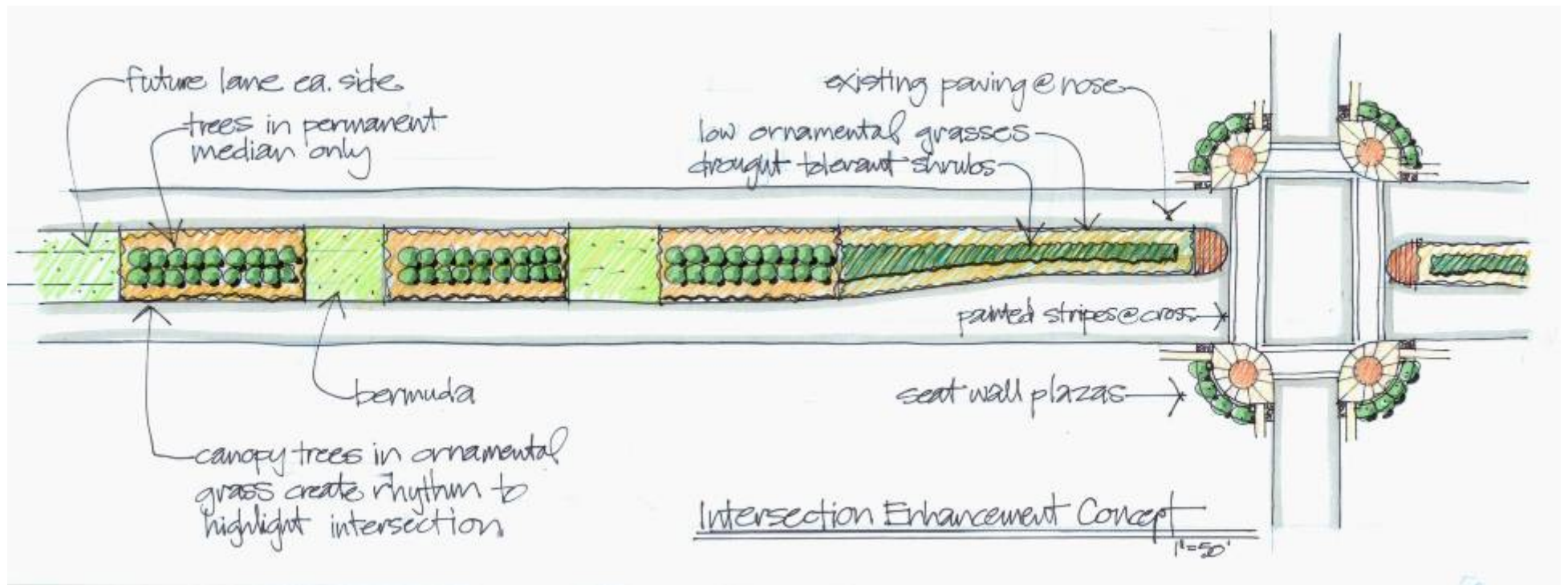
Intersection Enhancements



