

Rockwall, Texas Comprehensive Land Use Plan

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Acknowledgements

This document represents the culmination of field studies, analysis, and recommendations regarding the nature of future development in Rockwall, Texas. The document provides an inventory of existing land use, a statement of goals and objectives, an analysis of demographic conditions, and a description of long range plans for thoroughfares and land uses.

It is important to note that it is only a plan. It does not represent law or imply legal restrictions upon property. However, the Comprehensive Land Use Plan, sometimes called the Master Plan, does provide the governing body and advisory bodies of Rockwall with guidelines, policies, and standards on which decisions regarding zoning, platting, and the establishment of capital improvements programs are based. The authority of this document lies in the fact that it is a foundation upon which development decisions should be made. Texas law states in Section 211.004 of the Local Government Code that zoning regulations must be adopted in accordance with a Comprehensive Land Use Plan.

Therefore, for this document to be a viable tool, methods of implementation are contained herein. These implementation methods are generally found in the Subdivision Regulations and Zoning Ordinances of the city. These documents provide tools for the City to control, guide, and shape the physical development of the community.

Planning Resources Group wishes to thank the City Council, the Planning and Zoning Commission, the City Staff, and the citizens of Rockwall for allowing us to present this Comprehensive Land Use Plan to the community. Special appreciation is given to the citizens who took the time to participate in the many workshops which were held in order to develop this plan. We are particularly appreciative to Mr. Bill Crolley for his continual assistance during the project. Without the contributions of all those involved, this plan would have never reached completion. It is our sincere desire that this document will be a useful tool to the citizens of Rockwall for many years to come.

Executive Summary

A summary of findings, conclusions and recommendations developed through the planning process is provided herein. An expanded discussion on each topic is provided in the various chapters of this document. For the reader's convenience, a page referencing the general location of the comment is provided in parenthesis following each summary. Please note, the listing below is not an exhaustive accounting of each finding, conclusion, and/or recommendation. It is rather a listing of the the more significant ones.

Urban Design Criteria

1. *Neighborhood Concept:* The concept of placing primary emphasis on quality places for people to live will be a primary element in determining appropriateness of land uses. An emphasis should be made on maintaining the interior of neighborhoods for residential use, and the perimeters and major intersections for commercial purposes. (page 6.2)
2. *Commercial Nodes:* Major intersections are appropriate locations for commercial development. These nodes may extend to greater depths into the neighborhood than corridor commercial development. However, orientation of the commercial use must be directed toward the arterial roadway and not the interior of the neighborhood. (page 6.4)
3. *Commercial Corridors:* Land area between major intersections along arterial streets may be used appropriately for corridor commercial uses. The depth of the use should not exceed 300 feet. In addition, characteristics of strip commercial should be discouraged. (page 6.6)
4. *Edges and Transitions:* Rockwall should consider carefully the location of well defined edges between industrial uses and residential uses. These edges should be recognized and industrial uses should not extend beyond them if at all possible. In addition, incompatible land uses should be separated by a transition of less intense uses when possible. (page 6.7)
5. *Screening Walls and Buffers:* Screening walls consisting of masonry construction, combined with landscaping material, should be incorporated in efforts to soften edges of

incompatible uses. (page 6.8)

6. *Entry Statements:* Entry statements at gateways to the city should be provided. Potential locations would be in the vicinity of Ridge Road and I .H. 30, and S. H. 66 and Second Street. (page 6.9)

Plans

7. *Transition uses:* Residential land uses should be buffered from the adverse effects of more intense commercial and industrial uses. Buffering may be created by use of landscaped buffer areas, walls and/or live plantings, or by a transition area from more intense to less intense uses. (pages 6.2 & 7.4)
8. *Land Use Edges:* In order to retain the residential integrity of neighborhoods, it is critical that defined edges be identified for the industrial land uses. Industrial uses should not extend past these edges. Edges for industrial uses in Rockwall are located in the east/central area of the city and are generally defined by major thoroughfares. (pages 7.5)
9. *Residential Uses:* The primary residential land use type is low density residential. The proportion of moderate density and high density residential uses are proposed to remain unchanged and as existing conditions now permit. Moderate and high density residential uses should be developed upon a site specific basis that is dictated by topography or other special conditions. (page 7.2)
10. *Greenbelts and Parks:* Future parks and open spaces should be coordinated with the adopted Park Plan. In addition, the numerous existing small lakes should be incorporated into any future park plans. (page 7.6, 7.7)
11. *Union Pacific Railroad:* Because of the need for emergency access to all of Rockwall, it is recommended that at least one grade separated crossing be provided. (page 7.8)

Historic Downtown Plan

12. *Maintain the Courthouse as an integral part of the downtown:* The courthouse is a focal point for the community. Efforts should be made to keep the courthouse in working

condition and open to the public. This location is proposed to be a focal point for community events and festivals. (page 8.9)

13. *Courthouse Square should emphasize pedestrian activity:* Efforts should continually be made to lessen the impact of vehicular traffic within the “courthouse square” area. In addition, effort should be made to make the existing pedestrian pathways more accessible to pedestrians. (page 8.9)
14. *Limit the impact of S. H. 66 and S. H. 205 on the courthouse square:* These two thoroughfares significantly impact the square. This impact impedes pedestrian traffic and causes significant vehicular congestion in the area. Rerouting of traffic lanes will reduce the impact of these thoroughfares. (pages 8.9)

Thoroughfare Plan

15. *Traffic Impact Analyses:* The City may, in certain situations, require a Traffic Impact Analysis (TIA) to be completed on development that appears to impact traffic and circulation significantly. (page 5.10)
16. *Downgrade Yellow Jacket Lane:* It is proposed to downgrade Yellow Jacket Lane from a four-lane divided arterial to a major commercial collector from F. M. 740 to High School Drive. (pages 5.10)
17. *Upgrade F. M. 740:* F. M. 740 is proposed to be upgraded from a collector to a principal four-lane arterial from Yellow Jacket Lane to S. H. 205. (page 5.11)
18. *Alignment of the S. H. 205 Bypass:* This alignment has been shifted to the east in order to miss the existing floodplain between Caruth Lake and Phelps Lake. (page 5.11)
19. *Downgrade Rockwall Parkway:* This would consist of a downgrade from a six-lane divided arterial to a four-lane minor arterial between F. M. 3097 and S. H. 205. (page 5.11 & Thoroughfare Plan Map)
20. *Connect S. H. 276 with Sids Rd., Tubbs Rd., and White Rd:* This would provide a four-lane divided arterial, which would replace the previously proposed S.H 276/Rockwall Parkway alignment. (page 5.11 & Thoroughfare Plan Map)
21. *Elimination of proposed arterial between S. H. 205 and F. M. 549 & Downgrade of F.*

M. 3097, and F. M. 552: (page 5.11 & and Thoroughfare Plan Map)

22. *Capacity Improvements for selected roadways:* (page 5.11)
23. *Additional Studies:* are recommended for the Downtown Area, the S. H. 205 Bypass, and traffic modeling which may result in some refinements to this update of the Thoroughfare Plan. (page 5.14)
24. *Refinement to the Street Improvement Program:* The City's street improvement program, which provides a systematic process for street reconstruction and maintenance should be continued and expanded. (pages 5.15)

Community Facilities

25. *Rockwall City Hall:* A new City Hall should be constructed. Approximately 17,300 square feet is recommended for this facility, to be located in the existing Downtown Area. A 1.5 acre tract will be necessary for this facility. (pages 9.1 and 9.2)
26. *Rockwall Police Station:* The existing combined City Hall/Police Station should be converted entirely to police activities. (page 9.2)
27. *Rockwall Service Center:* The existing service center site appears to be the most suitable location for additional service center functions. It is recommended that necessary improvements be made on site. (page 9.3)
28. *Rockwall Animal Shelter:* It is recommended that the current animal shelter be expanded and renovated to provide suitable area for processing and housing animals. Adequate office and work areas for animal control officers should be provided. (page 8.3 - 8.4)
29. *Rockwall Central Fire Station:* The current building appears to be adequate in the amount of space provided. However, future consideration should include verification and determination of handicapped accessibility. (page 8.4)
30. *Fire Sub-Stations:* Additional fire stations will be required as the city grows into the undeveloped area shown on the Future Land Use Plan Map. Criteria regarding location

and size should be considered at that time. (page 9.4)

31. *Community Center:* Siting criteria state that this type of facility usually is not constructed until a municipality reaches 25,000 people. Rockwall is not expected to reach that until around 2020. However, the goals and objectives state that the residents are interested in this type of facility. (pages 9.4 - 9.5)
32. *Library:* It is not recommended that Rockwall construct a City Library. The county operated facility satisfies the needs of the community. (page 8.5)

Implementation

33. *Conformance with the Plan:* The City should increase efforts to assure conformance with the Comprehensive Land Use Plan for all zoning, site plan, and platting decisions. (page 10.2)
34. *Maintenance of the Plan:* The City should adopt a policy to have a written staff review of the Plan annually. Appropriate changes should be made to the Plan if appropriate. (page 10.2)
35. *City Initiated Zoning:* The City may choose to review existing zoning and make appropriate changes to zoning in areas that are critical to the Comprehensive Land Use Plan. (page 10.3)
36. *Evaluate Zoning Ordinance:* The zoning ordinance text and map should be evaluated to determine compatibility with the Comprehensive Land Use Plan. Appropriate changes to zoning should be considered where it is critical to the integrity of the Land Use Plan. (page 10.4)
37. *Evaluate the Subdivision Regulations:* Language in the subdivision regulations should be reviewed to ensure compliance with the Comprehensive Land Use Plan. In addition, the subdivision regulations should be updated to reflect any changes in state law including any administrative approval processes. (page 10.5)

38. *Annexation*: The City should adopt a policy for considering annexation of future land into the City. This policy should include criteria for evaluating potential annexation parcels by reviewing each parcel against established thresholds. (page 10.6)

39. *Develop and Adopt a "Planning Program"*: Establishment of a sound planning program is the most effective method to implement a Comprehensive Land Use Plan. An effective planning program helps to assure development of the community in a coordinated manner. (page 10.7)

General Information

Purpose

The purpose of the Comprehensive Land Use Plan is to provide a basic guide for future development in order to avoid unknowingly creating incompatible physical impacts. Nothing will ensure that all land will be developed exactly as it should be. However, directed planning will enable City leaders to address many potential problems before they become permanent and undesirable landmarks. Cities are complex. The concentration of people and the variety of possible land uses create a diversity of needs, which must be taken into consideration if future land uses are to provide successful living spaces. For this reason, cities must plan to be successful.

Once the Comprehensive Land Use Plan is in place, proposed development can be evaluated based on the Plan. Requests for rezoning, and site plan and plat approval can be reviewed based on their agreement with the Comprehensive Land Use Plan. The Plan helps ensure land use compatibility as requests are reviewed.

The Comprehensive Land Use Plan includes the entire municipal land area, and has a long range time horizon, typically 20 years. However, it is recommended that a review of the Plan be completed at least every five years, or yearly if deemed appropriate. Goals of the community, such as health, safety and public welfare issues, circulation, provision of services and facilities, and environmental protection are often components of the Comprehensive Plan.

In addition to the theoretical purpose of developing the Comprehensive Land Use Plan, there are also practical and legal reasons. The legal authority for preparing a Comprehensive Plan is found in the state statutes that provide zoning authority. Section 211.004 of the Texas Local Government Code states, "Zoning regulations must be adopted in accordance with a comprehensive plan . . .". As established by this legislation, the City is given guidance in making zoning decisions in accordance with the Comprehensive Land Use Plan.

Planning Process and Methodology

The planning process may differ from community to community, depending on the individual needs of the citizens. Nevertheless, there are some widely found common elements in most Comprehensive Plans. The process usually begins with a research phase. This includes the inventory of existing land uses as well as demographic and housing characteristics. This inventory begins with a field survey to map the existing land uses. The existing land uses in Rockwall were categorized as follows:

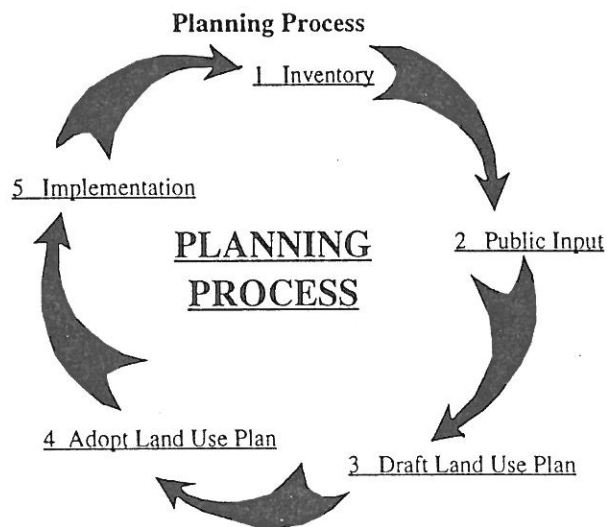
- Residential
 - Low Density (single family)
 - Moderate Density (duplexes, triplexes, etc.)
 - High Density (apartments, condominiums)
 - Mobile Homes
- Commercial
 - Service
 - Retail
 - Office
- Industrial
- Public
 - Quasi-Public
 - Public
- Parks and Open Space
- Undesignated Land Uses (vacant)

The field survey also considers the characteristics of the undeveloped land and its suitability for different uses. This research phase is usually followed by a goals and objectives effort in which the community, the City Staff, and the elected and appointed officials develop the goals that represent a consensus of the desires of the community. Objectives are then formulated to implement these goals.

The third phase in the planning process is the formulation of the Plan. Utilizing the conclusions developed during the analysis of information gathered for the base studies, decisions can be made as to what alternatives are most beneficial to the community, and can best achieve the goals and objectives developed in phase two.

Implementation is the fourth phase of the process. Without some means of carrying out the Plan, the efforts undertaken in the previous phases will go to waste. If strategies for implementation are not included in the Comprehensive Land Use Plan, it is unlikely that the goals of the community will be achieved. Both the enforcement and the administration should be guided by the Comprehensive Land Use Plan.

This forth phase does not complete the planning process. The process of planning is a continuous cycle. Reviewing the Plan is important, taking into consideration the changes that occur over time. Depending upon growth rates of a City, all elements of the comprehensive planning process should be addressed at least every five years. This periodic review of problems and progress will allow the City to update the Plan so that it will continue to complement the development of the community. While comprehensive plans are considered long range, often extending twenty years into the future, the plans should continue to change and evolve with each five year review.



Cycle should be repeated every five (5) years, depending upon the growth experienced by the City

Historic Perspective

Founded by Elijah Elgan, the City of Rockwall was first platted on April 17, 1854, and replatted on September 6, 1861. Shortly thereafter, people began settling in and around the village. A blacksmith shop, a grist mill, a post office, a church, and a school were the first enterprises of the new town. Within a few years, about two hundred families were living in and around the village.

It was during 1873 that Rockwall County was created. The newly formed county had previously been the panhandle section of Kaufman County, which was divided to establish Rockwall County. The City of Rockwall became the county seat. The town is

named for the rock wall lying underneath the town, which was discovered while digging for a water well.

During the late 1800's Rockwall enjoyed prosperous growth, being the county seat and a railroad town. The first courthouse, which burned down in 1875, was rebuilt in 1891. At that time Rockwall had a jail, five churches, a public school and a private college. Between 1900 and 1910, Rockwall added a telephone system, a flowing water well, and a limited sewer system. After World War I, the City expanded the sewer system, paved the public square, and expanded the road system. The total population in 1930 was 1,081 people. During the 1930's, due to high taxes, people left the town and no new businesses came to town. Rockwall began to decline in numbers, and only grew by 237 people to 1,318 total population in 1940. The total population in 1950 was 1,501 people, and in 1960, Rockwall had a population of 2,166 people.

The construction of the Lake Ray Hubbard Dam began in 1965. In the early 1970's, water began to be impounded. The completion of the lake changed the character and the focus of Rockwall. The land adjacent to the lakeshore became prime residential land. In addition, the hills on which Rockwall was originally formed, produced inspiring vistas of the lake. The 1980's were boom years for the community and the population rapidly expanded to 10,486 by 1990.

Goals and Objectives

Purpose and Definition

The development of Goals and Objectives is a very important effort in the preparation of a Comprehensive Land Use Plan. They are the guidelines for the specific form of the different elements of the Plan. In addition, the adopted Goals and Objectives should provide the City with direction regarding specific development issues that may be brought before them for consideration.

In order to provide the City of Rockwall with an understanding of what is required in the development of Goals and Objectives, the following definitions are provided:

Goals are general statements of the community's desired ultimate physical, social, economic, or environmental status. Goals set the tone for development decisions in terms of the community's desired quality of life.

Objectives are the approaches toward achieving the type of quality living status expressed by the community's goals. They identify the things or actions that should be changed to set the course toward achieving goals.

In addition to Goals and Objectives, the City of Rockwall may wish to establish particular **policy** statements upon completion of the Comprehensive Plan. **Policies** are directives adopted by the City Council that establish an official means by which objectives are carried out toward the achievement of the ultimate goal. A policy specifies the steps that are necessary to make objectives operative. Policies are as specific and as measurable as possible to ensure consistency with adopted goals, and so that their effectiveness can be evaluated. A brief example of Goals, Objectives, and Policies are found in the following section.

Example of Goals, Objectives, and Policies

Goals (General in nature, relating to quality of life)

All residential development within the city shall promote the health, safety, and welfare of all citizens of the community.

Objectives (Denotes approach toward achieving the goal)

Establish proper development controls that require prior approval and monitoring of residential development.

Policies (Adopted directives establishing official means by which objectives are implemented)

The City will adopt applications and procedures for site plan reviews, preliminary platting, final platting and engineering designs.

Goals and Objectives Development Process

The formulation of Goals and Objectives may be accomplished through organized meetings with staff and citizens, public participation utilizing media coverage, and efforts involving various advisory committees. In Rockwall, the development of Goals and Objectives used all of these sources. The first meeting was an orientation workshop held on January 25, 1995 with the citizens of Rockwall who responded in the Citizen Survey stating that they would like to take part in the setting of Goals and Objectives for the City of Rockwall. The workshop was held to review the public participation program, formulated the citizen's committee, and review a preliminary draft of Goals and Objectives. In addition, the Focus Group was divided into six (6) committees to address Goals and Objectives in the following categories: Residential; Commercial and Industrial; Community Facilities; Historic Preservation/Downtown; Thoroughfares; and Parks and Open Space. Twelve (12) subsequent meetings were held throughout February and March. Each committee met twice to formulate Goals and Objectives in each category. The Goals and Objectives developed by the six committees were then compiled and provided to all members of the Goals and Objectives Focus Group for review. These compiled Goals and Objectives were discussed at three (3) additional Focus Group meetings in April. The purpose of these meetings was to reach consensus on the compiled Goals and Objectives. These meetings provided invaluable information about the desires of the citizens of Rockwall regarding the future development of the City. All of the Goals and Objectives expressed at these meetings have been incorporated into this chapter.

Rockwall Goals and Objectives

Residential Goals and Objectives

Goal 1

All residential development within the City shall promote the health, safety, and welfare of all citizens of the community.

Objective 1-1

Maintain guidelines pertaining to residential densities for new developments located within the corporate limits of the community.

Goal 2

New residential development should make a positive contribution to its neighbors and to the community.

Objective 2-1

Establish new and maintain existing development controls that require approval and monitoring of residential development.

Objective 2-2

Future high density residential development must provide adequate on site open and recreational space to serve the population generated by the development.

Objective 2-3

Promote the neighborhood character of the community by using curvilinear roadways for all thoroughfares located within the neighborhood district.

Objective 2-4

Engineering and planning designs for future developments shall encourage maximum amenities.

Objective 2-5

Infrastructure providing water, sewer, storm sewer, and streets shall be constructed at the time of development when at all possible.

Goal 3

A variety of housing types and price ranges in appropriate areas will be encouraged to meet the needs of all citizens.

Objective 3-1

Standards will be developed for all varieties of housing, which will encourage development in appropriate locations to help maintain values.

Goal 4

The development of well maintained and landscaped neighborhoods will be regulated to protect them from blighting influences.

Objective 4-1

Subdivisions should be designed and constructed such that the aesthetic environment of the community, including trees, will be preserved.

Objective 4-2

Subdivisions should be designed such that the development shall respect the natural topography of the land.

Objective 4-3

Establish proper development controls and regulations which enhance residential neighborhoods by using landscaping, buffering, and screening. Maintain code enforcement of junk and illegally parked vehicles to improve aesthetics and safety of neighborhoods.

Objective 4-4

Appropriate buffer zones or screening shall be required between commercial and residential areas to be provided by the developer of the more intensive land use.

Objective 4-5

Encourage the provision of decorative screening of the perimeters of residential subdivisions along arterial roadways with the use of berms, landscaping, walls, and / or a combination thereof.

Objective 4-6

Encourage restoration, renewal, and improvements in older residential neighborhoods.

Goal 5

The development of transportation / traffic systems should include consideration of the impact on residential areas as a primary design criteria.

Objective 5-1

Road systems built for new development shall be of concrete construction and provide a positive impact on existing neighborhoods.

Goal 6

All residential development within the City shall conform to established density guidelines.