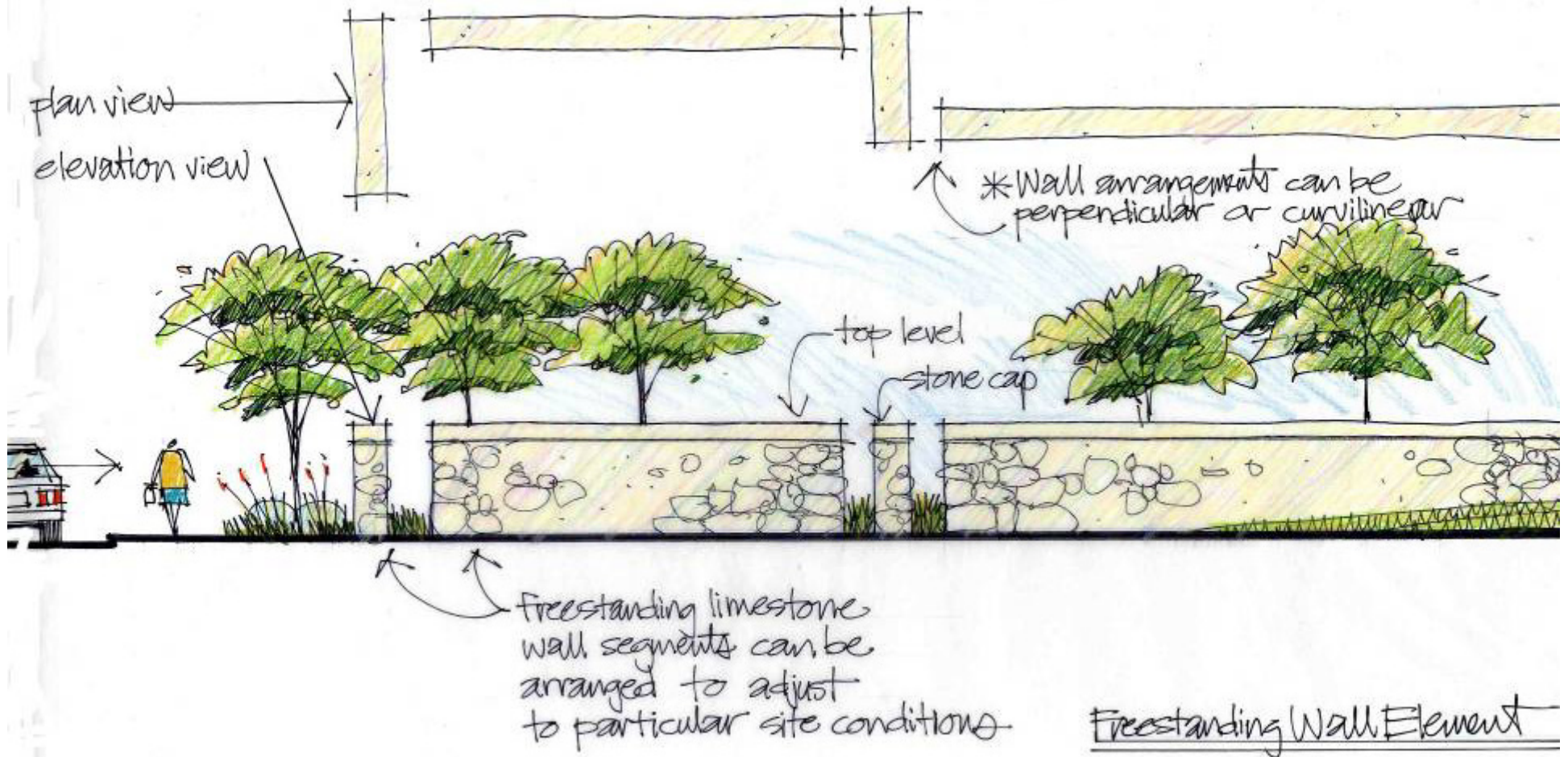
Corner Enhancement Concept



4. DESIGN ELEMENTS



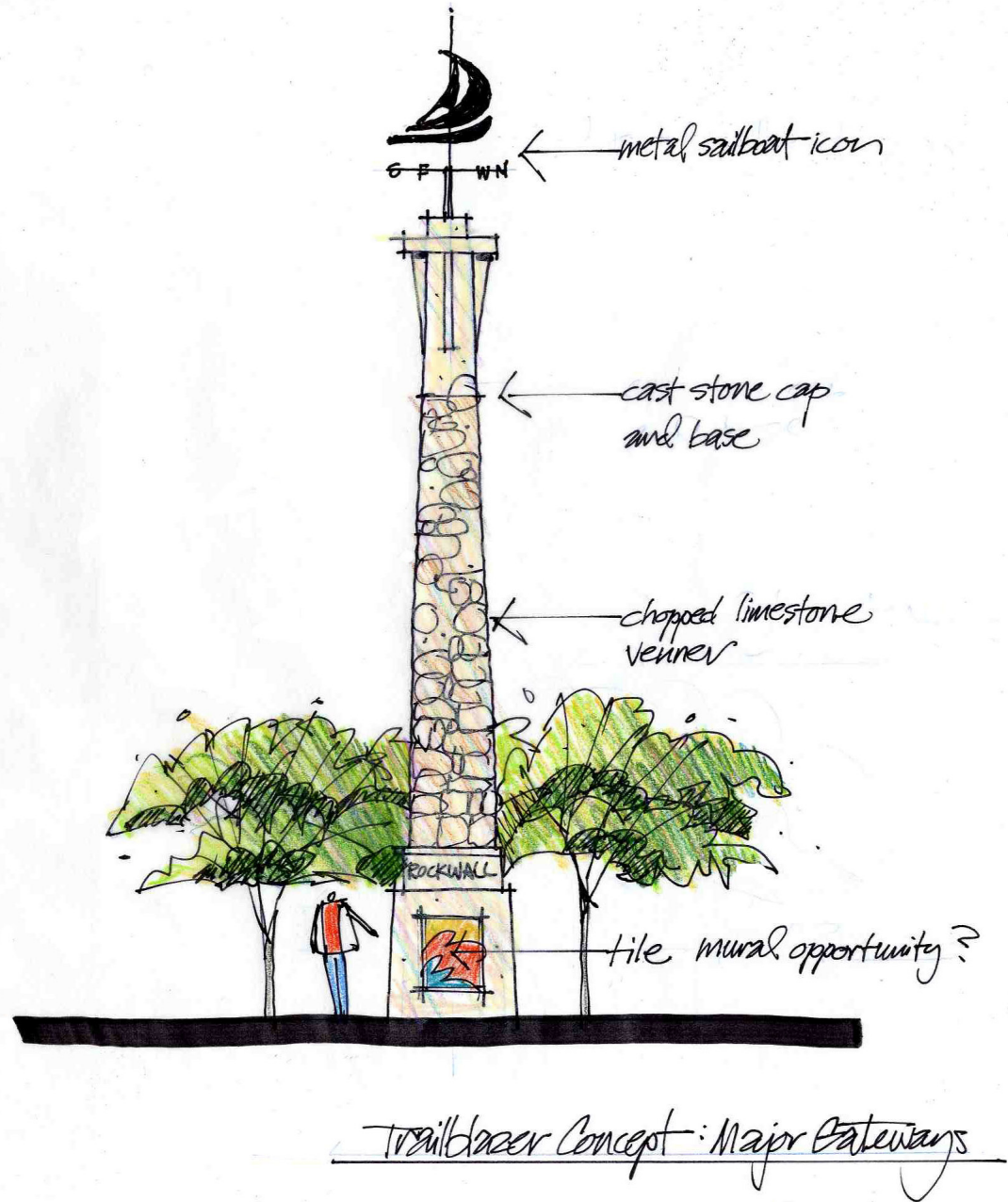
Placemaking Elements