Objective 6-1

Utilize as a general rule an overall single family density of approximately three (3) units per acre for new development, with the flexibility to permit greater densities at appropriate locations.

Objective 6-2

The future proportion of multi-family residential shall not generally exceed 2 % of the total land area.

Objective 6-3

Utilize as a general rule an overall gross multi-family density of approximately ten (10) units per acre including parks and open space, recreational facilities, and other appropriate amenities.

Commercial Goals and Objectives

Goal 7

Promote an economic climate for the City that will encourage the establishment of commercial businesses that will be of benefit to the community and promote stability and diversification.

Objective 7-1

Require commercial development to be complimentary and compatible with surrounding land uses.

Goal 8

New and re-developed commercial land uses should be generally located according to corridor and nodal development planning principles.

Objective 8-1

Arterial streets shall be considered the most desirable location for commercial land uses.

Objective 8-2

The I. H. 30 corridor shall be considered the most desirable location for more intensive and larger commercial uses.

Objective 8-3

Commercial and retail facilities should be oriented toward major thoroughfares to avoid conflicts with residential areas. When commercial development is located near residential neighborhoods, consideration should be given to the impact on such residential neighborhoods.

Objective 8-4

Encourage the development of high-quality office parks.

Objective 8-5

New commercial land uses shall be encouraged to consider adjacent existing land uses and vacant areas for possible provision of shared facilities such as ingress and egress driveways, driveways, and parking areas.

Goal 9

Commercial developments shall provide safe, aesthetically pleasing, comfortable, and convenient place to work, shop and conduct business.

Objective 9-1

Encourage new commercial development along arterials with available undeveloped land while maintaining the positive natural character of the area.

Objective 9-2

The characteristics of corridor commercial development shall be encouraged in any new commercial or redevelopment of existing commercial areas. These characteristics include:

1. buffering of incompatible land uses with live plant material, fences, walls or a combination thereof;
2. uniform signage;
3. shared drives;
4. landscaped buffers between roadways and parking lots;
5. landscaping in the street yard; and
6. traffic patterns directed toward the arterial not drawing traffic into the interior of a neighborhood.

Objective 9-3

Neighborhood retail and clustered commercial facilities shall be sized proportionally to the neighborhood being served.

Objective 9-4

Commercial facilities shall promote and maintain a design quality that is sensitive to, and compatible with adjacent land uses.

Industrial Goals and Objectives

Goal 10

Encourage development and expansion of existing light industrial users/employers and attract major light industrial users/employers that will provide a strong economic base for the City of Rockwall.

Objective 10-1

Light industrial developments shall be of the highest quality construction, design and efficiency.

Goal 11

Provide for identifiable industrial districts within the City, and buffer these areas from adjacent, incompatible land uses.

Objective 11-1

Industrial land uses shall develop within designated industrial districts identified by the Comprehensive Land Use Plan.

Objective 11-2

Industrial development shall occur so that it is complimentary and compatible with surrounding land uses.

Objective 11-3

Freeways, State Highways, and areas adjacent to railroad right-of-way and the airport shall be the most desirable locations for industrial development, providing such locations do not impact adjacent land uses adversely.

Objective 11-4

The I. H. 30 corridor shall be considered the most desirable location for light industrial land uses.

Objective 11-5

New light industrial land uses shall be encouraged to consider adjacent existing land uses and vacant areas for possible provision of shared facilities such as ingress and egress driveways, drivelanes, and parking areas.

Objective 11-6

Discourage locating industrial land uses in flood plains and other environmentally sensitive areas.

Community Facilities Goals and Objectives

Goal 12

Provide the citizens of Rockwall with adequate facilities and staff to serve the community in the areas of:

Fire protection
City government

Police services
Civil defense

Objective 12-1

Provide a coordinated plan addressing the future community facility needs in appropriate sequencing.

Objective 12-2

Promote and encourage a spirit of co-operation between taxing entities to provide all necessary facilities with no duplication.

Objective 12-3

Minimize public and private expenditure without compromising commitment to efficient, quality service.

Goal 13

Provide the citizens of Rockwall with adequate facilities and staff to serve the community in the areas of:

Educational development
Cultural growth

Recreational activities
Community assembly

Objective 13-1

Provide a coordinated plan addressing the future community facility needs in sufficient sequencing.

Objective 13-2

Plan needed community facilities to be built in appropriate locations that provide appropriate access and parking.

Objective 13-3

Plan for future community facilities to utilize the assets of the lake.

Objective 13-4

Plan for and provide a community center including meeting areas, an auditorium, and recreational facilities.

Objective 13-5

Plan for providing community facilities for senior citizens of the City of Rockwall.

Goal 14

Encourage building of new and retention of old community facilities that complement existing structures in the City.

Objective 14-1

All new community facilities will be designed to complement the scale, texture, and materials utilized in surrounding development in the City.

Objective 14-2

Whenever feasible update and renovate community facilities and grounds that do not conform and blend with the coordinated plan.

Goal 15

Maintain a significant presence of community facilities in the Downtown Area of the City of Rockwall.

Objective 15-1

Maintain the City Hall in downtown Rockwall.

Objective 15-2

Maintain the Police Station in downtown Rockwall.

Historical Preservation Goals and Objectives

Goal 16

Preserve and promote the historical and architectural integrity of the City.

Objective 16-1

Develop criteria that determines structures and sites of historical and architectural significance.

Objective 16-2

Identify structures and sites of historical and architectural significance that should be preserved and restored.

Objective 16-3

Coordinate the historical preservation efforts within the City with other involved agencies.

Objective 16-4

Establish regulations pertaining to the preservation of historical areas located within the City.

Objective 16-5

Protect the historical character of the City in the planning, construction and remodeling of structures in historically designated areas in the City.

Objective 16-6

Recognize the importance of economic viability in the restoration and revitalization of areas of historical and architectural significance throughout the City.

Goal 17

Recognize the historic and architectural significance of the Downtown Area of Rockwall. Enhance its unique character and encourage the restoration and preservation of the areas historic and architecturally significant structures and sites.

Objective 17-1

Develop guidelines for development and redevelopment within the Downtown Area.

Objective 17-2

Develop a method of architectural review in order to encourage consistency of architecture for development and redevelopment of structures in the Downtown Area.

Objective 17-3

Develop and utilize appropriate code enforcement regulations, municipal codes, and ordinances that will enhance and maintain the quality of the Downtown Area.

Objective 17-4

Maintain a governmental presence in the Downtown Area by keeping City Hall, the Police Station, and other governmental facilities downtown.

Goal 18

Identify the geographical limits of the Historic Commercial Core of the Downtown Area and develop appropriate regulations and recommendations for development and redevelopment.

Objective 18-1

Recognize the opportunities and encourage the adaptive reuse of large vacant structures located within the Downtown Area.

Objective 18-2

Discourage the demolition of historic structures in the Downtown Area.

Objective 18-3

Encourage the involvement of all downtown owners and merchants in the development of architectural consistency for the Downtown Area.

Goal 19

Identify the geographical limits of the Historic Residential Fringe around the Downtown Core, and develop appropriate regulations and recommendations for development and redevelopment.

Objective 19-1

Allow a mixture of residential and commercial land uses within the Downtown Area.

Objective 19-2

Retain the residential character of structures when commercial uses are located in structures which were previously residential structures.

Objective 19-3

Allow residential uses on the second floor of commercial uses in the Downtown Area.

Goal 20

Encourage a pedestrian orientation around pedestrian interests in the Downtown Area, and configure vehicular traffic around the Downtown Area.

Objective 20-1

Retain traffic circulation around the Downtown Square while reducing through traffic.

Objective 20-2

Integrate green spaces and pedestrian walkways as linkages between parks and areas of interest within the Downtown Area.

Objective 20-3

Identify and develop parking alternatives that include off site opportunities.

Thoroughfare Goals and Objectives

Goal 21

Maintain a conservative yet pro-active approach to the planning and development of thoroughfares such that a system is developed that is functional as well as aesthetic.

Objective 21-1

Develop a distinct visual quality along major corridors that provides for visual continuity that is aesthetically pleasing.

Objective 21-2

Require that all plats and / or site plans provide adequate landscaping, buffering, or other streetscape amenities along City streets.

Objective 21-3

Encourage the placement of utilities underground along thoroughfares.

Objective 21-4

Discourage the location of major arterial thoroughfares within close proximity of Lake Ray Hubbard. (This shall be defined in the area south of S. H. 66, as no major thoroughfares west of S. H. 205 / Ridge Road, and in the area north of S. H. 66, as no major thoroughfares west of Lakeshore Drive and S. H. 205 to the northern City limits line.)

Goal 22

Ensure that the thoroughfare system has sufficient capacity by functional classification for the development densities and land uses served.

Objective 22-1

Develop a thoroughfare system based upon the principles of functional classification and design.

Objective 22-2

Limit parking along arterial and collector thoroughfares such that parking can be provided out of the traffic lanes in a manner that does not interfere with the function of the thoroughfares.

Objective 22-3

Preserve the traffic carrying capacity and level of service of new arterial thoroughfares and enhance that of existing arterial thoroughfares.

Objective 22-4

Require plats and site plans to provide street systems, pedestrian ways, and drive access to be adequately designed for safe, efficient traffic movement.

Objective 22-5

Encourage the design of neighborhood street systems to have a limited number of access streets intersecting on arterial or major collector streets.

Goal 23

Encourage and participate in the development of a balanced transportation system capable of moving both people and goods in a safe, expeditious, economical and environmentally sensitive manner.

Objective 23-1

Provide regulations and policies to control placement of and construction standards of existing and proposed thoroughfares.

Objective 23-2

Encourage the development of an arterial loop along the eastern City limits or Extraterritorial Jurisdiction (ETJ) to provide access in a north/south direction as well as providing an alternative route for "through" traffic.

Objective 23-3

Provide for alternate routes around the City of Rockwall for traffic transporting hazardous material.

Objective 23-4

Encourage the organization of land uses in a manner that facilitates an efficient and cost effective thoroughfare system.

Objective 23-5

Provide thoroughfare systems that address the needs of the handicapped, elderly, children, and pedestrian-oriented activities.

Objective 23-6

Provide sidewalks along appropriate roadways to allow for safe pedestrian movement along thoroughfares.

Objective 23-7

Provide pedestrian walkways and bike paths along thoroughfares that are coordinated with the Park Plan for the City of Rockwall.

Goal 24

Recognize the impact of the regional thoroughfare system on the community, and maintain improved coordination with the various elements of the system.

Objective 24-1

Improve the overall traffic circulation based on the needs of residential, commercial, industrial, public and recreational uses and avoid detrimental traffic impacts on residential areas.

Objective 24-2

Reduce the amount of traffic in and through residential neighborhoods when possible.

Parks And Open Space Goals and Objectives

Goal 25

Provide a variety of parks, open spaces, and recreational facilities compatible with the environment and designed to serve the needs of the citizenry.

Objective 25-1

Require park, recreation, and open space dedication to occur during the development process.

Objective 25-2

Utilize the Park Plan to meet a variety of needs at the city-wide level as well as the neighborhood level. Encourage the development of a mixture of parks, including smaller neighborhood parks to serve the needs of the individual neighborhood, as well as larger community parks which provide a variety of facilities including hiking / biking trails, play equipment, picnic areas, open space, and recreational facilities.

Objective 25-3

Promote acquisition of land for parks and open space by a variety of methods including purchasing and dedications with a priority to acquire property which is now available.

Objective 25-4

Encourage the coordination of recreational hike and bike trails with routes for non recreational transportation.

Objective 25-5

Develop a green belt system which provides a connection between all the larger community parks within the City of Rockwall.

Objective 25-6

Encourage the development of parks, recreation and open space areas that will accommodate and support social community assembly.

Objective 25-7

Develop entry statements at key entry locations to the City which incorporate landscaping and signage signifying entry into Rockwall.

Goal 26

Design all parks, recreation and open space facilities for optimum safety for the citizens of Rockwall.

Objective 26-1

Provide lighting, police patrol, hours of operation and other safety features necessary to provide the safest parks, recreational facilities and open spaces possible.

Goal 27

Encourage innovative alternatives to provide funding for the development and maintenance of parks and recreational facilities.

Objective 27-1

Consider cooperation with educational facilities for joint and cooperative efforts to provide facilities to be utilized by both the educational facility and citizens of Rockwall as a whole.

Objective 27-2

Encourage the cooperation of individuals, private organizations and volunteers in the development and maintenance of parks, recreation and open space.

Goal 28

Encourage the development of parks, recreation, and open space facilities in areas of town which are lacking these facilities.

Objective 28-1

Provide a park in the Downtown Area with a possible connection to the courthouse square.

Objective 28-2

Encourage the development of parks within established neighborhoods which are lacking parks, recreation and open space amenities.

Objective 28-3

Encourage the involvement of the citizens of Rockwall in the planning and development of parks, recreational facilities, and open spaces that will directly serve them.

Goal 29

Realize that the natural environment and ecosystems are a substantial quality that contributes to the character of the City and should be preserved and protected.

Objective 29-1

Incorporate the floodplain areas located within the City into greenbelts and open space.

Objective 29-2

Incorporate trees and topographical amenities in parks, recreation and open space facilities, preserving and protecting them for the enjoyment of all citizens of Rockwall.

Goal 30

Realize the assets which are available in Rockwall and utilize these assets when considering the placement of future parks, recreation and open space areas within the City.

Objective 30-1

Encourage the development of a park which incorporates the "Rock Wall" for which the City of Rockwall is named.

Objective 30-2

Encourage the development of a lake front park in the undeveloped area adjacent to the lake which would provide public access to Lake Ray Hubbard for the citizens of Rockwall.

Objective 30-3

Resolve the lake issues, and take necessary action at the time the disposition of the lake is determined by the City of Dallas.

Demographics

Methodology

The data gathered to determine the demographic characteristics of the City of Rockwall included information from the 1990 U. S. Census and a field survey. Using the residential unit counts obtained from the field survey and the population multipliers from the North Central Texas Council of Governments (NCTCOG), persons per household were calculated. The following multipliers were used: low density residential: 2.9 persons per household, moderate density residential: 2.9 persons per household, high density residential: 1.9 persons per household, and for mobile home residential: 2.9 persons per household. In addition, the 1990 U. S. Census provided information regarding housing units as well as occupancy and vacancy characteristics.

The dwelling unit count for the City of Rockwall does not reflect residents living in group quarters, institutions, structures under construction, nor abandoned structures. For that reason the structures that were counted were assumed to be fully occupied, even though it is likely that some vacancies will always be present. In addition, interviews with area real estate professionals confirmed that the occupancy rate in Rockwall is very high. On the other hand, the occupancy rate of multi-family units was easy to determine from interviews with apartment managers as well as comparison of occupancy rates of other metroplex communities. These rates are 95% or higher. Therefore, the occupancy rate of 95% for multi-family 100% of low density units counted was used in developing the estimated 1994 population as shown in *Table 3.1, Analysis of Population Demographics According to Land Use*.

Table 3.1
Analysis of Population Demographics According to Land Use

<u>Description</u>	<u>Persons</u>	<u># of Units</u>
Single Family	9,753	3,363
Moderate Density	1,392	480
High Density	1,709	947
Mobile Homes	119	41
TOTAL	12,973	4,831

Source: Field survey Sept. 1994 done by Planning Resources Group

Demographic Characteristics

According to the 1990 U. S. Census, the City of Rockwall had a population of 10,486 persons. The racial characteristics of the city are shown on *Table 3.2, Analysis of 1990 Population Demographics According to Race Percentage*. This source provided information on total population and racial characteristics. The majority of the population in the City of Rockwall is White, accounting for 93.7% of the City. The percentage of Black population accounts for 3.7%, while Asians account for 0.7%, and the American Indian / Eskimo or Aleut account for 0.4%. The remaining 1.5% is made up of other races. Persons of Hispanic origin (of any race) account for 4.5% of the City of Rockwall.

Table 3.2
Analysis of 1990 Population Demographics According to Race Percentage

Race	Percentage
White	93.7%
Black	3.7%
American Indian / Eskimo / Aleut	0.4%
Asian / Pacific Islander	0.7%
Other	1.5%
TOTAL	100%
Hispanic (of any race)*	4.5%

* The 4.5% of Hispanic population is not included when summing up the total percentages for the City because a member of any race can also be of Hispanic Origin.

Source: 1990 U.S. Census

The distribution of population by age is provided in *Table 3.3, Age Distribution for the City of Rockwall*. The Census data indicates that there are almost an even number of males and females in the City of Rockwall. The number of female residents is 5,353, and male residents number 5,133.

Table 3.3
Age Distribution for the City of Rockwall

Age	Population	Percentage of Population
0 -5 yrs.	709	7%
5 - 16 yrs.	1,670	16%
16 - 18 yrs.	309	3%
18 - 20 yrs.	399	4%
21 - 24 yrs.	473	4%
25 - 44 yrs.	3,526	34%
45 - 54 yrs	1,469	14%
55 - 59 yrs.	506	5%
60 - 64 yrs.	405	4%
65 - 74 yrs.	536	5%
75 - 84 yrs.	343	3%
Over 85 yrs.	141	1%
Total Population	10,486	100%

Source: 1990 U.S. Census

Age distribution is important in the planning of public facilities such as parks, schools, senior citizen centers, etc. The residents of Rockwall are relatively young. 34% of the population is under 25 years of age, and approximately 68% of the population is under 45 years of age. In addition to planning community facilities, age distribution is an important factor to consider when planning for future residential housing alternatives. Due to the relatively young population residing in Rockwall, it is important to provide housing that is appropriate for possible first time buyers. In addition, alternative type housing for older residents may need to be considered for the approximately 13% of the current population over the age of 60.

Residential Units

A summary of the housing unit types is shown in *Table 3.4, Summary of Housing Units*. The majority of housing in the City of Rockwall is low density housing. Included in this category are single family and mobile home housing units. Single Family housing accounts for approximately 70% of the total housing units within the City, and Mobile Homes account for less than 1% of the dwellings. Moderate density housing accounts for approximately 10% of the total housing units. High density housing units include all multi-family housing within Rockwall, which is comprised of apartments and condominiums. The high density housing in Rockwall accounts for approximately 20% of the total number of housing units within the City.

There are two developments within Rockwall which have the unique feature of a mixture of housing unit densities within the same development. Chandlers Landing includes single family residential, moderate density residential, and high density residential units. This development utilizes curvilinear streets and cul-de-sacs, placing single family and moderate density housing in the center of the development, and limiting the high density housing to the edges of the development. Lakeside Village has been designated as moderate density due to the overall level of density of the development. However, this development is comprised of single family and moderate density housing units. This development has very small lots, where in some cases, a dwelling unit comprises only one lot. While in other cases, several lots have been combined to allow for a larger single family home. Both Chandlers Landing and Lakeside Village have vacant low density and moderate density lots available for further development.

Table 3.4
Summary of Housing Units

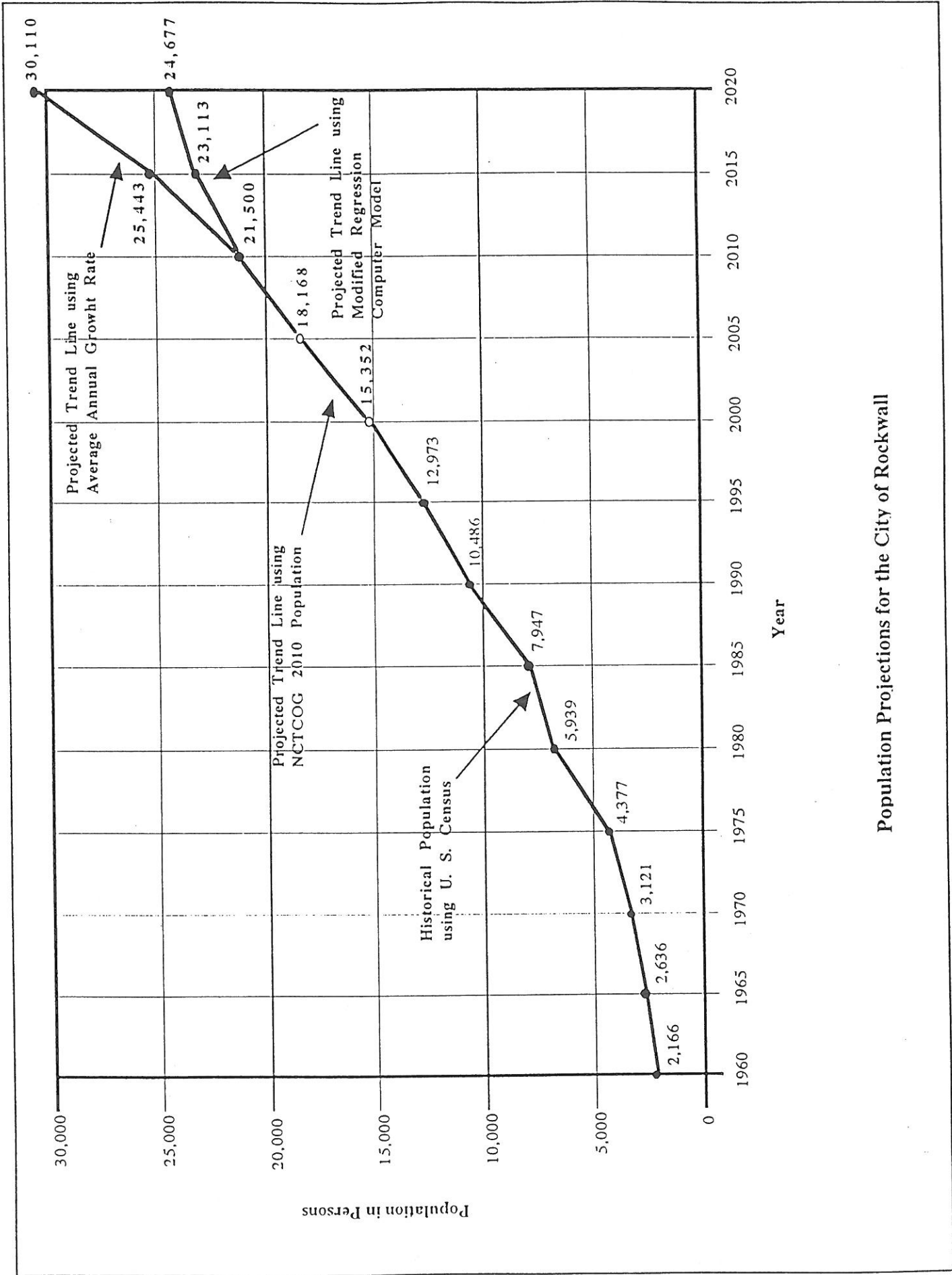
Structure Type	# of Dwelling Units	% of Total
Low Density Residential	3,843	79%
Mobile, Modular Homes	41	>1%
High Density Residential	947	20%
TOTAL	4,831	100%

Source: Field survey Sept. 1994 done by Planning Resources Group

Future Population

It is important to include analysis of future population when planning the future land use of a city in order to provide for the future needs of a community. The future population projections for the City of Rockwall are summarized in *Table 3.5, Population Projections for the City of Rockwall*, and are graphically presented in *The Population Projections for the City of Rockwall* figure.