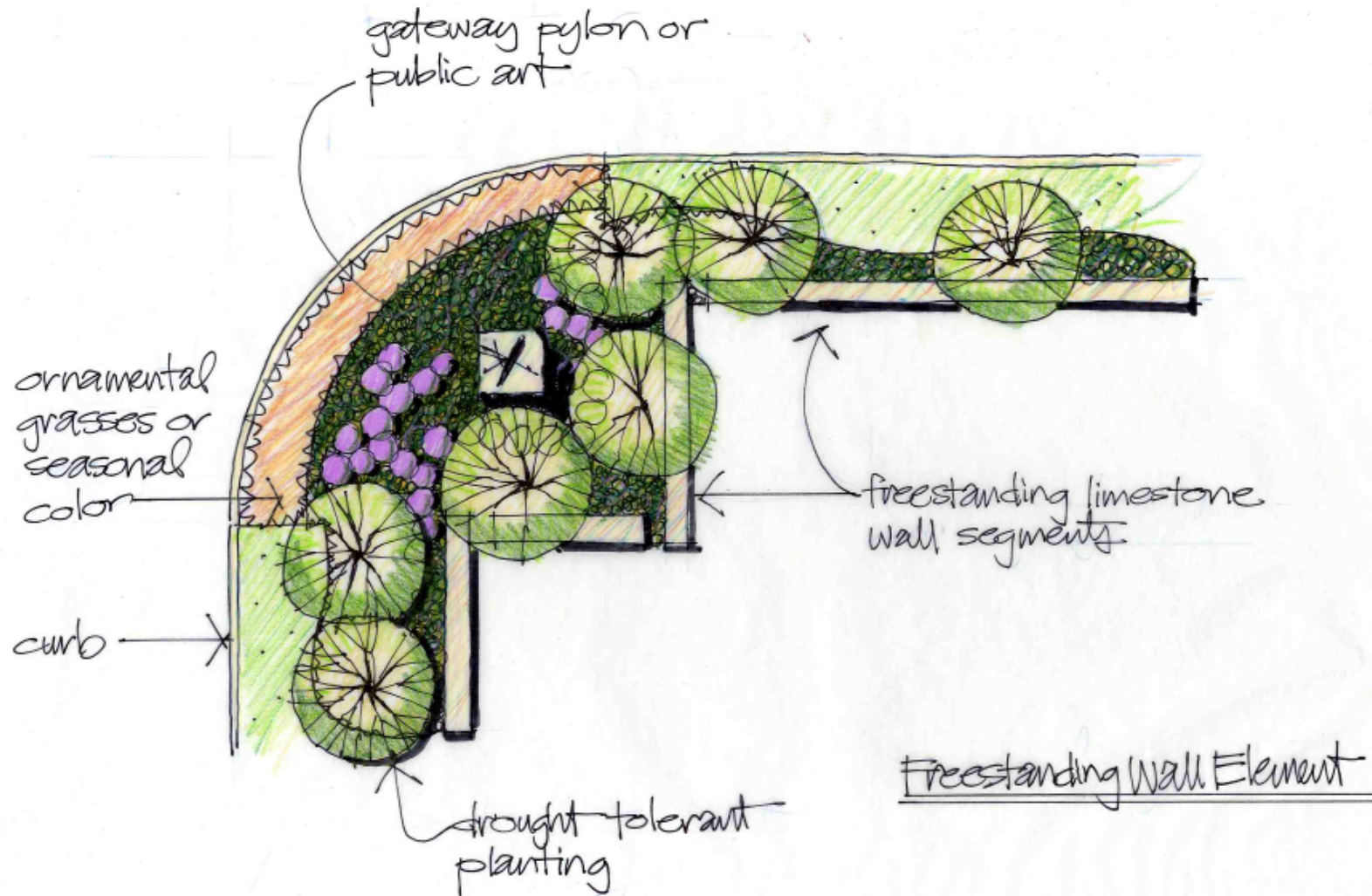


4. DESIGN ELEMENTS

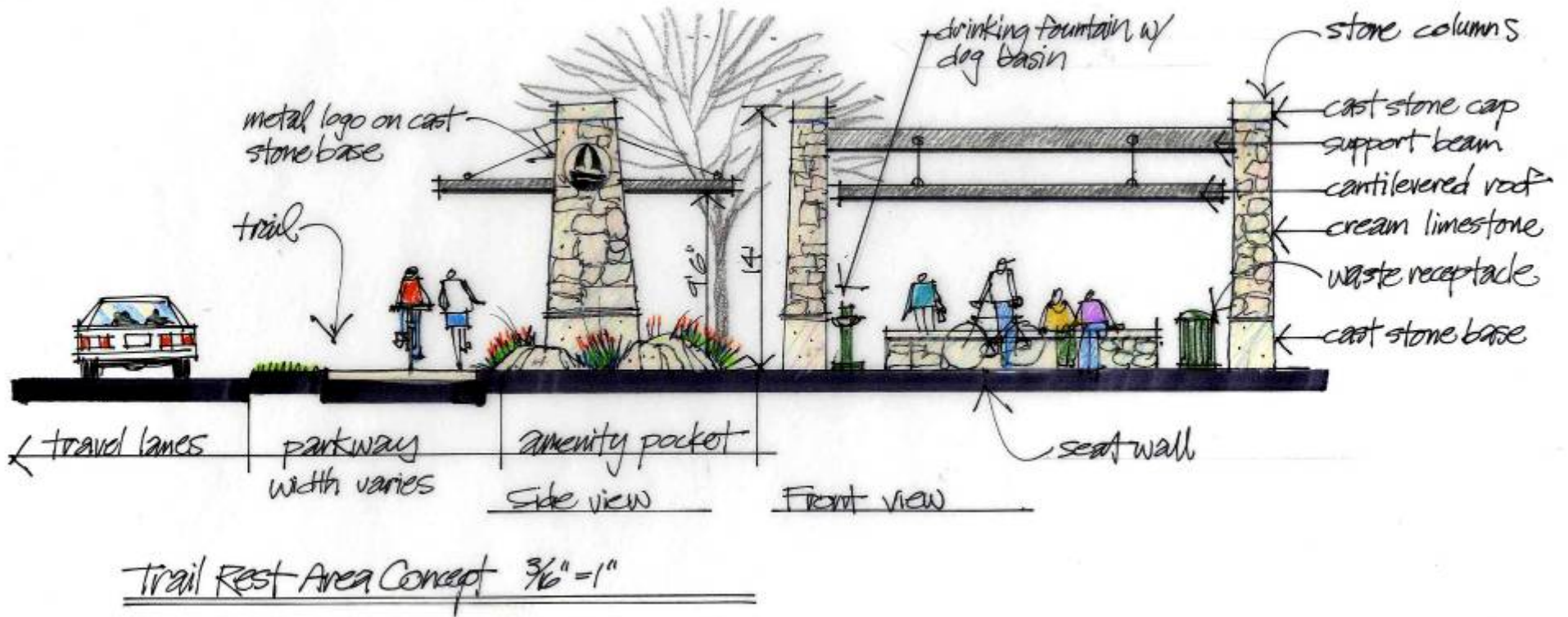