Population figures for Rockwall have been estimated on increments of five year periods, beginning with the year 2000. A twenty (20) year planning period is typical when planning for future development of a city. *Table 3.5, Population Projections for the City of Rockwall*, has included the year 2020 in the estimate since the actual twenty year period will occur between years 2010 and 2020.



Population Projections for the City of Rockwall

Table 3.5
Population Projections for the City of Rockwall

<u>Year</u>	<u>Historic Population</u>	<u>Projection</u>
1960	2,166	
1965	2,636	
1970	3,121	
1975	4,377	
1980	5,939	
1985	7,947	
1990	10,486	
1995	12,973	
2000		15,352
2005		18,168
2010		21,500
2015		25,443
2020		30,110

Source: 1960, 1970, 1980, 1990 U.S. Census
 1965, 1975, 1985 Extrapolated-U.S. Census and Average Annual Growth Rate.
 2000, 2005, 2010 North Central Texas Council of Government (NCTCOG)
 2015 and 2020 Based on PRG's population projections.

In order to obtain projected population estimates for the future of the City, it was necessary to determine the “anticipated holding capacity”. This term is used to describe the total number of persons that could reside in the City in the event that all available residential land is developed and occupied. It is the maximum amount of people that the land will hold.

The following methodology was used in developing the anticipated holding capacity. The percentage of residential land area for low density residential and high density residential was obtained from the Future Land Use Plan Map. The resulting anticipated holding capacity is approximately 74,006 persons. Using a computer trends program to project future population, taking into consideration the holding capacity of 74,006 persons, it is anticipated that this holding capacity will not be reached until well beyond the planning period covered in this report. As mentioned earlier, the Comprehensive Land Use Plan generally covers a time horizon of twenty years. Therefore, projections made this far into the future are not realistic. It is important to update population projections periodically. By updating the population projections periodically, the City will be able to anticipate and plan for the needs of future populations.

Existing Land Use

Existing Land Use Characteristics

Before planning for the future, it is important to have a sense of the present condition within a city. One of the efforts that is undertaken in the first phase of the planning process is the gathering of data on existing conditions.

Existing land use represents how the land is currently being used. Often an analysis of current land use will provide the analyst with an understanding of development trends. This analysis will provide the City officials with an opportunity to correct trends that may be detrimental to future development, and to initiate policies that will encourage development in accordance with goals and objectives desirable to the City.

A field survey was conducted in September 1994 to identify existing land use conditions in the City of Rockwall. The area included in the field survey of existing land use consists of the land which is currently within the corporate City limits of Rockwall. Of the approximately 9,481 acres that make up the city, approximately 2,725 are developed. There are an additional 179 acres of land that are utilized by Interstate Highway 30 (I. H. 30). The remaining 6,577 acres were undeveloped at the time of the field study.

In analyzing the existing land use for the Comprehensive Land Use Plan, all the existing land uses in Rockwall have been grouped in the following categories.

- Low Density Residential (single family)
- Moderate Density Residential (duplex, triplex, quad and other similar attached units)
- High Density Residential (multi-family)
- Mobile Home Residential
- Service Commercial
- Retail Commercial
- Office Commercial
- Industrial / Manufacturing
- Public
- Quasi-Public
- Parks and Open Space
- Thoroughfares
- Vacant

The number of acres for each of these uses as well as the percentages each represents are included in *Table 4.1, Existing Land Use*.

Table 4.1
Existing Land Use

<u>Land Use</u>	<u>Acreage</u>	<u>Percent of Developed Area</u>	<u>Percent of City</u>
Low Density Residential	1,343	46%	14%
Moderate Density	82	3%	1%
High Density Residential	74	3%	1%
<u>Mobile Home Residential</u>	<u>8</u>	<u><1%</u>	<u><1%</u>
Sub Total	1,507	52%	16%
Service Commercial	102	3%	1%
Retail Commercial	107	4%	1%
Office Commercial	28	1%	<1%
<u>Industrial</u>	<u>267</u>	<u>9%</u>	<u>3%</u>
Sub Total	504	17%	5%
Public	287	10%	3%
<u>Quasi-public</u>	<u>86</u>	<u>3%</u>	<u>1%</u>
Sub Total	373	13%	4%
Parks and Open Space	341	12%	4%
Thoroughfares	179	6%	2%
TOTAL DEVELOPED	2,904	100%	31%
Undeveloped	6,577	-	69%
TOTAL	9,481	-	100%

Undeveloped Land

There were approximately 6,577 acres of undeveloped land in the City of Rockwall as of September, 1994. This undeveloped land accounts for 69% of the total land area within the city. While the land adjacent to the lake is primarily developed, there are two locations where undeveloped land is available. The first location is in the southern portion of the City, south of I. H. 30, and north of the residential development of Chandlers Landing. The second vacant area adjacent to the lake is in the northern portion of the city, north of North Hills Drive and south of Champions Drive. The area along the east and west side of North Lakeshore Drive will most likely develop faster since the infrastructure is already in place. While some infill development will occur in the other areas adjacent to the lake, the majority of the western portion of Rockwall is developed.

It is likely that this infill will occur before development extends to the east. In general, development becomes less dense in the eastern portion of the City.

Low Density Residential / Single Family Residential

Low density residential includes both single family attached and detached housing units. This type of development accounts for 46% of the City of Rockwall. The *Existing Land Use Map* provides information regarding the pattern of existing development within the City of Rockwall. The majority of the low density residential areas are located between the lake and Ridge Road (S. H. 740) in the southern portion of the City, and the between the lake and Goliad (S. H. 205) in the northern portion of the City.

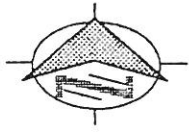
The existing low density residential land uses in the central portion of Rockwall are located in well defined neighborhoods. These neighborhoods generally conform to the "Neighborhood Concept" defined in the *Plans* section of this document. These neighborhoods are older and well established, with little vacant land available for development. While there is limited vacant land available for new residential development in the Downtown Area of Rockwall, redevelopment of existing residential units in the Downtown Area will likely occur which may provide flexibility of uses. There is vacant land available for future residential land uses to the east of the central portion of Rockwall. Many of the community facilities that make up a complete neighborhood already exist in this area, such as parks and schools, around which additional residential land uses will likely develop to complete these neighborhoods.

Several of the residential neighborhoods in the northern and southern portions of the City are surrounded by undeveloped land. These sections of town are not well connected to the central section of Rockwall because of the undeveloped areas that separate them. These undeveloped areas will likely be used for the development of additional residential, service commercial, and retail uses to complete the Neighborhood Concept described in the *Plans* section.







Moderate Density Residential

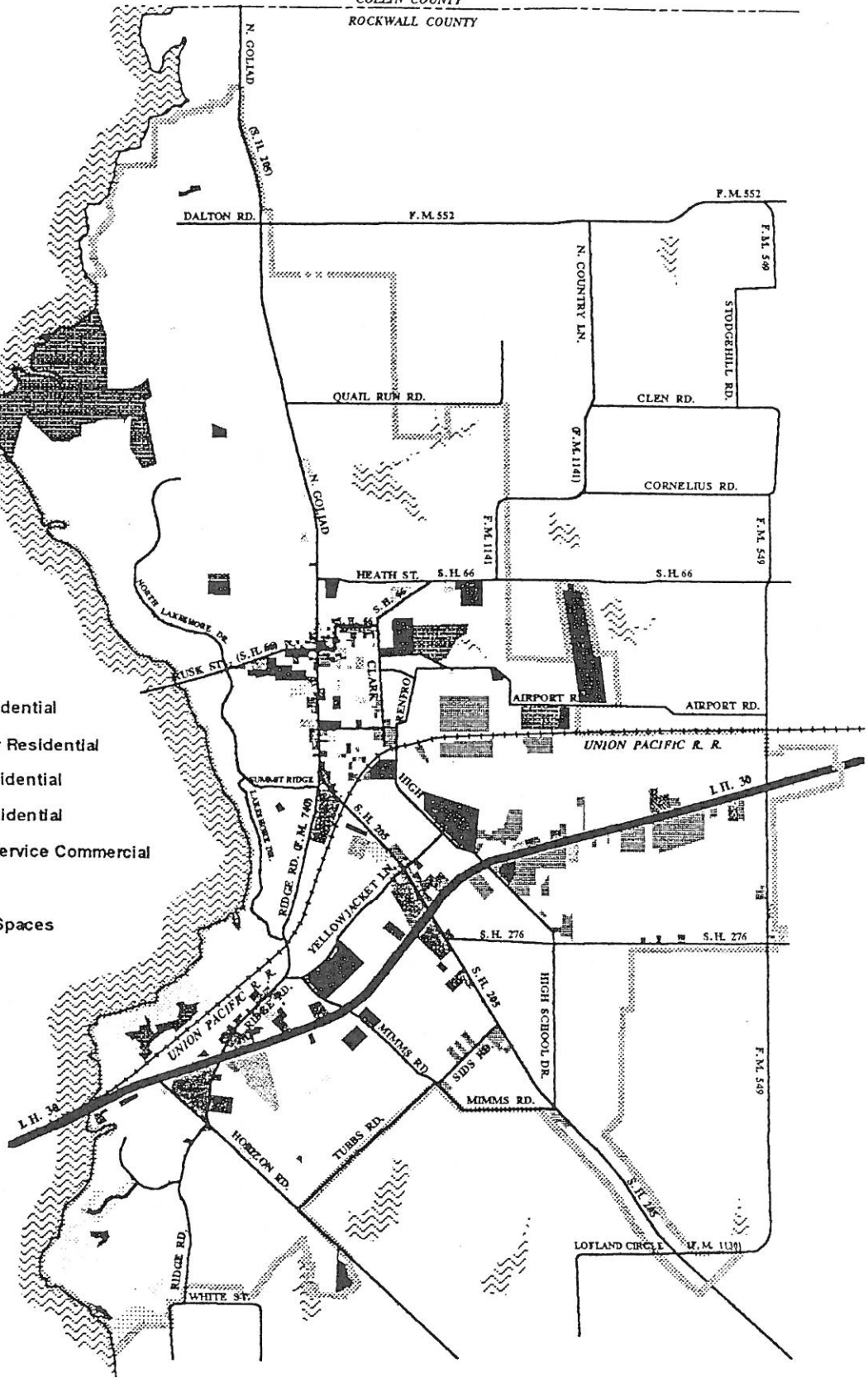
Moderate density in the City of Rockwall consists primarily of duplexes, triplexes, quadplexes, and other attached housing units. Moderate density housing can also include closely spaced detached single family homes that are often called zero lot line single family. Moderate density residential uses account for 82 acres of land area within the City. This amounts to about 3% of the total developed area. The majority of the moderate density residential land use is located within two residential developments. The first area is Chandlers Landing. The second location of moderate density development is Lakeside Village. While this housing neighborhood is made up of a great deal of single family units, it has been designated as moderate density because of the overall number of dwelling units per acre in this area.

COLLIN COUNTY
ROCKWALL COUNTY



Legend

-  Low Density Residential
-  Moderate Density Residential
-  High Density Residential
-  Mobile Home Residential
-  Retail, Office, & Service Commercial
-  Industrial
-  Parks and Open Spaces
-  Public
-  Quasi-Public



**CITY OF ROCKWALL
EXISTING LAND USE MAP**

High Density Residential / Multi-Family Residential

The high density or multi-family residential land use is comprised of apartments and condominiums. Designation as multi-family is based on the number of dwelling units per acre. Therefore, several of the condominium complexes fall into this land use designation, regardless of ownership. High density residential uses account for 74 acres of land area within the City, or about 3% of the developed land area of the City.

The *Existing Land Use Map* shows three areas of high density residential housing units. The first area contains two condominium complexes situated in and around the development of Chandlers Landing. These condominiums are the Spy Glass Hill, Cutter Hill and the Signal Ridge Condominiums. The Spy Glass Hill complex is located at the southern part of the development along Henry M. Chandler Drive, bordering the lake on the west and the City limits to the south. The Signal Ridge complex is located adjacent to the northern portion of Chandlers Landing, along Signal Ridge Place, and also borders the lake. The land to the north of the Signal Ridge complex is undeveloped.

The second location of high density residential includes two apartment complexes. The Pebble Brook and Canyon Ridge complexes are located at the intersection of Yellow Jacket Road and S. H. 205. While the area surrounding these complexes is mostly undeveloped at this time, their locations are consistent with the Neighborhood Concept. With Yellow Jacket Road and S. H. 205 as the arterials bounding the neighborhood, the location of these apartment complexes is such that a commercial node can be located on the corner and low density residential land uses can be developed within the interior of the neighborhood.

The third location of high density residential is made up of several smaller multi-family housing complexes scattered in the central portion of the City around the Downtown Area. This area includes the apartment complex of Bent Creek on Goliad Road and Lake Meadows Drive. In some cases, these complexes are located contrary to the Neighborhood Concept. However, the size and density of these complexes are limited, and therefore, the impact is not as extreme as that which may be inflicted by a larger complex. While the mixing of different residential housing unit types is not recommended, it is often a fact in older sections of town. It is likely that this will require some flexibility with land uses in the future development and redevelopment of this area. Consideration of buffering and other screening techniques should be utilized in these cases.

Mobile Home Residential

The number of mobile home units within Rockwall is limited. There are a total of 8 acres of land area within the city, accounting for less than 1% of the developed land area designated as mobile home residential. On these eight (8) acres, there are forty-one (41)

mobile home units. These units are all located in the same mobile home park, which is located on the far eastern side of Rockwall, north of I. H. 30 and east of Security Boulevard. It is likely that based on development pressures, this area will be phased into commercial and industrial land uses.

Commercial Land Use

For the purpose of this study, commercial land uses within the City of Rockwall have been divided into three categories: service commercial; retail commercial; and office commercial. Service commercial consists of restaurants, gas stations, automotive repair, and other service-oriented businesses. Retail commercial consists of grocery stores, department stores, pharmacies and all other retail-oriented businesses. Office commercial consists of professional business offices such as doctors, lawyers, CPA's, etc. The commercial land uses are located in three concentrated areas within Rockwall.

The first concentration of commercial land use is located around the intersection of I. H. 30 and Ridge Road. In the area to the southwest of I. H. 30, the commercial land uses mainly consist of retail-type commercial. The area to the northeast of I. H. 30 is a mixture of service and office commercial uses and a limited amount of industrial and public land use. While the southwest and northeast sides of I. H. 30 are relatively developed, there is some vacant land available for additional commercial development to the northwest and southeast of I. H. 30. The development of these areas will complete a substantial commercial node at the intersection of I. H. 30 and Ridge Road.

The second concentration of commercial land use is located at the intersection of I. H. 30 and S. H. 205. The north corner of this intersection is substantially developed with a mixture of service and retail commercial land uses. The southwestern corner is also developed with service commercial land uses. The southeastern corner of this intersection is available for future commercial development, which will complete a node of commercial at this intersection.

The third commercial concentration stretches from the split of S. H. 205 and Ridge Road to the intersection of Goliad Road and Olive Road, continuing over to the western side of the Downtown Area along S. H. 66. This area includes the downtown portion of the City and consists mostly of a mixture of small retail, office and service facilities. There is some vacant land available for future commercial development scattered throughout this portion of the City. While this is an older section of town, and many of the existing commercial developments have not developed according to planning principles, it is important that consideration of these principles be given to any proposed new development. In these vacant areas where proposed future commercial development may abut existing residential development, the principles of corridor and nodal development as well the Neighborhood Concept should be incorporated in order to protect the integrity of the neighborhood.

There are approximately 237 acres of commercial land uses currently in the City of Rockwall. The number of acres designated as service commercial accounts for approximately 102 acres. Retail commercial accounts for approximately 107 acres, while approximately 28 acres consist of office commercial uses. All commercial uses combined account for approximately 8% of the developed land area and less than 3% of the total area of the City.

Industrial / Manufacturing Land Use

Industrial and Manufacturing land uses account for 267 acres of land within the City of Rockwall. This is approximately 9% of the developed land area, and 3% of the City. Planning principles indicate that these types of uses should be located adjacent to thoroughfares, railroads, and other transportation facilities.

The majority of the industrial land use in Rockwall is in the eastern portion of town adjacent to I. H. 30. There are several industrial land uses located along the railroad tracks north of I. H. 30 and east of the Downtown Area. In addition, several industrial properties are in the Downtown Area, as well as to the south of downtown. Finally, there is a cluster of industrial uses in the southeastern portion of the city adjacent to the intersection of S. H. 205 and Sids Road. Many of these existing industrial developments have not developed according to planning principles. Some of the items which are lacking in current developments include detailed site planning, circulation, limited parking and landscaping. Any revisions to existing facilities or plans for new industrial developments should take special care in site planning to ensure that these items are addressed and planning principles are followed.

Public and Quasi-Public Land Use

For the purpose of this study, public land uses have been divided into two categories: public; and quasi-public. Land utilized for public purposes includes municipal, county and state government, cemeteries, and public and private schools. Land uses typically considered quasi-public include churches, electric, gas, telephone, and television utility companies. There are 373 acres utilized for either public or quasi-public uses within the City of Rockwall.

Schools:

There are seven schools serving the City of Rockwall, which are all located within the City limits. These include Reinhardt Elementary School, Rockwall Intermediate School, Dobbs Elementary School, J. W. Williams Middle School, Utley Middle School, Rochelle Elementary School, and Rockwall High School. The locations of these educational facilities are indicated on the *Existing Land Use Map*. Planning principles provide for appropriate locations for educational facilities. In most cases, the existing

schools in Rockwall are located according to planning principles. Two of the elementary schools, Virginia Reinhardt, and Howard Dobbs, and one intermediate school, Rockwall Intermediate, are located within existing neighborhoods. Amanda Rochell Elementary School and J. W. Williams Middle School are located such that when further development occurs, they will be in neighborhoods. However, at this time they are surrounded by undeveloped land. The high school is located appropriately on Yellow Jacket Lane, a major arterial. A new elementary school to serve the far northern portion of Rockwall has already been approved, and is in the planning stages at the intersection of Dalton Road and S. H. 205. Rockwall also has three private schools located within the City limits.

City Facilities:

City facilities are discussed in the *Community Facilities* Section of this document. This section addresses both existing conditions and future recommendations.

Other Public Land Uses:

The remainder of the public land within the city limits is divided among churches, cemeteries, other governmental uses and utility companies which are distributed throughout the City.

Flood-Prone Areas

There is not a significant amount of land in the floodplain, according to the Federal Emergency Management Administration (FEMA). The Flood Insurance Rate Map (FIRM) for Rockwall indicates that most flood areas are along Squabble Creek and Buffalo Creek. These flood areas extend about 300 to 500 feet on either side of the creek. In addition, there are a few flood-prone areas along the shoreline of Lake Ray Hubbard. However, these flood areas generally extend outward about 100 feet.

Parks and Recreation

According to the field survey, the City of Rockwall has approximately 341 acres of park and open space, including two private golf courses. The City has several neighborhood parks as well as a community park. *Table 4.2, Summary of Parks* provides an inventory of the existing parks located within the City of Rockwall.

The Lago Vista Park is a neighborhood park that has been planned, but not yet developed at the time of this study. When developed, this park will be seven (7) acres. The Waterstone Estate Park is another undeveloped neighborhood park that will be seven (7) acres when completed.

Table 4.2
Summary of Parks

<u>Name</u>	<u>Acres</u>	<u>Description of Facilities</u>
Jewel Park	3.2	Playground equipment, a playfield, open space, and picnic tables.
Northshore Park	7	Playground equipment, a soccer field, open space, a playfield, and a half court outdoor basketball court.
Lofland Park	4.4	Playground equipment, picnic facilities, open space, and outdoor basketball court.
Harry Myers Park	30	A community park with playground equipment, outdoor basketball and volleyball, ball fields, a historic museum, ponds, trails a community building, a swimming pool, picnic facilities and restroom facilities.
Windmill Ridge Park	3/4	Playground equipment, picnic facilities, outdoor volleyball, and a playfield.
Southside Park	1/2	Playground equipment, outdoor basketball, picnic facilities, and a swimming pool.
Leon Tuttle Park	14	Lighted and unlighted ballfields, and a concession and restroom building.
Unnamed	4	Soccer field, ballfield backstops and open space.
Wal-Mart Ballfields	7.8	Four unlighted ballfields.
North Valley Dr. Park	0.1	Open space.

There are several temporary parks within some of the newer subdivisions to provide the residents with recreation while permanent parks are being developed. These include The Shores Temporary Neighborhood Park, which is a three acre park with playground equipment, picnic facilities, outdoor basketball, outdoor volleyball, open space, and a baseball backstop. The Hillcrest Shores Temporary Park is proposed to be one acre. It is currently undeveloped and further permanent dedication and development are pending. The High School Drive Practice Fields include two soccer fields and two unlighted ballfields. Finally, Fox Chase Temporary Park is planned to be one acre, but is currently undeveloped.

Thoroughfares

Introduction

Transportation planning is an integral part of the Comprehensive Land Use Plan for the City of Rockwall. The transportation element of the Plan is coordinated with the Future Land Use Plan, and provides the City with the tools to develop a transportation system which can accommodate the needs of both existing and future development. The transportation system described in the Comprehensive Land Use Plan, however, is based on assumptions and projections of future traffic levels to serve population and employment for the year 2010, not the maximum allowable development shown on the Future Land Use Plan.

The predominate form of transportation in the City of Rockwall is the automobile. As a result, the focus of the Plan is on the thoroughfare system of public roadways. The Plan, however, also includes recommendations for developing alternate modes of transportation within the city, as well as recommendations which create a continuous process of planning, implementation, monitoring and evaluation to assure that the mobility needs for citizens of Rockwall will be met as development occurs.

The City of Rockwall currently practices a systematic analysis of proposed thoroughfare development with the existing Thoroughfare Plan. This policy will continue with this updated plan. The City's process includes: 1) an evaluation of proposed thoroughfare development regarding compliance to the Thoroughfare Plan; 2) preparation of a route study once the proposed thoroughfare development has been determined to be in compliance with the Thoroughfare Plan; and 3) preparation of engineering designs once the route has been established.

Definitions

There are various terms used throughout the transportation element of the Plan that should be defined to facilitate understanding of the existing and future transportation needs.

Functional classification - Roadway classification systems are intended to classify streets for the purposed of clarifying administrative and fiscal responsibility. A complete circulation system provides for separate facilities for the movement, transition, distribution, collection, access and termination of trips. Principle movement functions are handled by freeways and arterials. Collector streets serve to distribute traffic from local streets and feed it to the arterial system, and provide access function, particularly in commercial and industrial areas. Local streets provide direct access to adjacent property.

Capacity - The capacity of a roadway, defined by the Highway Capacity Manual, is the maximum hourly rate at which vehicles can reasonably be expected to traverse a point or section of a roadway during a given time period under prevailing roadway, traffic and

control conditions. Roadway conditions refer to the geometric characteristics of the street such as type of facility, number and width of lanes, horizontal and vertical alignment and design speed. Traffic conditions refer to the type of vehicle mix and the distribution of vehicles in available lanes and direction. Control conditions refer to the types and specific design of traffic control devices such as traffic signals, signs and turn restrictions. Other factors that affect the capacity of a roadway include weather and driver characteristics.

Traffic Volume - The total number of vehicles that pass a given section of a roadway during a given time period. Volumes are generally expressed in terms of annual, daily, or hourly rates. Traffic volumes vary by the time of the day, day of the week, season and month. Annual average daily traffic (AADT) is the average daily traffic on a roadway, averaged over a full year, and is often used in travel forecasting and planning. Within this report the term vehicles per day (vpd) is used to reflect traffic counts made over a 24-hour period that have not been converted to annual average daily traffic and, thus, may not account for daily, weekly or seasonal variations.

Through Traffic - This term is used two ways depending on the particular discussion: 1) To identify trips that do not have a local destination (i.e. are not stopping within Rockwall); and 2) To identify trips that may have a local destination, but are traveling through a particular section of the city (i.e. trips using F.M. 740 to travel from south Rockwall to the downtown would be considered through traffic at the I. H. 30 intersection).

Existing Conditions

Rockwall's existing transportation system is designed to accommodate private vehicular travel. There is one railroad that runs through Rockwall on the north side of I. H. 30 providing limited service to an existing industrial area. Air service is limited to one aviation field located within the city limits east of the Central Business District (CBD). No other forms of transportation are currently available in Rockwall.

Highways and Streets

Rockwall's existing thoroughfare system, shown on the *Existing Land Use Map*, is comprised of an interstate highway, three state highways and several farm-to-market (F.M.) roads. Located immediately east of Lake Ray Hubbard, east/west travel from Rockwall to the Dallas/Fort Worth area is provided by I. H. 30 and S. H. 66. I. H. 30 is the only controlled access freeway within Rockwall and includes service roads on the north and south sides between Horizon Road and F. M. 549. Access into Rockwall from I. H. 30 is provided by three interchanges located at F. M. 740, S. H. 205, and F.M. 549.

State Highway 66 (S. H. 66) passes through the CBD and provides access between Rockwall and the City of Rowlett immediately west of Lake Ray Hubbard. On the east side of the CBD, S. H. 66 jogs northward for several blocks before continuing east through the Rockwall County.

Other east/west thoroughfares that serve Rockwall include F.M. 552 (much of this roadway is currently outside of the city limits), Airport Road, and S.H. 276.

The two major north/south thoroughfares include S. H. 205 and F. M. 740. S. H. 205 provides access from I. H. 20 in Kaufman County to S. H. 78 in Collin County. This roadway serves a large volume of local traffic as well as through movements. F. M. 740 serves travel between S. H. 205 in Rockwall south to the City of Heath.

F. M. 549 and F. M. 3097 (Horizon Road), and F. M. 1141 also provide for north/south movement within Rockwall.

Bicycle and Pedestrian

Planning for bicycle and pedestrian access is becoming increasingly important. Rockwall has begun the process of planning for a series of bikeways and trails that will link parks and greenbelts within the city. It is anticipated that these plans will be further enhanced with the completion of a master park plan in the near future.

Pedestrian transportation is often forgotten as a viable mode in today's mobile society. Sidewalks, pathways, and crosswalks are all a part of a pedestrian system. While there are areas of Rockwall that have existing sidewalks, they have not always been required as part of development plans. Nevertheless, sidewalks should be considered as an important element in the transportation plan in the future. Pedestrian access is needed to commercial centers, along arterial streets, between residential areas and parks, and between civic and government centers such as City Hall and the County Courthouse.

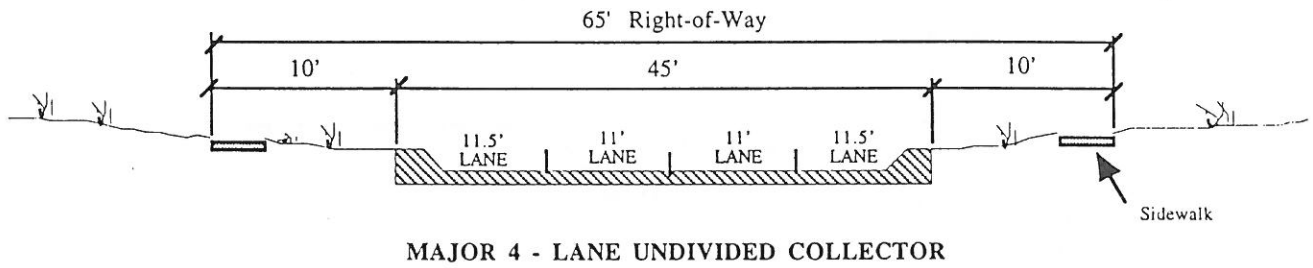
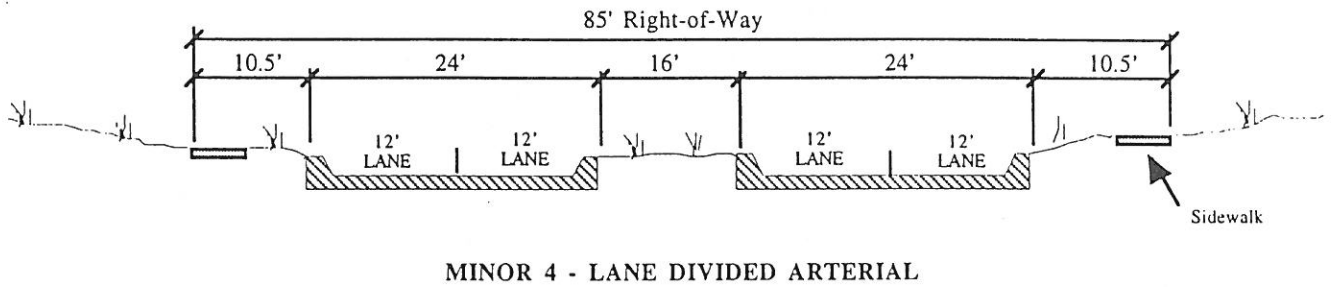
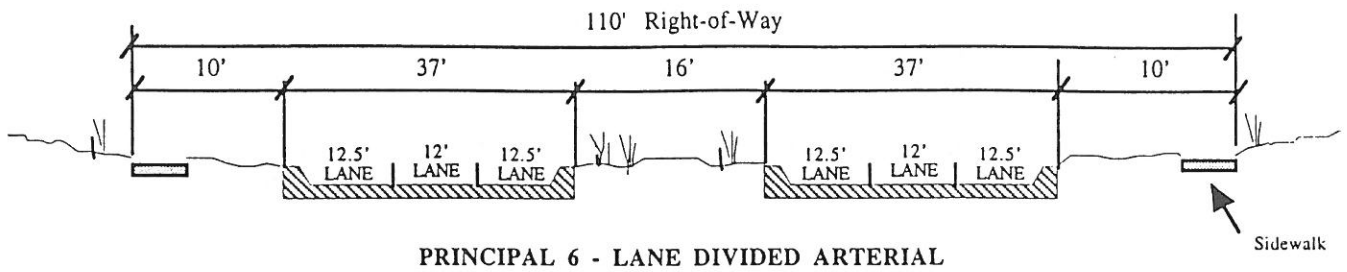
Street Functions and Classifications

Rockwall has adopted a six-level roadway classification system including freeways, principal arterials, minor arterials, major commercial collectors, minor collectors and local streets. The general functional design standards for each of these roadway types are given in *Table 5.1, Summary of Characteristics of Major Street Types*. Because no additional freeways are anticipated to be needed within the corporate limits of Rockwall, they are not included in the Table. Basic design standards and cross sections are shown on the *Typical Cross Sections - Arterial Streets* figure and the *Typical Cross Sections - Collector and Local Streets* figure.

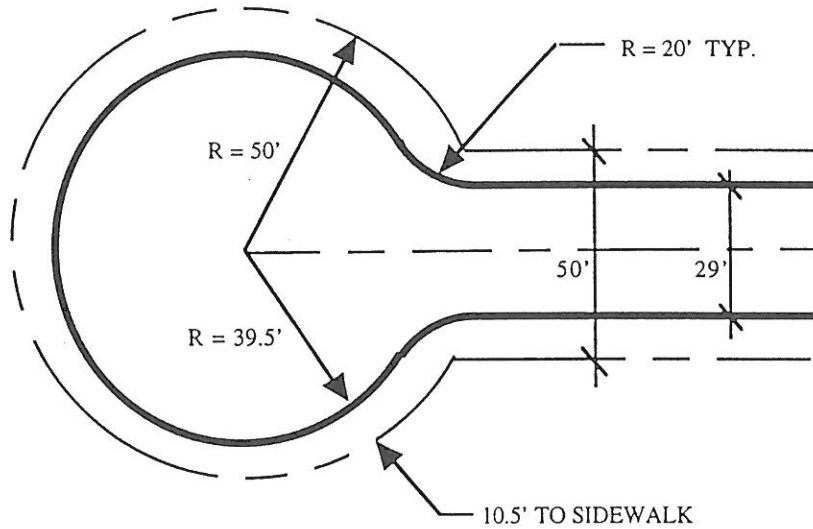
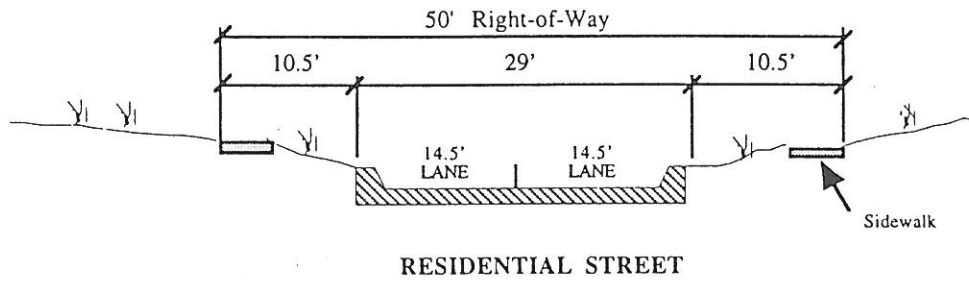
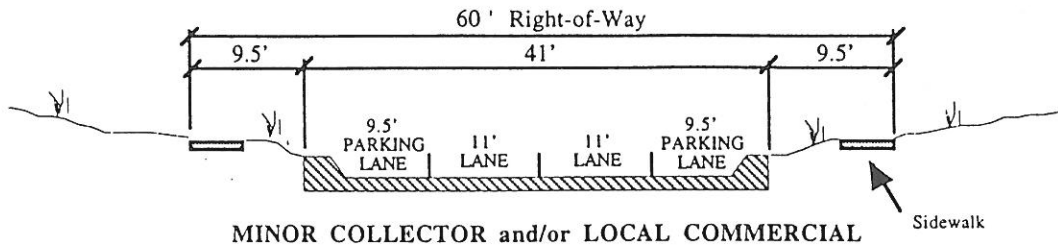
Freeways are designed to move high volumes of traffic, typically in excess of 40,000 vehicles per day, with maximum efficiency. Freeways generally have from 4 to 8 lanes and require 250 to 500 feet of right-of-way. They have fully controlled access, and thus, provide no direct access to adjacent property. Mainlanes are grade separated at intersections with arterial roadways. Service roads may be provided along the freeway to facilitate access to/from the mainlanes and, secondarily, provide access to adjacent property. I. H. 30 is the only freeway within the corporate limits of Rockwall.

Table 5.1
Summary of Characteristics of Major Street Types

Design Element	Type of Street Classification				
	Principal Arterial	Minor Arterial	Major Collector	Minor Collector (Local Commercial)	Local
Street Spacing	3 miles	1 mile	1/2 mile	1/4 mile	300 feet
Length	Continuous	Continuous	1-2 miles	< 1 mile	<1/4 mile
Number of Lanes	6	4	4	4	2
Pavement Width (Back to Back)	74 feet	48 feet	48 feet	41 feet	29 feet
Right-of-Way (at Mid-block)	110 feet	85 feet	65 feet	60 feet	50 feet
Right-of-Way (at intersection)	113 feet	110 feet	80 feet	70 feet	50 feet
Typical Volume (24 hour)	20,000 - 40,000	10,000 - 20,000	10,000 - 15,000	1,000 - 10,000	< 1,000
Median	Required	Required	Not Required	Not Required	No
Design Speed	35 - 45 mph	35 - 40 mph	35 mph	30 mph	20 mph
Parking	Not permitted	Not permitted	Not permitted	Discouraged	Permitted
Spacing of Median Cuts	1/4 mile	1/4 mile	1/4 mile	N/A	N/A
Sidewalks	Desirable along both sides	Desirable along both sides	Desirable along both sides	Desirable along both sides	Desirable along both sides
Direct Residential Access	Strongly Discouraged	Strongly Discouraged	Discouraged	Discouraged	Permitted
Driveway Design	Curb return	Curb return	Curb return	Curb return	Dustpan



Typical Cross Sections - Arterial Streets



TYPICAL CUL-DE-SAC PLAN VIEW

Typical Cross Sections - Collector and Local Streets

Principal arterials are designed to serve major traffic movements through the city. These roadways should be continuous in length, connect with freeways, and serve major traffic generators. Typically, principal arterials should be spaced between two and three miles apart. They are designed to carry between 10,000 and 40,000 vehicles per day requiring from four to six lanes. Access management is essential to ensure maximum operating efficiency of the roadway. However, because commercial development generally occurs along arterial streets, control of access is often difficult to achieve. Intersection spacing should be at intervals of not less than one-fourth mile. Intermediate unsignalized access points and median breaks to accommodate public streets or private driveways should be avoided. To facilitate the flow of traffic, designated turn lanes and acceleration/deceleration lanes may be required in areas of commercial development. Both four and six lane principal arterials, have been designated by Rockwall.

Minor arterials are designed as four-lane roadways. They may either be divided or undivided, and are designed to connect the primary arterials and provide system continuity. Generally, minor arterials are spaced at approximately one mile intervals, and are designed to carry traffic volumes of 10,000 to 15,000 vehicles per day. Like principal arterials, direct access should be limited. Intersections should be spaced at intervals of no less than one-fourth of a mile. Intermediate unsignalized access points to accommodate public streets or private driveways should be avoided.

Collector roadways are located to serve internal traffic movements within an area and distribute traffic to the arterial network. Generally, these roadways are designed with two lanes, are between 1 and 1/2 mile in length, and carry traffic volumes between 1,000 and 10,000 vehicles per day. The City of Rockwall has designated two types of collector streets as major and minor collectors. Most collectors within the city fall under the minor collector designation. Minor collector streets should be located to provide access to the local street system in a neighborhood and not attract through traffic movements. Typically, they include two traffic lanes and two parking lanes and should be less than one mile in length.

Major commercial collector streets are designated within major commercial and industrial areas of the city where traffic volumes and truck movements may require higher design standards to effectively move traffic. The design standards for major collectors are similar to those for minor arterials. The major difference is that these collector roadways are short in length and do not provide for continuous through movement of traffic. Rather, they serve to collect and distribute large volumes of traffic to major commercial and industrial areas within the city.

Local streets provide access to adjacent property and typically carry volumes of less than 1,000 vehicles per day. Streets are no more than two lanes and should be designed as discontinuous to discourage any type of through traffic movements.

Specific Issues

Due to rapid growth, Rockwall is currently confronted with a largely discontinuous roadway system that is inadequate to meet the current and future mobility needs of its citizens. With the exception of I. H. 30 and several new urban streets, most of the existing thoroughfare system consists of two-lane rural section roads, several which carry traffic volumes that exceed capacity and lack adequate right-of-way for improvements. Additionally, the existence of numerous driveways serving commercial development along several of the major thoroughfares, serves to further impede the efficient movement of traffic along these facilities.

Existing roadways needing improvements were identified through the analysis of existing traffic count data and the observation of traffic flows during various times of the day. The results of these analyses indicated needed improvements for several existing roadways.

S. H. 205 (Goliad Road) - This state highway is a two-lane road that serves as the major north/south thoroughfare through Rockwall. Traffic volumes range from 6,000 to 17,000 vehicles per day south of I. H. 30, and upwards of 22,000 vehicles per day near F. M. 740. Major commercial development has occurred along this facility from I. H. 30 north through the CBD. North of the intersection with F. M. 740, building setbacks along the road are minimal and right-of-way for needed improvements is inadequate. From just south of Washington through the CBD, lack of right-of-way and minimal building setbacks preclude widening of the facility without significant impact to existing development. Additionally, the design of the intersection of S.H. 205 and S.H. 66 in downtown impedes the smooth flow of traffic, and turning movements are nearly impossible for large trucks.

The City has been working with the Texas Department of Transportation (TxDOT) to develop alternative solutions to the capacity problems experienced along this facility. Construction of an S. H. 205 bypass from south of Mimms to F. M. 552 to serve non-local traffic, particularly trucks, has been proposed as a solution to the capacity problems currently existing along S. H. 205. However, traffic forecasts do not indicate that such a bypass would divert a sufficient volume of traffic to improve conditions along the existing S.H. 205 through Rockwall. The Rockwall City Council has approved the widening of Goliad, from S. H. 276 to S. H. 66 to six lanes. Of the two alternatives being considered by the City for movement around the downtown area, is the one recommended in this Plan that provides for the widening of Alamo Drive to a four-lane divided roadway between Denison Drive and Olive Street, connecting to S. H. 205 to provide a bypass for traffic not destined to the CBD.