Gateway Pylon Concept

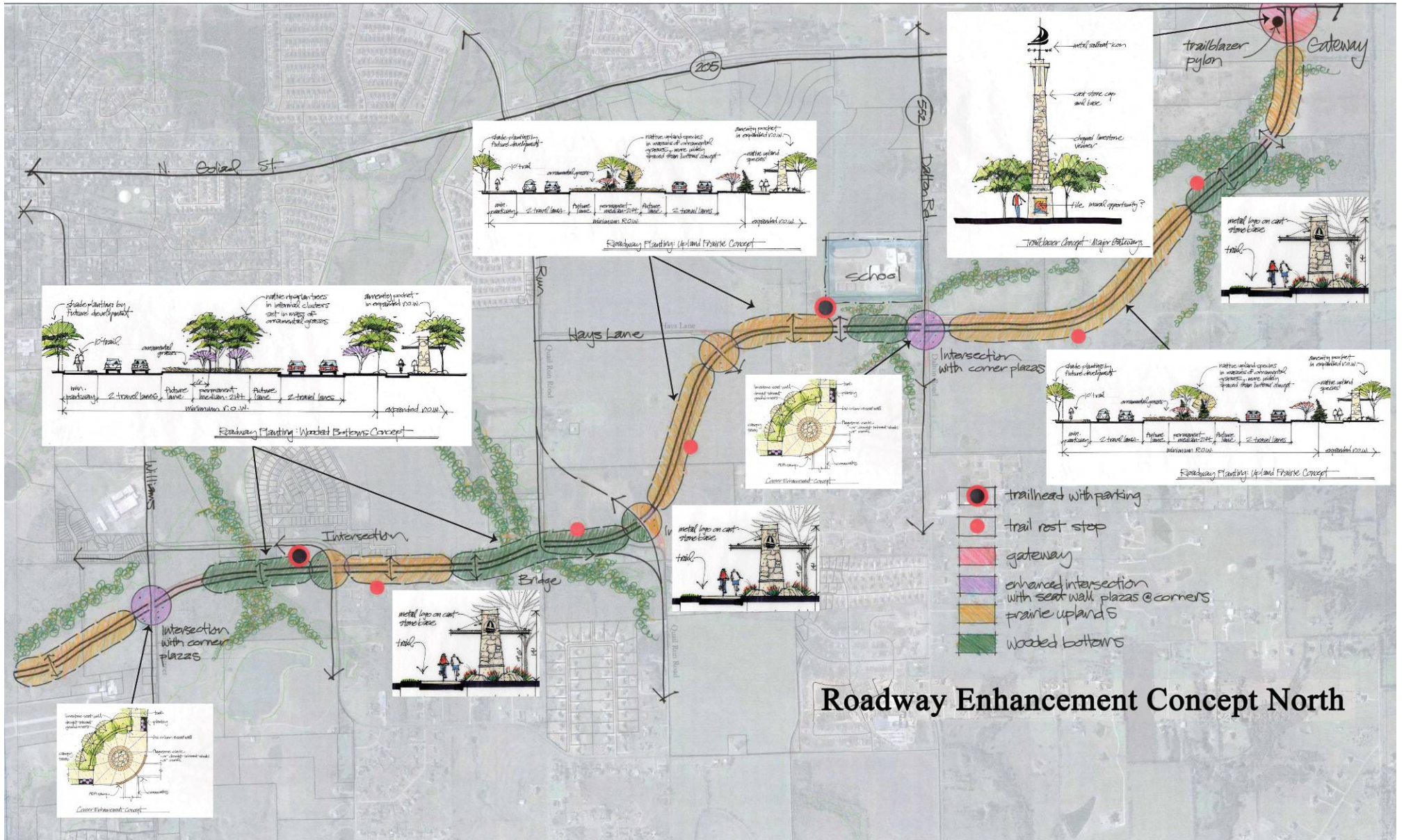
- North Goliad @ Bypass
- South Goliad @ Bypass
- I-30 @ Bypass (2)