F. M. 740 (Ridge Road) - F. M. 740 provides north/south movement from the city of Heath, located south of Rockwall, to its intersection with S. H. 205, slightly more than one mile north of I. H. 30. Most of this facility is currently a two-lane roadway without curb and gutter, with traffic volumes ranging from approximately 14,000 vehicles per day south of I. H. 30, to more than 15,000 vehicles per day north of I. H. 30. Commercial development exists at F. M. 740 and I. H. 30, as well as at various locations between I.

H. 30 and S. H. 205. This includes a major shopping center on the east side, just south of S. H. 205. Intermittent residential development also exists on the west side of F.M. 740. Access to serve existing developments does not currently create serious impediments to the flow of traffic. Right-of-way along most of this roadway is adequate to allow for needed improvements. Recent improvements have been made at the intersection of F. M. 740 and I. H. 30 that have greatly improved the interchange of traffic between this facility and I. H. 30 as well as the flow of through traffic.

Lakeshore Drive - The portion of Lakeshore Drive south of S. H. 66 is designated as a residential collector street that should function to collect and distribute the traffic between the single family residential development it traverses and S. H. 66 and S. H. 205. However, as new residential development has occurred on Lakeshore Drive north of S. H. 66, this roadway has become a bypass for traffic avoiding the capacity problems at the S. H. 66/S. H. 205 intersection and along S.H. 205 to the south of downtown. As a result, this road is carrying higher volumes of traffic at higher speeds than it was originally designed to accommodate. Several speed control humps have been constructed just south of S. H. 66 in an effort to deter traffic and reduce speeds. Installation of these speed humps has been an issue with residents, and is an indication of the capacity problems existing at the S. H. 66 intersection with S. H. 205 and along S. H. 205 through downtown.

S. H. 66 - As one of only two east/west roadways providing access across Lake Ray Hubbard, S. H. 66 is an important link between Rockwall and the shopping and employment opportunities located within the Dallas area. S. H. 66 is a two-lane rural roadway that traverses the northern portion of Rockwall County and connects to S. H. 78 in Garland. On the east side of the CBD, the designated S. H. 66 route jogs abruptly to the north for several blocks before turning back to an east/west alignment. Traffic volumes along this road range from approximately 7,000 vehicles per day east of Heath Street to 20,000 vehicles per day near Lakeshore Drive. Existing problems include the inadequate capacity and turn radii at the S. H. 66 intersection with S. H. 205, confusing route alignment through the CBD, and inadequate capacity west of the CBD area.

In addition to these problems, several issues related to Rockwall's existing thoroughfare plan were identified by the City. These included:

- The horizontal alignment of the proposed future roadway section of Yellow Jacket Lane east of S. H. 205 was a noted concern. The existence of a middle school and other existing development required this east/west arterial connection to turn northward for approximately one-half mile before continuing east.
- The alignment of the proposed Rockwall Parkway between F. M. 740 and S. H. 205 was identified as an issue due to the location of existing development. The City also questioned the need for a six-lane facility.
- The general alignment of the proposed S. H. 205 Bypass through the Caruth Lake floodplain was a concern due to anticipated construction costs.

- Cost of roadway and drainage structures which require bridges and major drainage construction.

Major Streets Plan

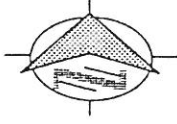
The 1984 Thoroughfare Plan for the City of Rockwall and the year 2010 Travel Forecast prepared by the North Central Texas Council of Governments (NCTCOG) were used in conjunction with the goals and objectives identified by the City as the basis for updating the transportation element of the Comprehensive Land Use Plan. The NCTCOG 2010 travel forecast reflects the average weekday traffic volumes anticipated to use the major street system within Rockwall in the year 2010 for a given population and employment forecast. In updating the transportation plan, the population and employment forecasts used by NCTCOG were reviewed and found to be consistent with the growth forecasted for the Comprehensive Land Use Plan. This indicates that the 2010 NCTCOG travel forecast provides a reasonable estimate of the traffic expected to use the thoroughfare system at that time.

The thoroughfare plan for Rockwall is shown on the *Thoroughfare Plan Map*. This plan shows the location and functional classification for existing and proposed future arterial and major commercial collector roads within the City. The location and alignment of proposed future arterial and major commercial collector roads shown on the plan were selected based on the need to provide a coordinated thoroughfare system and adequate roadway capacity to serve existing and anticipated future development patterns and densities. Implementation of the overall system will require actions by jurisdictions other than Rockwall, particularly with regard to improvements to existing state highways and farm to market roads.








The plan provides for street improvements, extensions and connections to improve circulation or provide access to developing areas and to improve the capacity of existing streets. In addition, the City may require a Traffic Impact Analysis (TIA) for a development that appears to impact traffic and circulation significantly. Recommended changes to the 1984 Thoroughfare Plan include:

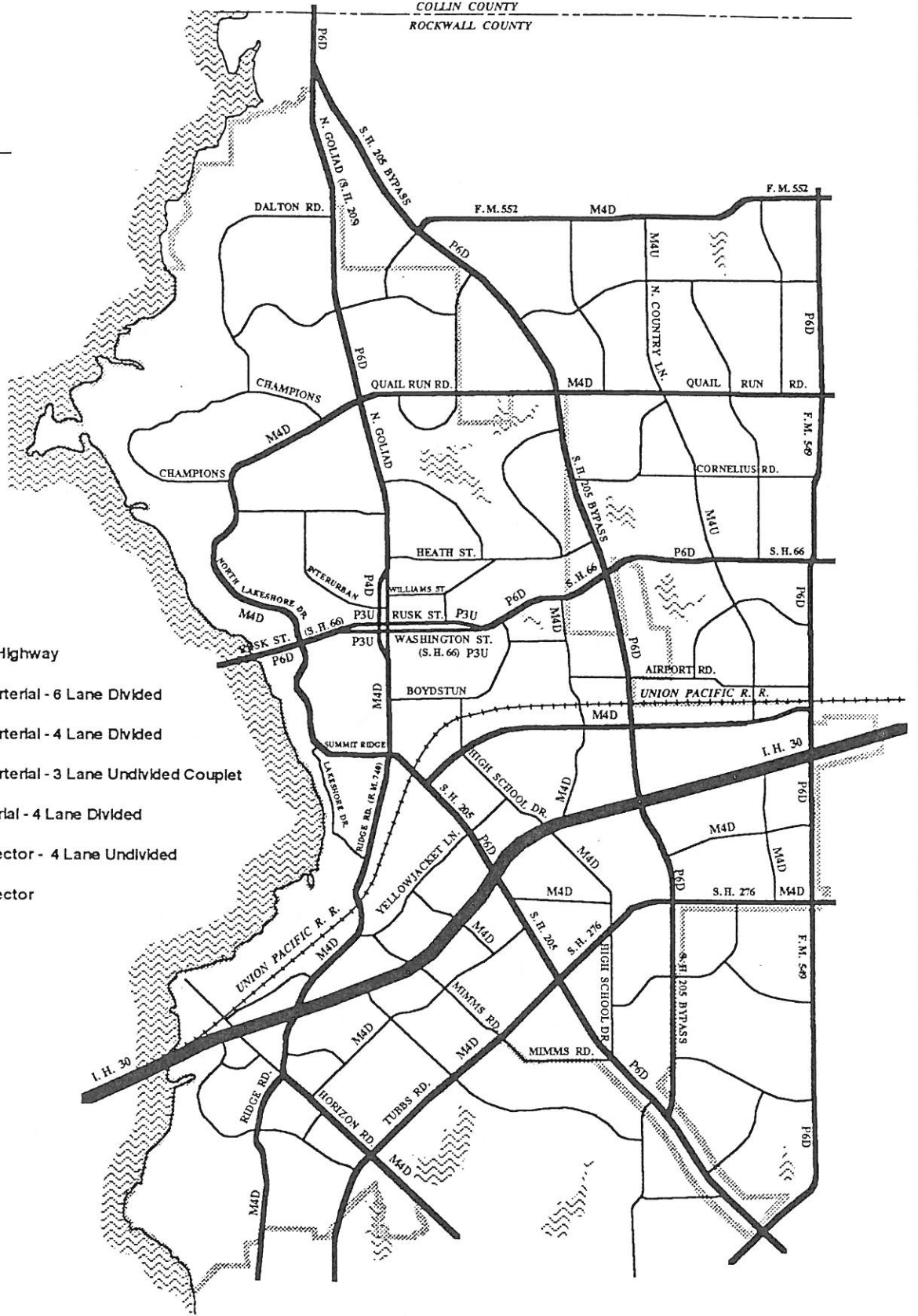
- Downgrade Yellow Jacket Lane from a four-lane divided arterial to a major commercial collector from F. M. 740 to High School Drive. In the 1984 plan, the proposed Yellow Jacket Lane alignment east of S. H. 205 turned north to bypass the middle school and continued east as an arterial to F. M. 549. The alignment was identified as an issue by the City. It is recommended that Yellow Jacket Lane be discontinuous, terminating at High School Drive. East/west movement in the area east of S. H. 205 is provided by a four-lane arterial that begins along the alignment of Justin Road and continues to F. M. 549.
- Upgrade F. M. 740 from Yellow Jacket Lane to S. H. 205 from a collector to a principal four-lane arterial.
- Shift the proposed northern alignment of the S. H. 205 Bypass east to bypass the existing floodplain between Caruth Lake and Phelps Lake. The connection with existing S. H. 205 is moved north of F. M. 552 to avoid existing development.

COLLIN COUNTY
ROCKWALL COUNTY



Legend

-  Interstate Highway
-  P6D Principal Arterial - 6 Lane Divided
-  P4D Principal Arterial - 4 Lane Divided
-  P3U Principal Arterial - 3 Lane Undivided Couplet
-  M4D Minor Arterial - 4 Lane Divided
-  M4U Major Collector - 4 Lane Undivided
-  Minor Collector



CITY OF ROCKWALL THOROUGHFARE PLAN MAP

- Downgrade the proposed Rockwall Parkway from a principal six-lane divided arterial to a minor four-lane arterial between F. M. 3097 and S. H. 205.
- Connect S. H. 276 with Sids Road, Tubbs Road and White Road to provide a four-lane divided arterial. This replaces the previously proposed S. H. 276/Rockwall Parkway alignment.
- Eliminate the proposed unnamed four-lane divided arterial between the existing S. H. 205 and F. M. 549, south of S. H. 276.
- Downgrade F. M. 3097 from a principal six-lane divided to a four-lane divided arterial.
- Downgrade F. M. 552 from a six-lane divided to a four-lane divided arterial.

Capacity improvements are proposed for the following existing roadways:

- S. H. 205 from the south to the north City limit.
- Alamo Road from south of Washington to north of Olive.
- F. M. 740 from the south City limit to S. H. 205.
- F. M. 3097 from the south City limit to F. M. 740.
- S. H. 276 from F. M. 549 to S. H. 205 as well as sections of Sids Road, Tubbs Road and White Road.
- S. H. 66 from Lake Ray Hubbard to the east City limit.
- Quail Run/Clem Road between S. H. 205 to F. M. 549.
- F. M. 1141 from F. M. 552 to Clem Road.
- F. M. 549 from F. M. 3097 to F. M. 552.
- F. M. 552 from F. M. 549 to S. H. 205.

Protecting the Capacity of Streets

Funding for construction and improvements to thoroughfares represents a major public investment. In the past thirty years, federal and state funds have been widely available to assist cities in building and maintaining an efficient and safe system of highways and arterial roadways. Today, however, funding from federal and state sources is becoming increasingly harder to obtain as more and more projects compete for limited dollars. As a result, it is important that the City implement policies to protect the capacity of their major streets. In addition, the City should consider all funding options, including Bonds, General Funds, grant programs, and private developer participation .

Roadway capacity is a function of the number and width of lanes, design speed, horizontal and vertical alignments, type and number of traffic control devices, and access and turning movements. From a planning perspective, capacity can be preserved by limiting points of access through subdivision and development ordinances, prohibiting left turn traffic movements by restricting the number of median breaks, and requiring acceleration/deceleration lanes at high-volume commercial driveways.

Ideally, no direct access should be allowed onto arterial and major collector streets except at intersections. Developments would have access provided via local streets which intersect the arterial and collector roadways. Corridor commercial and industrial developments should each have only one curb cut, and a minimum frontage requirement should be set for limiting curb cuts. The review process for site plans is an appropriate time to include consideration of cross access and limiting the number of driveways for site specific developments.

Policies to limit access, however, have often proven difficult for cities to implement because properties adjacent to the road may not meet the minimum frontage requirements and courts have held that owners cannot be denied access from the roadway. Therefore any consideration of cross access and limitation of driveways must address available right-of-way. It is especially difficult to implement access management when improvements are planned along roadways where developments have existing driveways. Under these circumstances, the City must often wait for redevelopment to occur before the desirable changes can be made. The City of Rockwall should explore access management strategies that have been successful in other areas and should work closely with TxDOT in the design and access management of the roadways under the state's jurisdiction.

Bicycle And Pedestrian

Bikeways and sidewalks will become more important in the future, not only as the mark of quality urban development, but as an alternate mode of transportation. The City of Rockwall should consider developing a bikeway plan that would coordinate the development of the proposed greenbelt hike and bike trail system with a comprehensive system of bikeways throughout the City. Key elements of the bikeway plan should include methods to provide bikeways within the rights-of-way of major streets as well as separate bikeway facilities, and to encourage developers to provide bike facilities in new developments.

To accommodate pedestrians, the City should to require sidewalks in new developments and redevelopments. Specifically, the City should:

- Require sidewalks along both sides of arterial and collector streets.
- Require sidewalks in residential areas on all streets.
- Encourage sidewalks in residential areas and connecting to commercial and recreational areas by working with developers as projects are planned.

- Provide pedestrian pathways in public recreation areas.
- Implement a low cost, shared resident/public program to replace older, substandard sidewalks. This could be done in conjunction with the street improvement program.
- Consider including projects that retrofit older developed areas, that did not previously have sidewalks, into the Capital Improvements Program (CIP) for arterial and collector streets.

Recommendations For Additional Study

Downtown Circulation - The Downtown Area of Rockwall is an active business center with unique character. To ensure that this area remains viable, the City should conduct a comprehensive study of the CBD and surrounding areas. This study should include the analysis of vehicular circulation patterns, parking, and pedestrian access and movements. The analysis of needed improvements to the existing streets, particularly S. H. 66 and S. H. 205, should be considered.

S. H. 205 Bypass - The S. H. 205 Bypass on the east side of the City is worthy of continued study. Although current forecasts do not indicate the immediate need for this facility, it will become more important as development occurs to the east. Within the near future, the City should conduct further analysis of this proposed facility to determine the exact alignment and size to ensure that adequate right-of-way will be preserved.

Refinement of the Thoroughfare Plan - The last major update of the Thoroughfare Plan was completed in 1984. Since that time, Rockwall has experienced significant growth. The recommended thoroughfare system in the transportation element, of this document, includes numerous changes from the 1984 Plan. These changes, however, have not been analyzed through the process of travel demand modeling. Therefore, additional refinements may be added to this Plan in the event that thoroughfare modeling is accomplished at a later date.

Street Improvement Program

The City of Rockwall currently identifies necessary roadway improvements for inclusion in the ongoing CIP. Refinement to the current process by using the approach of a systematic Street Evaluation Program will assist the City in maximizing the street improvement needs with the available sources of funding. A City Street Improvement Program to provide for a systematic process for street reconstruction and maintenance should be incorporated into the current street construction and maintenance efforts. This program should include the following:

1. Arterial Street Needs

Implement a City-funded program to meet critical arterial street improvement needs through the year 2010. This program would support the TxDOT efforts

within the City as well as provide funds for arterial improvements for which the City has sole responsibility.

2. Street Reconstruction and Maintenance

Implement a ten or fifteen year street reconstruction and maintenance program which will bring Rockwall's street system to a satisfactory level of serviceability throughout the life of the program.

Implement a uniform program of maintenance and reconstruction after the fifteen years to maintain the City's street system in serviceable condition for the foreseeable future.

3. Design Standards and Access Management

Strengthen City ordinances to require adequate street widths during development and redevelopment.

Strengthen City ordinances to assist in managing access on arterial and major collector streets during development and redevelopment.

Strengthen City ordinances to require traffic impact analyses for major new developments and redevelopments. This should also include major new residential developments.

Transportation Planning and Monitoring

The relationship between land use and transportation is well documented. Development of property for certain uses creates the desire to access that property for the specific activities associated with the land use such as shopping, recreation or employment. That access is provided through the transportation system. Conversely, an improvement or extension to the transportation system will often induce development along it. The transportation planning process uses existing and proposed future land use as well as population, employment and socioeconomic characteristics to identify current and anticipated future transportation needs.

The provision of major streets is a multi-jurisdictional process which, within the Dallas/Fort Worth Metropolitan Area, is led by NCTCOG. This process serves to identify major needs, coordinate route locations, and establish outside funding priorities. The City of Rockwall and Rockwall County participate in this process as well as the TxDOT and other local jurisdictions within the NCTCOG region. As part of this planning process, the City of Rockwall can assist the NCTCOG through the implementation of a continuous system to monitor changes in land use, population, employment and traffic. Maintaining current land use inventories and population and employment data will provide NCTCOG with accurate information on which to base future travel demand forecasts, and will ensure that the City's transportation needs can effectively compete for funding with other regional needs. Additionally, continuous monitoring will enable the City to identify unanticipated changes in development and growth patterns that may require changes to the plan.

Urban Design Criteria

Urban Form

The practices and techniques used in shaping and forming the physical development of the land within a city are “urban design criteria”. These criteria, when observed during the development process, will enable city planners to create the very form of the city. “Urban Form” is generally interpreted to mean the physical pattern and form that cities take as land is developed. When planning according to accepted planning principles, the form of a city may develop into patterns that have been determined appropriate for orderly and progressive development. There are three urban form models that have been applied to the Rockwall Plan: 1) the **neighborhood concept**; 2) the **corridor development form**; and 3) the **nodal development form**. The urban design criteria described herein is used to implement these models.

Neighborhood Concept

The neighborhood unit concept, as shown in *The Neighborhood Concept* figure, is one of the oldest and most widely used and accepted practices in urban land use planning. This concept helps to create quality spaces for people to live. The concept places primary emphasis on creating neighborhoods that buffer the impacts of elements from outside the neighborhood system.

The foundation of a neighborhood is its streets. There are three types of streets that serve different functions. The first street type is the arterial street. Arterial streets provide for traffic circulation throughout the city and are typically four (4) to six (6) lanes in width, with or without medians. Arterials are typically located on the periphery of neighborhoods with a limited number of access points in order to facilitate traffic movement. The purpose of the arterial is to carry large volumes of traffic across or through the City as quickly and unimpeded as possible.

The second type of street is the collector. It is recommended that collector streets be curvilinear and are typically two (2) or four (4) lanes wide. The curvilinear form of collector streets is different from the grid pattern typically found in older areas. While the grid pattern of streets encourages through traffic to bisect neighborhoods, curvilinear streets discourage this type of traffic, while still providing access to the arterial streets. Collector streets will serve the neighborhood by leading traffic from local streets to the arterials. The purpose of the collector street is to get people into and out of the neighborhood.

Transitions from higher to lesser intense uses should be considered whenever possible

Subdivision perimeter walls and fences should be installed at the time of construction of the subdivision and combined with landscaping.

Neighborhood parks should be located in the interior of the neighborhood, and accessed by a collector street

Limited number of points of access to Arterials assist in controlling traffic along arterials

Flood plains may often be used as linear parks that provides access to the main park.

Commercial Land Uses should be located along major arterials. High traffic intersections are typically well suited

Arterial streets located at periphery of neighborhoods. Purpose is to carry traffic through the community and not through neighborhoods

Access to commercial property should be restricted when at all possible, to arterial streets.

Open areas, drainage channels, and linear parks provide an excellent buffer between incompatible uses

High density residential land uses should be located such that access is provided from arterial or collector streets. Local streets should not normally carry the majority of high density traffic.

Collector streets provide access to arterials and are designed to discourage through traffic. Purpose is to collect traffic within the neighborhood and carry it to the arterial.

Single family residential lots should never front on to arterial streets, even if it requires double frontage type lots.

School locations should provide for high schools and colleges to be located along arterials. Middle schools may be located along arterials, but preferably along collectors. Primary schools should be located in the interior of the neighborhood and along a collector street.

Under most circumstances, commercial uses should not occur at intersections of collectors streets.

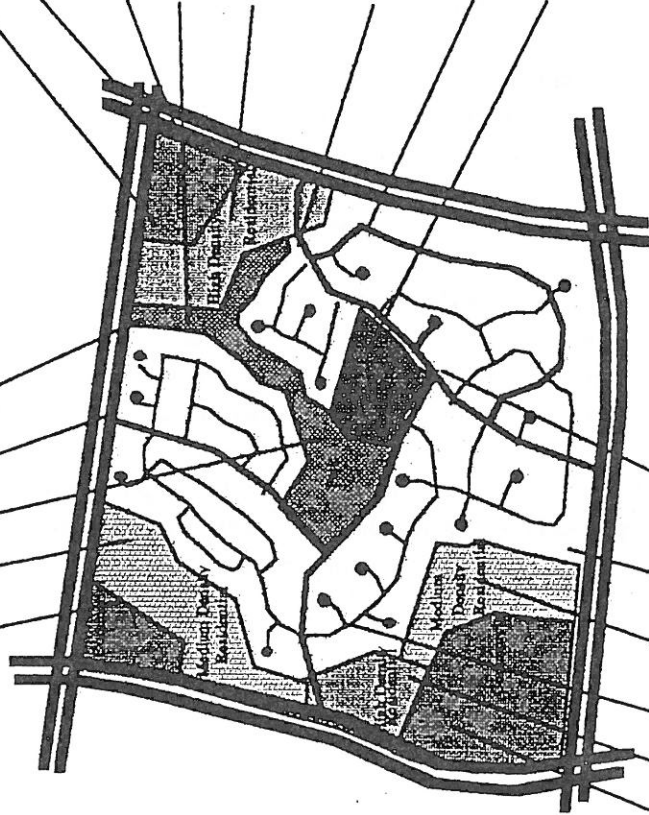
Perimeter walls around additions buffer residential uses from noise as well as visually screen the use.

Medium density residential land uses should be located such that access is provided from collector or local.

"T" intersections provide greater safety for local street intersections

Screening between incompatible uses can be accomplished with landscaping, walls, fences, or a combination thereof.

Unless commercial property is to be used for shopping center site, the property should not exceed 300 or 400 feet in depth.



THE NEIGHBORHOOD CONCEPT

The third street type is the local street. Local streets are generally short, curvilinear and are often characterized by loops and cul-de-sacs. These streets provide direct access to residences and feed the collector street system. Local streets should not access directly onto arterials if possible, and any local streets with through traffic potential should be discouraged. The purpose of local streets is to get people to the collectors, and for travel within the neighborhood.

The well-designed neighborhood concept considers the location of different land uses within and on the periphery of the neighborhood. Low density housing should typically be located in the interior of the neighborhood close to the schools, parks, and other community facilities. Moderate density housing, as well as high density housing, may be located near the periphery and on collector streets. High density and moderate density residential land uses may be used as a buffer between commercial and low density residential. Commercial land use within a neighborhood unit should be limited to retail sale of goods and personal services primarily for persons residing in the adjacent residential areas. These commercial uses should be located on the periphery of the neighborhood at intersections of arterial streets. The use of buffer yards and/or screening fences between residential and commercial uses is recommended.

Additionally, the following general criteria regarding streets should be incorporated into neighborhood planning. The number of entrances into the neighborhood from arterial streets should be limited. Cross intersections should be avoided in favor of "T" intersections, which are safer.

Additional criteria for lot design should also be considered. Lots adjacent to arterial streets and corners should be deeper and wider, with larger rear and side yard setbacks to facilitate sight distances at street intersections. Low density residential lots should not have direct access to adjacent arterial streets. This access would create safety hazards to the residents and impede traffic flows on the arterials.

Typically, larger neighborhoods should also provide for the locations of schools and community facilities such as parks and fire stations within the area. These characteristics and criteria, as well as those mentioned previously, function collectively to protect the integrity of the neighborhood from external pressures and enhance its identity.

While the above criteria applies mainly to the planning of new neighborhoods, these concepts can be applied to older areas of town where development has already occurred. It is recommended that the planning principles addressed by the neighborhood concept be applied to the older neighborhoods with flexibility as these areas are revitalized and redeveloped.

Commercial Nodes Development Form

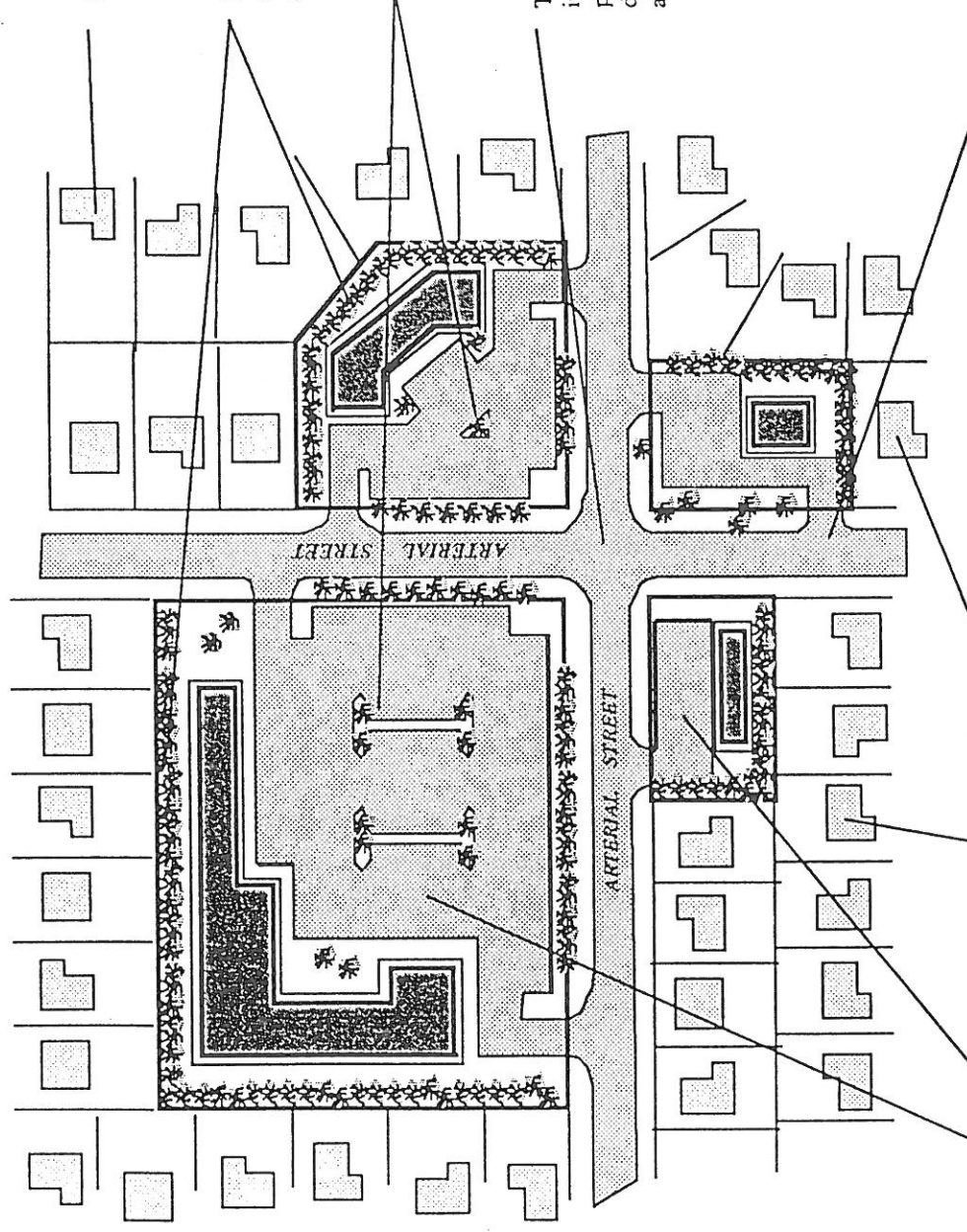
The nodal form, as shown on the *Commercial Development Form -Node*, figure consists of commercial land that generally develops around intersections of major thoroughfares and, at times, around intersections of collector streets with arterial streets. High intensity commercial uses are typically located at the intersection of arterial streets. Less intense commercial uses such as professional offices may then be located between the high intense commercial uses and the residential land uses located in the interior of the neighborhood. It is important that design guidelines and standards for development are considered. These design guidelines are indicated on the *Commercial Development Form -Node* figure. In addition, in areas where unique or special conditions exist, such as the Scenic Overlay District, additional design guidelines and standards may be necessary.

Commercial Corridor Development Form

In comparison, corridor development locates commercial uses along an arterial. The corridor form, is illustrated on the *Commercial Development Form - Corridor* figure. This development form is characterized by high intensity commercial uses that are located near the intersections of major arterials, and less intense commercial uses located along the arterial between the intersections. Again, the residential uses are located in the interior of the neighborhood. It is important to limit commercial development along the corridors to depths not exceeding 300 to 400 feet. Deeper development will create possible conflicts in land uses and potentially land-lock some properties. If commercial development along corridors is not controlled and developed according to the Commercial Corridor concept, it is likely that development of a "strip commercial" nature will occur. The characteristics of strip commercial which should be avoided include the following:

1. Shallow lots, usually between 100 and 200 feet deep;
2. Numerous small ownerships;
3. Numerous curb cuts for entrances;
4. Numerous small buildings with no architectural unity;
5. Little or no landscaping in and around the parking lots;
6. Limited parking usually restricted to the front setback area or along the street; and
7. The lack of landscaping or other buffers, especially in the rear, with the adjacent residential areas exposed to a blighting influence.

The purpose of these design guidelines is to encourage the development of well planned commercial corridors along Rockwall's major thoroughfares. In addition, it is recommended that some of these areas may need more detailed studies in order to develop the most desirable land use patterns along these corridors. For example, it is recommended that the views along I. H. 30, F. M. 740 and Horizon Road be protected through the application of appropriate design guidelines.



Residential uses.

Buffering between single family and commercial uses may consist of landscaping, and/or solid screening walls.

Interior of parking lots should be landscaped.

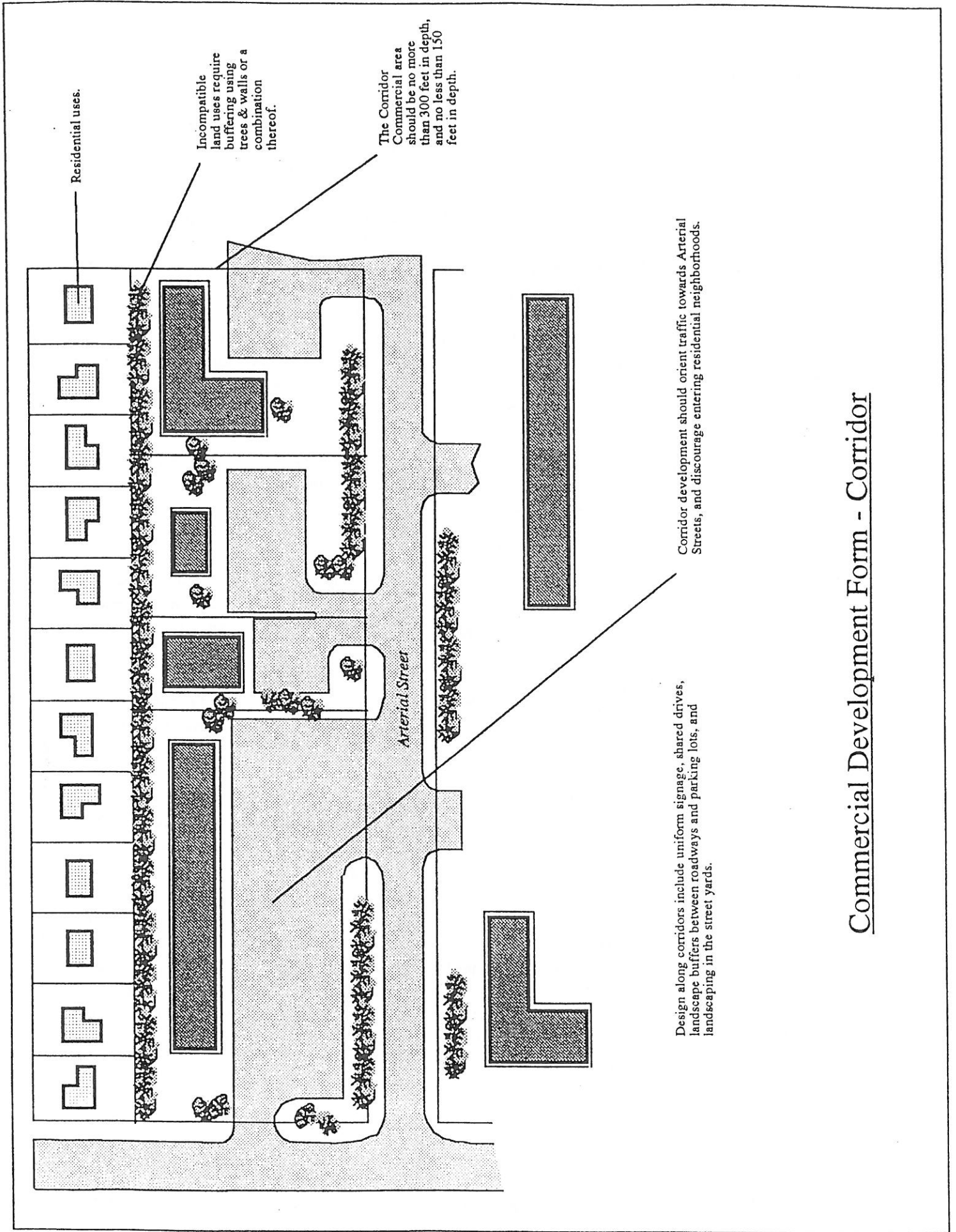
The Commercial Node may include all corners of the intersection, or any combination of corners. The primary characteristic is that the commercial activity is directed towards the intersection, and does not extend along the intersecting streets.

Residential uses.

The size of the Commercial Node is not restricted by width or depth, but whatever is sufficient to perform the necessary commercial activity, unlike the Corridor Commercial, which should not exceed 300 feet in depth.

Access to commercial property does not encroach into residential neighborhoods. All access is directly from the thoroughfares.

Commercial Development Form - Node



Residential uses.

Incompatible land uses require buffering using trees & walls or a combination thereof.

The Corridor Commercial area should be no more than 300 feet in depth, and no less than 150 feet in depth.

Arterial Street

Design along corridors include uniform signage, shared drives, landscape buffers between roadways and parking lots, and landscaping in the street yards.

Corridor development should orient traffic towards Arterial Streets, and discourage entering residential neighborhoods.

Commercial Development Form - Corridor

Edges and Transitions

Well defined edges and gradual transitions in land uses are both important to the function of the Comprehensive Land Use Plan. Edges are well defined boundaries of land uses, which clearly indicate the beginning and termination of a land use type. Edges are used in the Plan to clearly establish the limits of industrial growth.

These edges are generally recognized as physical elements such as Airport Road and High School Road. It is important to establish these edges for industrial uses because the tendency in municipalities has been to gradually expand industrial uses into adjacent neighborhoods, which are adversely impacted by the industrial uses. This encroachment usually consists of a few light industrial or heavy commercial uses which occupy a number of residential lots. The effect is that residential property values diminish in the area, and any neighborhood that is established tends to become unstable and transitional in nature. Therefore, it is recommended that the limits, or edges, of industrial land uses be clearly defined by the Comprehensive Land Use Plan.

Transitional land uses are also an important element of the Comprehensive Land Use Plan. It is recognized that not all land uses are compatible with each other. Likewise, some land uses are more compatible with others. For example, an industrial land use is generally not considered compatible with a low density single family residential use. It is therefore desirable to avoid development of these two uses adjacent to each other. By limiting the number of areas where these incompatible land uses are located adjacent to one another, we recognize the interrelationship between land uses and avoid encroachment of non-residential uses into residential neighborhoods. On the other hand, an industrial land use is often considered to be compatible with commercial land uses, so it would be appropriate to develop the two uses adjacent to each other. In situations where incompatible land uses are developed adjacent to one another it is important to keep these relationships in mind and provide either transitions or buffers to protect the less intense use.

Because of this recognition of land use compatibility, it is desirable to transition from higher intense uses to the lesser intense uses. Usually this is considered to be from an industrial use on one extreme to low density residential use on the other extreme. The Comprehensive Land Use Plan uses commercial land uses as a transition between industrial and residential land uses. However, this transitional process should be ultimately refined through the zoning process. The zoning districts have a variety of intensities within each land use. For example, the commercial category for Rockwall may be distributed among the "OF" Office, "NS" Neighborhood Service, "GR" General Retail, "C" Commercial, "CBD" Central Business and "HC" Heavy Commercial zoning districts. The commercial districts are generally considered more compatible to residential uses than the industrial districts. Therefore, the zoning process should further refine the land use plan.

Screening Walls and Buffers

It is inevitable that incompatible land uses are going to occasionally be located next to each other. When this occurs, the appropriate action is to provide a means to soften the edge between the two uses. This may be accomplished in two ways: 1) by constructing screening walls; or 2) providing a buffer area between the two incompatible uses. The preferred option would be to have a significant open space area located between the uses. However, that is not always possible. The next preferred option would be to have the combined use of a screening wall and landscaping. In any case, at a minimum, a screening wall or landscaping screen of plant material should be provided between incompatible land uses.

Screening Walls: Walls that are used for the purpose of screening incompatible uses should be solid. Wooden fences are not recommended for this purpose because they have a tendency to deteriorate over a short period of time. They may eventually lose panels and cease to function as a visual barrier. The visual unsightliness of deteriorated wooden fences may constitute a more offensive situation than the unscreened incompatible uses. In addition, the properties of a wooden fence cannot offer an adequate barrier to offensive sounds from adjacent uses. For these reasons, it is recommended that all screening walls consist of solid masonry material. When combined with landscaping, the buffer provides an adequate barrier from visual and sound pollution from adjacent incompatible uses.

Screening walls placed adjacent to public roadways should always be combined with a variety of landscaping material. In addition, construction techniques should be used that provide for a visual variation in wall pattern and elevation. Alternating runs of masonry and wrought iron can provide a variety in the screening wall. When wrought iron is used, landscaping should be included to assure visual screening. In addition, instead of a straight alignment along the property line, a ten foot screening easement may be permitted adjacent to the property line to permit a curving in-and-out alignment within the easement. Again, landscaping should be incorporated with the screening wall.

Landscape Buffers: Incompatible land uses may be entirely screened by the use of landscaping material. There may be occasions where a six foot screening wall, while limiting access, does not provide adequate characteristics to prevent sound or visual buffers. This may occur, for example, when a more intensive use such as a commercial or industrial use is located on an elevation significantly above the less intense use such as a residential land use. When the elevation at the foot of the screening wall is at least four feet lower than the base of the commercial or industrial structure being screened, a wall may not sufficiently screen the commercial or industrial use. Since it is unreasonable to expect a wall to be constructed that would be tall enough to accomplish the screening, the use of landscaping is necessary. For all sites which exhibit this condition, it is recommended that rapid growing trees, at three (3) inch diameter at planting, be placed along the screening wall at fifteen (15) foot intervals. If sufficient land area exists between the incompatible land uses, the commercial or industrial use may wish to incorporate the use of berms in the screening and buffering plan.

Focal Points and Entry Statements

There are focal points within the community and points of entry into the community where efforts should be taken to identify and mark these locations. Focal points occur at locations where particular characteristics are evident, such as the Courthouse Square, or where a significant amount of traffic is generated, such as at an intersection of major roadways. One such location would be the intersection of F. M. 740 and S. H. 205. Another location is the intersection of F. M. 740 and I. H. 30. Currently there is an entry feature being constructed at this intersection. At both of these locations, special treatment should be taken to landscape the intersection. Similar features should be considered at other locations. Due to the high visibility of these locations, they tend to transmit a sense of the design of a community. Rather than asphalt and concrete being the dominant characteristic, green space and landscaping, and perhaps a simple monument or sculpture are recommended.

Points of entry occur where significant amounts of traffic enter the City. It is important that points of entry into the City be identified and capitalized. These locations are easy to identify on the western border of Rockwall, at I. H. 30 and S. H. 66 at the point where they enter the City from the lake bridges. On the eastern boundary of the City, a point of entry is located at the intersection of I. H. 30 and F. M. 549.

Both points of entry and focal point statements should be unique to Rockwall, and should cause those entering the community, or passing by, to recognize immediately that they have left one community and entered into Rockwall, or that they have come upon a special area of Rockwall. Needless to say, points of entry and focal point statements should be an opportunity to "put the City's best foot forward." Therefore, points of entry and focal point statements should have special treatment consisting of landscaping, berming, monuments or sculpture, or reflect a special "theme" of the City.

Introduction

When planning for the future development of a City, there are several factors that must be taken into consideration. The first factor, as well as the most important, is the set of goals and objectives developed by the citizens and City leaders. These goals and objectives are the foundation on which the future development of the City is based. They provide a vision of the future: a picture of Rockwall at ultimate development. This picture takes the form of the *Future Land Use Plan Map* that indicates how all the land in the City will be utilized.

In addition to the goals and objectives, other factors that must be considered when preparing a Future Land Use Plan, are the physical elements that impact the City. In the case of Rockwall, the main physical element that impacts development is also one of the City's greatest assets, Lake Ray Hubbard. The other physical factors that must be considered include major roadways, railroads, the floodplain, and flood-prone areas.

Finally, in addition to the specific characteristics unique to Rockwall, there are several general planning principles that are considered when preparing the Future Land Use Plan. The principles utilized in this Plan include "nodal" and "corridor" commercial development, as well as the "neighborhood concept". These concepts and how they have been applied to existing as well as future development in Rockwall are provided in the *Urban Design Criteria* section.

While the area included in the analysis of existing conditions included the City limits of the City of Rockwall, the planning area included in the *Plans* section and the *Future Land Use Plan Map* figure includes the City limits as well as the extraterritorial jurisdiction (ETJ). *Table 6.1, Future Land Use* provides the number of acres and percentages divided into that area which is in the current City limits and that area which is in the ETJ.