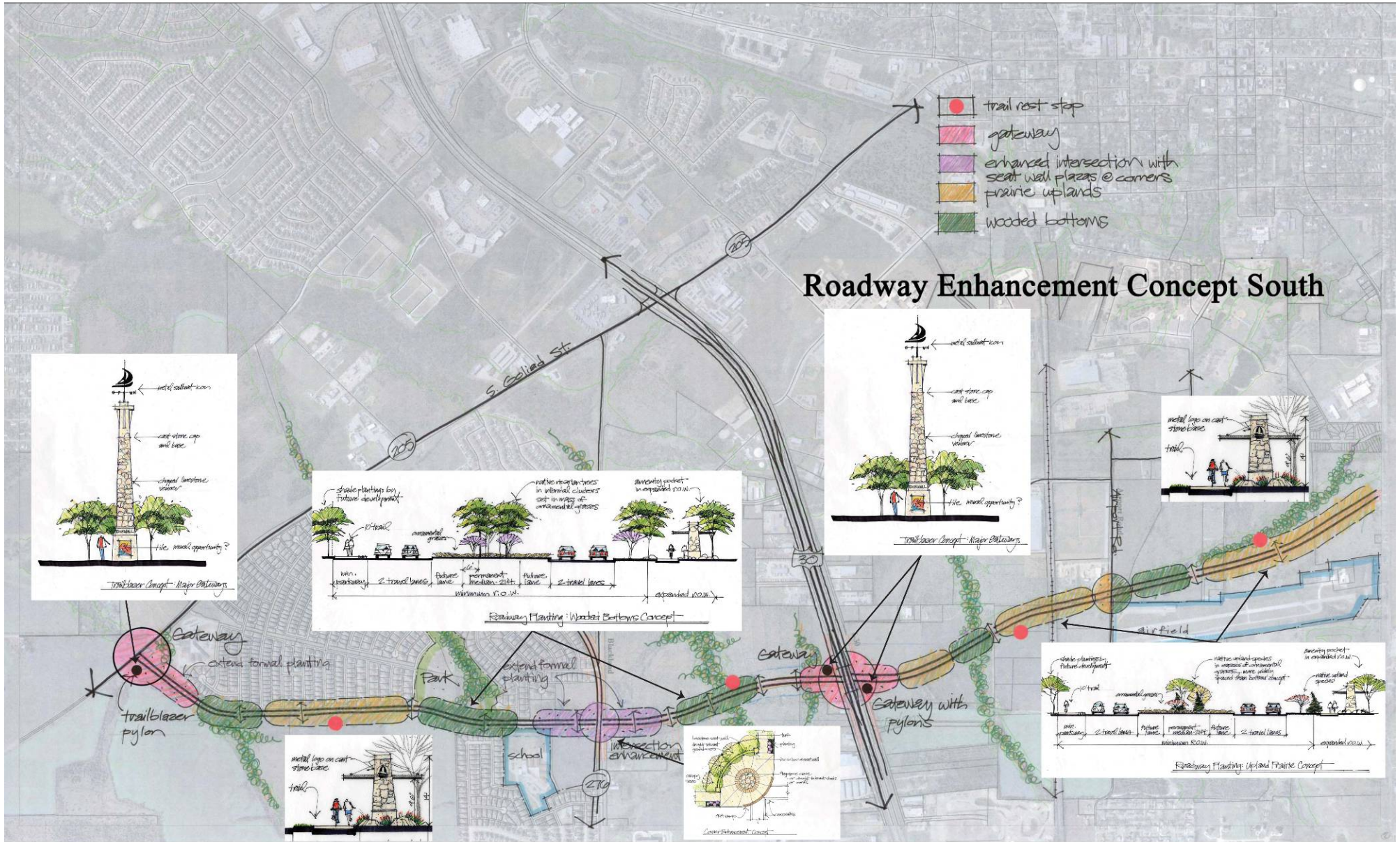
4. DESIGN ELEMENTS





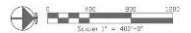
Roadway Enhancement Concept North

JOHN KING BOULEVARD CONCEPT CITY OF ROCKWALL TEXAS



JOHN KING BOULEVARD CONCEPT

CITY OF ROCKWALL TEXAS



5. ACCESS POLICIES

6. IMPLEMENTATION

This concept design represents a long term vision for enhancement of the corridor. It will not likely be built within a short time horizon.

INCORPORATE TRAIL SYSTEM INTO THE THOROUGHFARE PLAN

Nationally as well as within the Metroplex region, communities are realizing that multi-modal access such as bicycle and pedestrian trails are an important ingredient to becoming sustainable. This is reflected in the new LEED-ND (Neighborhood Development) standards. The trail system should therefore be added to the Thoroughfare Plan in order to ensure continuity of the system.

COST SHARING OF ENHANCEMENTS

As a general rule, developments make improvements to the curb line which would include sidewalk/trails and landscaping elements of this plan. Notable exceptions would be Landmark Pylons and trailhead washroom facilities. The City should provide landscaping within the median except when development requires additional median cuts in accordance with the City adopted standards.

CITY ENHANCEMENT PRIORITIES

The highest visual impact improvement would be landscaping the medians in the “Wooded Bottoms” area as a first priority. This could be followed by additional landscaping of medians and the introduction of gateway pylons.

QUALITY STRUCTURAL FEATURES

A qualified landscape architect should be engaged to provide final design and detailed specifications for all structural elements including wall, pylons, corner plazas and amenity pockets. The quality of design and construction of these elements is vital to building upon an image rooted in the heritage of the community.