Land Use Plan

The *Future Land Use Plan Map* reflects the future pattern of land uses within the City limits of Rockwall, as well as the ETJ. The percentage of land use types proposed in the Comprehensive Land Use Plan are indicated in *Table 6.1, Future Land Use*.

Table 7.1
Future Land Use

Land Use Type	Number of Acres		Total Acres	Percentage		Total Percentage
	Within City	Within ETJ		Within City	Within ETJ	
Residential						
Low Density Residential	4,703	4,495	9,198	49%	82%	61%
High Density Residential	74	0	74	1%	0%	<1%
Mobile Home Residential	0	0	0	0%	0%	0%
Commercial						
Central Business District	92	0	92	1%	0%	<1%
Commercial	1,130	130	1,260	12%	2%	8%
Industrial	1,204	77	1,281	13%	1%	9%
Other						
Public	311	12	323	3%	<1%	2%
Quasi-Public	72	0	72	1%	0%	<1%
Parks and Open Space	1,131	429	1,560	12%	8%	10%
Thoroughfares	764	353	1,117	8%	6%	7%
TOTAL	9,481	5,496	14,977	100%	100%	100%

The *Future Land Use Plan Map* is a bubble-style map. The double black lines enclosing each bubble of color represent the general limits of the land use recommended for that general location. These lines do not represent streets. In addition, while it is recommended that zoning changes be made according to the Plan, this Plan does not indicate zoning. Unlike a zoning map, the edges of the colored areas do not follow exact districts or property lines. These areas are general guidelines for future development, not exact area dimensions or locations. The colors used on this map are standard land use colors and are identified in the legend of the map.

Residential

The Comprehensive Land Use Plan addresses three residential categories: low density; high density; and mobile home residential. The low density residential category includes single family, duplex, triplex, quadplex and other similar attached units. The low density residential land uses have been located in accordance with the neighborhood concept, placing emphasis on creating neighborhoods that are buffered from the impacts of elements from outside the neighborhood system. The Plan indicates the location of low density residential land uses throughout the planning area. While this category includes several types of residential housing types, the principles of the neighborhood concept dictate the appropriate locations for the differing intensity levels of low density residential. A transition

Future Land Use Map.....goes here

from high to less intense uses should be utilized. The appropriate locations for high intensity single family uses are buffers between the low intensity single family and the nodes of commercial development at major intersections of neighborhoods. These high intensity low density residential land uses should also be located such that access is provided from collector or arterial streets. In addition, in locations where the topography or natural features such as large tree stands exist, a clustering of high intensity low density residential land uses may be utilized to preserve the natural characteristics of the land.

There is a limited amount of high density residential land use indicated by the Comprehensive Land Use Plan. In fact, the only high density land use shown is what is currently existing in the City of Rockwall.

The Future Land Use Plan does not indicate any mobile home residential land use. While there is a limited area designated as mobile home residential currently existing in Rockwall, this area is not planned to remain or expand in the future.

Commercial

Planning principles indicate that the location of commercial land uses should be compatible with adjacent land uses. Therefore, commercial land uses are generally located along thoroughfares in either a nodal pattern at intersections, or in narrow linear corridors along thoroughfares. Both of these planning principles are utilized in Rockwall. In the central portion of the planning area along I. H. 30, F. M. 740, and S. H. 205, the emphasis is on the corridor commercial concept. While in some of the older areas of the City, many of the existing commercial developments have not been developed according to planning principles, it is important that any proposed new development does consider these principles. An example of this is the commercial development along much of S. H. 205, F. M. 740, Goliad, Olive Road, and S. H. 66.

In both the northern and southern portions of the planning area, the nodal commercial concept is emphasized. High intense uses, such as those having a substantial traffic impact and which depend on high traffic volumes, were planned for the I. H. 30 corridor. This corridor extends for several blocks on either side of the interstate to put secondary uses and adjacent access possibilities to the rear of commercial uses. Low intensity uses, such as those that do not generate significant traffic or depend on high traffic volumes, are planned as commercial nodes. These commercial uses act as support uses for the general vicinity of the neighborhood. However, it is important that commercial development does not encroach into residential areas.

Industrial

Industrial land uses are intense in nature, and therefore, locational requirements are important. The Future Land Use Plan proposes the continuation of industrial development in the area east of S. H. 205, south of the Aluminum Plant and Airport Road, north of S. H. 276, and west of the City limits line. Industrial land uses should be located near major arterials, preferably freeway systems, to provide easy access to semi-trailer truck vehicles. The presence of both I. H. 30 and the Union Pacific Railroad in the designated industrial development area, makes it well suited for the proposed use. However, in many locations, areas designated for future industrial land development are adjacent to uses that are typically considered incompatible. Therefore, it is important that particular attention be given in this area to land use edges. Defined edges need to be identified and industrial land uses should be contained within these identified boundaries shown on the *Future Land Use Plan Map*. If regulations regarding landscaping and performance standards are applied, future industrial land developments will be an asset to the City of Rockwall.

While there is no substantial residential development in the industrial areas, it is critical to plan for future developments that will separate the traffic that serves industrial uses from residential neighborhoods. Where incompatible land uses are located adjacent to one another, such as residential and industrial, particular attention should be given to land use edges. In order to develop neighborhoods with residential integrity, it is critical that defined edges be identified for the industrial land uses. Industrial land uses must be contained within the identified boundaries shown on the *Future Land Use Plan Map*. These edges can be defined by streets, greenbelts or other natural buffers and screening techniques.

Public

Public land uses are categorized in this report as either public or quasi-public. Quasi-public uses are comprised of churches, hospitals and non-profit private organizations. While these quasi-public uses are typically a functional element of the neighborhood, their users are the public. The developers of such uses are typically not public entities, and therefore, their locations cannot be planned. Churches are protected with constitutional rights, and therefore, controlling their location is difficult. Public and quasi-public uses should be located in areas which are appropriate for the intensity and character of each use.

It is likely that these uses will occur as the community grows. Their locations may either be within the neighborhood or along its perimeter edges. However, these uses should be located so that their traffic is oriented toward arterial streets, and at a minimum,

along collector streets. Because of the traffic generated by these facilities, it is preferable for churches not to be located along small local streets.

Public land uses include municipal, county, and state governmental facilities, parks, recreational facilities, cemeteries, and schools. The recommended future public facilities are indicated on the *Future Land Use Plan Map*. The existing conditions and future recommendations for the City Hall, the Police Station, the Service Center, the Animal Shelter, the Fire Stations, and the Community Center are addressed in the *Community Facilities* section of this document. Other public land uses include schools as well as parks and recreational facilities which are addressed below.

Parks and Recreation

The Future Land Use Plan proposes over 1,500 acres of parks and open space. This is an increase of more than 1,200 acres, a substantial increase. The proposed park and recreational space is a combination of facilities. The City of Rockwall has a substantial parks and recreational resource in Lake Ray Hubbard. Rockwall has a substantial number of other water bodies in addition to Lake Ray Hubbard that are located within the planning area. The Future Land Use Plan incorporates these water bodies and floodways into greenbelts and potential linkages between parks. There are several large community park and recreational areas indicated, and in addition, the Plan proposes neighborhood parks scattered throughout the planning area. The National Recreation and Park Association (NRPA) standards suggest 6.25 to 10.5 acres of local parks per 1,000 people. This standard includes mini-parks, neighborhood parks and play grounds, as well as community parks. Linear and special-use parks are in addition to this standard amount. The proposed park system is more than enough to satisfy the standards suggested by the NRPA.

Downtown

The area designated on the *Future Land Use Plan Map* as Historic Downtown is generally bounded by Olive Street on the north, Storrs on the south, Clark on the east and Second Street on the west. It was determined during the public participation process, that due to the unique characteristics of this area, a special study was warranted. The plans for this area are addressed in the *Downtown Plan* section of this document.

Entry Statements

Entry statements at the gateways of the City should be provided. These gateways occur at three major locations. The first is at the Ridge Road exit from I. H. 30. The second gateway into the City is on S. H. 66 west of Second Street. There is a large vacant area in the shape of a "V" to the west of the Helping Hands building. This would be an excellent location for an entry statement for both the City of Rockwall and the Historic

Downtown Area. The third gateway is on the eastern edge of the City, at the intersection of I. H. 30 and F. M. 549.

Physical Elements

Lake Ray Hubbard

While there are many physical elements that may impact the development of the future land uses within Rockwall, Lake Ray Hubbard is the most prominent. While some physical elements are considered to have a negative impact, the proximity of the Lake adjacent to the City of Rockwall can only be considered a great asset. However, its location does have a definite impact on all development within Rockwall. The City has taken steps to take advantage of this asset by adopting Design Guidelines for a Scenic Overlay District.

These guidelines were developed by the Architectural Board of Review, and approved by the Rockwall City Council for use for development within the Scenic Overlay District. This district is a specialized zoning district along F. M. 740, which was identified in the Comprehensive Land Use Plan adopted in 1986 as a scenic thoroughfare. The identified scenic aspects of F. M. 740 include views of the Lake, existing natural topography, and existing natural landscaping. The district was established to protect scenic qualities through the use of additional development criteria, and by requiring uses compatible with both existing uses and with the visual environment. By continuing to enforce these regulations, the assets of Lake Ray Hubbard can be protected.

Some of the assets that are protected by the Scenic Overlay District are also located in other parts of the City, and should be protected as well. The goals and objectives identified the desire of the citizens to protect and preserve the natural environmental elements of the City. This includes topography and natural landscaping such as trees. In addition, there are floodplain and flood-prone areas which may be utilized as greenbelts and parkways within the City.

Other Lakes

In addition to Lake Ray Hubbard, Rockwall has many smaller lakes scattered throughout the planning area. These include Nelson Lake, Phelps Lake, Caruth Lake, Greener Lake, Rockwall Lake, Wallace Lake, Rain Lake, Aluminum Plant Lake, as well as several unnamed lakes. The Future Land Use Plan has incorporated these water bodies into the parks and recreation system proposed for Rockwall.

Interstate Highway 30 (I. H. 30)

I. H. 30 is a major physical element which has an impact on the future development of Rockwall. A roadway of this size has a definite impact on adjacent land uses. Due to the frontage road providing continuous access to land along I. H. 30, this corridor lends itself

to Corridor Commercial Development. However, the Texas Highway Department controls curb cuts and access to the frontage road, and would likely discourage numerous curb cuts intersecting the frontage road. The Corridor Commercial Development concept also discourages numerous curb cuts and multiple drive entrances. Therefore, the Plan encourages access to businesses along the I. H. 30 corridor through the use of rear and side entry, as well as shared drives to limit the number of curb cuts along the frontage road. The commercial corridor indicated on the Plan provides enough depth to allow for these alternative ingress and egress functions.

Union Pacific Railroad

Rockwall has a man made barrier in the form of the Union Pacific Railroad. Railroads impact land uses because of their noise and visual presence. Also, they impact land uses by their obvious character of transportation, which can attract industrial uses. Industrial uses have been correctly located along the railroad in Rockwall. The critical issue regarding future land uses will be to contain the industrial activity adjacent to I. H. 30 and the railroad. All industrial or commercial uses should be oriented toward the railroad or highway, and should have access to major arterials.

The railroad acts as a significant barrier to north and south access to Rockwall. There are relatively few railroad crossings by north and south roadways. At the present, all but one of these roadways are grade crossing roadways. It is conceivable that significant delay could occur if these roadways were blocked by train traffic. Therefore, at least one additional grade separation crossing is recommended for safety reasons. The likely location is along the S. H. 205 Bypass. This roadway provides direct access to two future fire station sites.

Downtown Plan

Introduction

The Downtown Plan is intended to be incorporated as an element of the Comprehensive Land Use Plan for the City of Rockwall. Downtown Rockwall is an area that deserves special attention due to its historical and architectural character, as well as its significance to the community. According to the citizen survey and the citizens who participated in the Task Force meetings, the community is interested in maintaining the historical character of the Downtown Area for the following reasons:

1. to promote economic development;
2. to create a focal point within the City;
3. to maintain a government presence by providing suitable office space/buildings within the CBD;
4. to reuse vacant structures for activities or business;
5. to attract tourists/tourism to the City;
6. to promote commercial and residential mixed uses in the same building;
7. to increase and/or improve entertainment of various types in the CBD;
8. to create a pedestrian-oriented Downtown Square combined with parks, green space, and pedestrian linkages between services; and
9. to provide a unified architecture and street-scape "identity" that will distinguish the Downtown Area from the rest of the City.

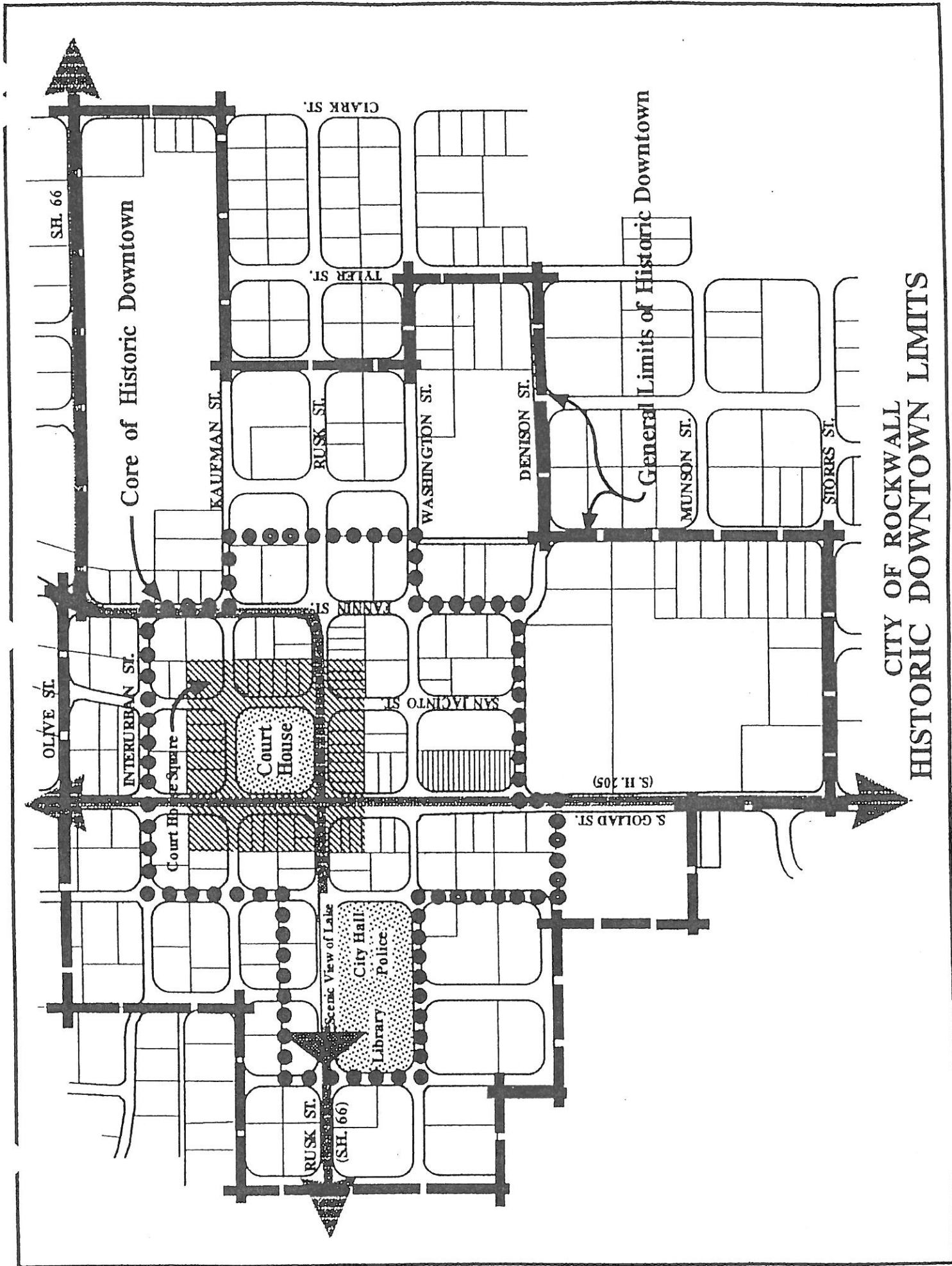
Physical Limits of the Downtown Area

For the purpose of this report, the Downtown Area will be generally defined to the north by Olive Street; to the south by Storrs Street; to the west by Second Street; and to the east by Clark Street, as shown in the *Historic Downtown Limits* figure.

Perceived Amenities

The Downtown Area of Rockwall has several important amenities that will provide momentum towards implementing a plan for the area. The most noteworthy amenities include the following:

1. A good view of Lake Ray Hubbard from the "courthouse square" down Rusk Street (S. H. 66);
2. Large trees around the courthouse square;
3. Nice landscaping around the courthouse square;
4. Historical and architectural significance of buildings in the CBD;



Core of Historic Downtown

General Limits of Historic Downtown

CITY OF ROCKWALL
 HISTORIC DOWNTOWN LIMITS

SH. 66

(S. H. 205)

RUSK ST.
 (SH. 66)

CLARK ST.

TYLER ST.

RUSK ST.

WASHINGTON ST.

DENISON ST.

MUNSON ST.

STORRS ST.

OLIVE ST.

INTERURBAN ST.

KAUFMAN ST.

FANNING ST.

SAN JACINTO ST.

S. GOLLAD ST.

Court House

Court Square

Scenic View of Lake

City Hall
 Library
 Police

5. "Period" lighting standards around the courthouse square evoke an historic feeling;
6. Mixture of paving materials makes sidewalks interesting;
7. The Courthouse Building is historic, easy to access, a focal point of the courthouse square, and a good candidate for adaptive use to another civic, county, or federal use;
8. There are several opportunities/locations for parking lots on currently vacant lots/parcels around the CBD;
9. Rusk Street (S. H. 66) has the potential of becoming a pedestrian mall/linkage between the current Library and City Hall facilities and the courthouse square;
10. There is a good mixture of professional office (Architects, Attorneys, Dentists, etc.), retail commercial (flower shops, bookstores, restaurants, antique shops, etc.), and civic uses (Tax Appraisal Office, Library, Police Station, City Hall, etc.) within the Downtown Area; and
11. The large vacant lot at the corner of Goliad Street (S. H. 205) and Kaufman Street (across the street from the 7-11 and the Courthouse Building) would be a good location for one of the following uses:
 - (a) a parking lot/facility for the Courthouse Building workers;
 - (b) an open air park that could be used for arts and crafts fairs, City activities, etc.; or
 - (c) a pocket park with a large gazebo where school bands, City bands, or professional bands could entertain during City activities, or during Friday lunch hours to promote CBD workers to have "brown bag" lunches in the park. The gazebo could also be used for speeches, announcements, weddings, etc.

Perceived Liabilities

The Downtown Area of Rockwall also has some liabilities that, if corrected, could significantly change the image and appearance of the CBD. The most noteworthy liabilities include the following:

1. The view of Lake Ray Hubbard from the Square is lessened / diminished by the telephone poles that line both sides of Rusk Street (S. H. 66). If the poles were removed, that could greatly improve the quality of the view to the Lake;
2. The noise and vibration from trucks and cars, the congestion, and unsafe walking conditions from the Rusk Street (S.H. 66) and Goliad Street (S.H. 205) intersection discourages a pedestrian-oriented Square and CBD;

3. Handicapped parking spaces are inadequate around the Square. Some of the spaces are located so that the wheelchair would have to move into vehicle traffic in order to get to the ramp. Some of the ramps lead nowhere or they do not provide access to the upper sidewalks around the Square. These must be brought up to Americans with Disabilities Act (ADA) Standards;
4. Remove/replace/maintain landscaping in the CBD. Some of the landscaping is in the wrong place, some is overgrown, and some has died and needs to be replaced (prevents pedestrian movement along sidewalks, prevents views from street to shops, etc.);
5. Remove/replace the Yellow Jackets sign at the Courthouse Building. This sign distracts from the historical significance of the building and is not compatible with other historic street furniture and signage in the Downtown Area;
6. The head-in parking around the Square along Rusk Street (S.H. 66) is dangerous. Parking provided in convenient lots throughout the CBD would be much safer;
7. The used car lots at the intersection of Goliad Street (S. H 205) and Kaufman Street and at Rusk Street (S. H. 66) and Kaufman Street distract from the historical and aesthetic beauty of downtown. This type of use is not compatible with uses within a historic area. These uses should be relocated away from the Square and prohibited in the district in the future; and
8. The large vacant church at the intersection of Rusk Street and Fannin Street is dilapidated. It could serve as a community center, or an entertainment center of some type if revitalized. Currently it is an eyesore, but has great potential for an activity node.

Land Use Analysis

Existing land use in the Downtown Area contains a variety of uses ranging from residential to heavy commercial uses. Commercial uses in the Downtown Area are located primarily in a north/south linear pattern and a commercial node around the courthouse square. Two systems have influenced this pattern: Goliad Street (S.H. 205); and the courthouse square. Residential land uses are located around the perimeters of these commercial concentrations.

Some heavy commercial uses exist in the Downtown Area. Heavy commercial uses, however, are not significant such that a problem with the identity of the Downtown Area is threatened by the quantity or the quality of these heavy commercial uses. No heavy commercial uses are present within the courthouse square of the core area. The heavy commercial uses are located along Washington Street, and are compatible with that location, particularly upon consideration of future thoroughfare routing. Land uses located around the courthouse square are typical of other commercial uses located around

squares in other Texas towns. These uses are generally service-oriented and light retail. The focus of the square is the courthouse. While the courthouse is not under the control or authority of the City, it is an important feature of the Downtown Area. The current structural condition of the courthouse is that of a deteriorating. Its potential, under restored conditions, is critical to the ultimate success and overall function of the courthouse square.

Goliad Street (S.H. 205) also has a significant impact on the Downtown Area, relative to land uses. From the intersection of Ridge Road to the courthouse square, a commercial corridor consisting of small retail and service uses, has developed. This commercial corridor has utilized a mixture of renovated and restored structures from Rockwall's early stock of structures to construction of newer commercial structures and commercial shopping facilities. This mixture of commercial uses appears to be a compatible blend. This is particularly due to the fact that a large "anchor" facility has not been established that is detrimental to the other commercial uses. In addition, no single commercial use has established itself on the corridor, such as used car lots or a "restaurant row".

As would be expected, the condition and character of the existing structures in the Downtown Area is typical of structures constructed during the early and mid portion of the 20th century. Some of the current structures may contain problems that present particular challenges to compliance with modern building codes. However, the condition of these structures, from an exterior investigation, appear to be good. It is of course expected that some structures may be dilapidated beyond reasonable repair, but for the most part, the structural stock of the Downtown Area appears good.

Determining Historical Significance

Historical significance is a matter of interpretation. Any structure that accurately portrays the historic character and heritage of the City of Rockwall through its architecture, may be considered historically significant to the City of Rockwall. Operating under that interpretation of "historical significance", a substantial quantity of structures located within the Downtown Area can be designated as being historically significant.

The commercial structures located around the courthouse square are the most likely candidates for historical designation. These structures are worthy of particular attention relative to renovation and restoration. In addition, several churches located in the fringe area of the downtown district, outside the core area, are worthy of similar attention. It is apparent from the field investigation, that the majority of the residential structures are of very simple construction. There does not exist an area of 2-story Victorian homes located in Rockwall. But this does not mean that the residential structures located here do not have historical significance. Many small residential structures may be renovated and restored to levels of architectural conditions that satisfy the parameters determined by the community as being historically significant.

Land uses within the Downtown Area should be very restrictive, and yet there should be flexibility among the uses that would permit changes between uses. This should be permitted as long as the basic character of the original structure and property improvements are not changed to prevent the logical adaption of different land uses. For example, downtown structures should allow residential uses as secondary uses in commercial structures. This would encourage total utilization of commercial structures in the Downtown Area. Construction of new residential units in the Downtown Area should certainly be discouraged, however, retrofitting upstairs residential apartments and warehouse studio apartments could bring an additional element to the Downtown Area.

The location of downtown residential uses can bring new activity to the downtown. The presence of residents in the Downtown Area provide a degree of security for the area. In addition, it permits business owners to be more flexible with hours of operation. The continual presence of residents in the Downtown Area serves to encourage increased maintenance in the Downtown Area.

Commercial land uses located in the core and the fringe areas of downtown are similar. These land uses are primarily small retail-oriented shops that conduct their major business within a structure. Land uses such as automotive repair garages, contractors yards, large retailers requiring significant parking areas, or uses requiring significant outside display, such as new and used car sales, are highly discouraged for the Downtown Area. Commercial uses such as cottage retail, consisting of arts and crafts, the display and retail sales of antiques, professional services, and small eating establishments are recommended uses for the to the Downtown Areas.

The Historic Downtown Core Plan consists of non-residential uses. The only residential uses proposed for the Downtown Area are the residential uses within commercial structures. The remainder of the Historic Downtown Area, beyond the core area, contains residential uses, and will continue to have some residential application in the area. It is recommended that these residential structures be recognized as integral elements of the Downtown Plan. An attempt should be made to retain the architectural significance of these turn-of-the-century structures. Many of the older structures may not appear to be grand in scope. However, size and style alone do not determine a structures' historic significance. It must be understood that the historic significance of these structures will be established by the citizens of Rockwall, and will be used to guide development of the Historic Downtown Area.

Traffic Analysis

Thoroughfares have a significant impact on the Historic Downtown Area of Rockwall. A thorough description of the traffic impacts of the entire thoroughfare system has been provided in the *Thoroughfares* section of this document. However, the future development of the intersections of two of these thoroughfares, Rusk Street (S.H. 66) and Goliad (S.H. 205), will shape the character of the Historic Downtown Area.

Under the current conditions, the traffic on these two roadways severely limits activities in the courthouse square. Turning movements are already difficult at this intersection. During the special events and festivals that are held occasionally in the square, congestion and traffic movements present a particular challenge to users of the square and the roadways.

It is obvious that all of these elements will continue to exist. The problem, simply stated, is to permit east/west and north/south traffic to continue unabated, while at the same time, reclaiming the function of the courthouse square. It is also apparent that some traffic is going to occur in the courthouse square area, as is the case in most squares in Texas. The desired effect then, is to alleviate the negative impacts of the traffic as much as possible.

The Thoroughfare Plan has proposed to do this by expanding the thoroughfare systems to adjoining streets with a system of "couplets". Goliad Street is proposed to split from a six-lane roadway at a location just south of the Historic Downtown Area, as shown in the *Historic Downtown Core* figure. It will pass through the core area as a four-lane roadway on Goliad, and as a parallel four-lane divided road along North Alamo Street. Immediately north of the Historic Downtown Area, it will merge again as a six-lane roadway with existing Goliad and continue north. This split will permit the majority of traffic to pass one block west of the courthouse square.

Similarly, Rusk Street (S.H. 66) currently passes through the courthouse square as its southern street. Future plans for S. H. 66 will split the traffic onto Rusk Street and Washington Street. However, unlike S. H. 205, S. H. 66 will consist of two one way streets. Rusk Street will be designated as a three-lane one way westbound street, and Washington Street will be designated as a three-lane one way eastbound street. This function will reduce one half of the traffic going east/west from the courthouse square. It will also reduce the number of turning movements, since all turning movements from the east, going south, will occur on Washington Street. In addition, north/south turning movements can be limited to the four-lane portion (N. Alamo Street) of S. H. 205 exclusively, eliminating all turning movements onto Goliad.

This reconfiguration of thoroughfares is particularly important to the function of the courthouse square. By reducing the traffic movement through the square, a greater opportunity may be gained for using the square for pedestrian purposes. Community events and festivals may be conducted, closing the roadways within the square completely for the duration of the event. This would require rerouting traffic onto the new portions of S. H. 205 and S. H. 66, and would likely cause some slight traffic conflicts. With these roadways closed, the existing roadways could be utilized for additional parking space during the special event.

Historic Downtown Core Plan

The Historic Downtown Core Plan, as shown on the *Historic Downtown Core* figure, is based on several design criteria.

The courthouse square is an integral part of the Rockwall community that should be retained. Regardless of where county government business is headquartered, this site has experienced a significant quantity of history and must be preserved as a monument to that heritage. It is preferred that the courthouse structure be a useful, working element of the community. In any case, the square represents a focal point for the community. Therefore, efforts should be made to keep the courthouse in working condition and open to the public.

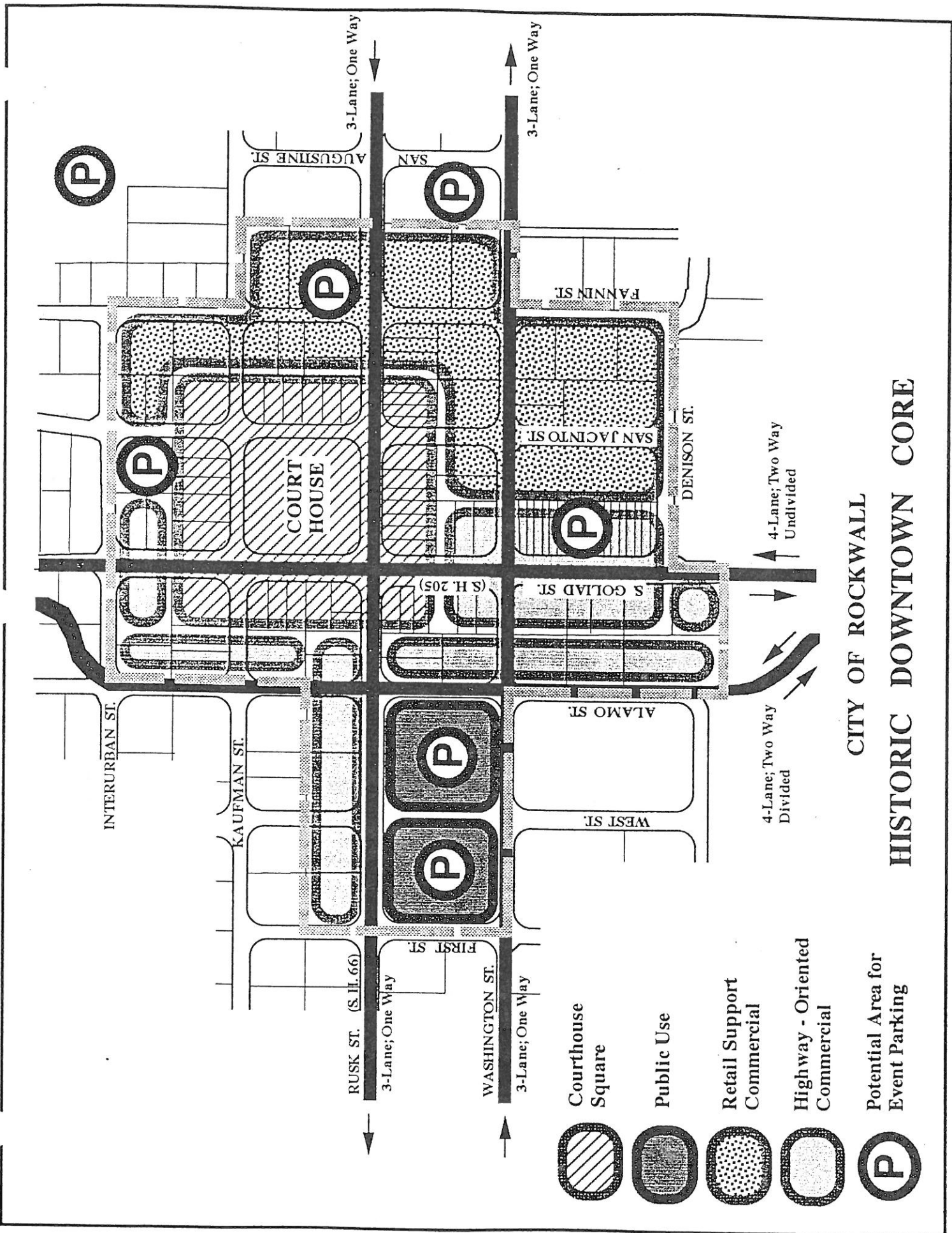
It is critical that the courthouse square be a place accessible to pedestrian traffic. Efforts should be made to lessen the impacts of vehicular traffic within the courthouse square. In addition, effort should be made to make the existing pedestrian pathways more accessible to pedestrians. Much of the areas dedicated to pedestrians is crowded by the presence of existing landscaping along the sidewalks.

Although it is rarely suggested to remove landscaping, a change in the landscaping should be considered. It is recommended that landscaping be installed that allows pedestrians to walk freely beneath the branches. This would also allow for visual access to the windows and facades of many of the structures located around the square.



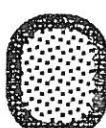


Limit the impact of S. H. 205 and S. H. 66 on the courthouse square. The redesign of the thoroughfare systems will remove the majority of vehicular traffic from the immediate perimeters of the courthouse square. Redevelopment of these roadways as shown in the *Thoroughfares* section of this document, and as described in the *Thoroughfares* portion of the *Downtown Plan* is encouraged.

Recognize distinct characteristics of corridor and node commercial land forms within the Historic Downtown Core Area. The uses adjacent to the S. H. 66 and S. H. 205 are compatible with highway-oriented commercial uses. However, it must be understood that the more intense corridor uses as provided along I. H. 30 are not suggested for these corridors. In addition, it should be recognized that the courthouse square is unique in character and should be addressed separately from the other commercial areas in Rockwall.

Parking facilities must be provided for special event and festival occasions. With the accessibility to the courthouse square, comes the need for providing more pedestrian activity in the Downtown Area. Existing parking lots used by municipal, county, and other governmental entities should be made available for overflow parking. In addition, numerous vacant lots and church parking lots in the Downtown Area should be utilized for overflow parking. Methods of transportation for the attendees of special events and festivals from the parking areas into the festival area should be considered.



CITY OF ROCKWALL
HISTORIC DOWNTOWN CORE

-  Courthouse Square
-  Public Use
-  Retail Support Commercial
-  Highway - Oriented Commercial
-  Potential Area for Event Parking

Community Facilities

Introduction

Community facilities are designed to provide the citizens of Rockwall with adequate facilities and staff to service the community in the areas of fire protection, police services, city government, cultural growth, and community assembly. These uses are considered public land uses which include municipal, county, and state governmental facilities. While it is not reasonable to expect that the recommended improvements will occur immediately, it is important to understand that the recommended improvements will require that the square footage amounts provided below be realized within the next five to ten year period. A listing of sequencing priority for the recommended improvements to community facilities should be developed in the Planning Program as listed in the section on Implementation in this document. The following section describes the existing condition of community facilities within Rockwall and provides recommendations for improvements to these facilities.

City Hall / Police Station

Rockwall City Hall / Police Station: The existing Rockwall City Hall / Police Station is a 2-story building constructed in the 1980's. The building's second floor contains the City's Administrative Offices and City Council Chamber. The first floor contains the Municipal Court and all Police Department functions. The total existing floor area of this facility is 10,000 square feet. The building currently presents several problems which include the following:

1. City Council Chamber inconveniently located on the second floor;
2. Small under-sized offices;
3. Overly crowded work spaces;
4. Lack of storage;
5. Uses which are not compatible (ie: Police Department-City Administration Public Meeting Space);
6. Inadequate expansion space;
7. Inefficient layouts between department;
8. Considerable moving expense associated with any future Police Department move; and
9. The City has made numerous corrections in an attempt to comply with accessibility requirements, and in the City's transition plan some hardship exceptions have been taken.

The current size of both the Police Department and the City Hall require more square footage than is available in the existing shared facility. As an immediate short term solution, approximately 5,000 to 6,000 square feet of additional space could be added to the existing facility, which would temporarily relieve the overcrowded conditions. Once construction of a new City Hall facility is complete, the area left by the City Hall departments moving to a new facility would then accommodate the needs of the Police Department and Court facilities.

The City Hall should include all administrative space related to the City Manager, City Secretary, Finance Department, Utility Billings, Community Development, Economic Development, and Public Service. The facility should also include public facilities such as the City Council Chamber. The projected floor area required to fulfill these items is 17,300 square feet. This square footage projection is based upon a number of factors, that include the number of employees by department that the City currently has, and the number of employees the City will need over the next five (5) to ten (10) years, based on the projected population. In addition, the employee and square footage needs of cities of similar size and service demand in the area have been considered. A site of approximately 1.5 acres to be located in the existing Downtown Area is recommended.

As stated above, currently the Police Station is sharing facilities with City Hall. This arrangement is not conducive to properly serving the City's needs for the long term. It is recommended that separate facilities be provided. The reasoning behind the recommendation of separate facilities is that these two uses are somewhat incompatible. The factors which contribute to the incompatible status of these uses include security needs, times of use, customer served, number of people served, and the conflicting needs of the different departments. The Rockwall Police Building should include space to house Police Administration, CID, Patrol Division, Support Services, Fire Marshal's office and Warrants. The facility should also include the Municipal Courts. The projected necessary floor area to fulfill these needs is 16,400 square feet. It is recommended that the existing Rockwall City Hall be converted into the Police and Courts Building. Renovation and expansion of the existing facility can be a very cost effective solution to the current and future spatial needs of both the police and courts departments. In addition, the cost of moving the communication systems, computers, etc. would be avoided by renovating and expanding the current location.

Consideration might be given to constructing a municipal courts facility which also serves as a City Council Chamber. While the benefits of this dual use facility include a reduction in construction cost and eliminating the duplication of efforts, there are several issues that must be considered. With one facility, the possibility of conflicting times of uses arises. In addition, the municipal courts facility would be required to be located within the police facility or at least in close proximity. This requirement would dictate the facility be located away from City Hall, and therefore less convenient for the City Council Chamber use.

Service Center

Rockwall Service Center: The existing Rockwall Service Center is a 1-story building constructed in the 1980's. The building contains a variety of storage spaces, work areas, and some office space. The current area of this facility is a total of 6,300 square feet, which mainly consists of service bays. Proper use of the existing building would require overcoming several problems which include:

1. Poorly defined storage areas and indoor maintenance areas;
2. Poor access to maintenance areas;
3. Inadequate assembly/training areas for street and park crews;
4. Inadequate toilet/locker room facilities;
5. Poor site drainage;
6. Inadequate site storage for supplies, equipment, etc.;
7. Lack of shed parking for City vehicles; and
8. Overcrowded office and work areas.

The projected necessary floor area required to fulfill these needs is 13,400 square feet for office, shops, and storage areas, and 19,000 square feet for vehicle and equipment sheds. This recommended square footage is based on the number of employees needed to operate and maintain the services required of a city the size that Rockwall is projected to be. The existing Service Center site appears to be the most suitable for the service center function. It is recommended that necessary improvements be made on site.

Animal Shelter

Rockwall Animal Shelter: The existing Rockwall Animal Shelter is a 1-story metal building. The building has been expanded over a lengthy period of time. The approximate floor area of this facility is 1,250 square feet. The building contains animal cages, some processing areas, and a small office. The current building's condition makes the building difficult and expensive to operate and maintain. Plans are underway to construct an addition to the east side of the existing structure and systematically renovate and modernize the remainder of the building. Total renovation work may take several years to complete. Present problems include:

1. Poorly heated and cooled animal areas;
2. Lack of adequate processing areas;
3. Lack of proper isolation capabilities for sick animals;
4. No toilet facilities for staff;
5. Inadequate security;
6. Severely leaking roof and damaged metal wall panels;
7. Inadequate dog runs on exterior of building;
8. Guillotine doors separating exterior dog runs from interior cages;
9. Residential gauge cages;
10. Rodent and insect problems; and
11. Lack of storage and work areas.

It is recommended that an animal shelter provide suitable area for processing and housing animals. The facility should also provide adequate office and work areas for the animal control officers. The projected necessary floor area required to fulfill these needs is 3,000 to 4,000 square feet. With expansion and renovation efforts, the current animal shelter can provide the spatial needs recommended.

Central Fire Station

Rockwall Central Fire Station: The existing Central Fire Station is a 1 1/2-story tilt-up concrete building. The building contains engine bays, office space, training rooms, and classrooms. The approximate area of this facility is 10,500 square feet. The current building appears to be adequate in the amount of space provided. The main concern involves handicapped access to various portions of the building. Second floor areas currently do not comply with all ADA requirements. Future consideration should include verification and determination of handicapped accessibility.

Fire Sub-Stations

Rockwall Fire Sub-Stations: Currently the City of Rockwall does not have fire sub-stations. As the City grows and fire sub-stations are necessary, these facilities should be located to provide proper response time to all areas of the City. The requirements for a volunteer department differ from those for a paid department. A volunteer department does not require the sleeping areas and other living space required of a full time department. Each future fire sub-station (for a volunteer department) should contain 2 to 3 drive through engine bays, office space, multi-purpose training rooms, weight training room, and locker rooms. Facilities planned for a paid department should also contain dayrooms, dining areas, kitchen, and sleeping areas. The projected floor area requirements for a volunteer department is 5,900 square feet, and 6,500 square feet for a paid department. It is recommended that land be purchased that can accommodate the needs of either a volunteer or full time department. In addition, volunteer department facilities should be designed so that they are easily adapted to the needs of a paid department.

Community Center

Community Center: The City of Rockwall currently has two very small community centers, the Community Building and Turtle Cove. These facilities do not and will not meet the needs of the city. A Community Center provides for multiple uses, including recreational facilities as well as meeting rooms of various sizes. Typically these meeting rooms would accommodate small gatherings as well as auditorium-type facilities for larger gatherings. The projected necessary square footage for a facility of this type is 25,000 to 30,000 square feet. A city typically needs one large recreational center for every 25,000 to 27,000 people. The current population of Rockwall is 12,973. Rockwall is not expected to reach 25,000 to 27,000 population until after the year 2020. However, it was stated in the *Goals and Objectives* portion of this Plan that the City "Plan for and provide a community center including meeting areas, an auditorium, and recreational facilities."

Library

Library: Currently the library system is under the jurisdiction of the County of Rockwall. This facility provides for the needs in this area and there is no need to duplicate efforts by having the City provide a service that is covered by the County.

Implementation

General

An important step in the Comprehensive Land Use process is the implementation of the plans that have been developed. Implementation is the execution of the plans which have been developed through the process which includes the establishment of Goals and Objectives, the gathering of base information on existing conditions, the development of plans, and the implementation of those plans. A Plan is only as good as its implementation. If implementation is not considered, the good intentions of those who took part in the planning process will never be realized.

There are many methods and tools that may be used to implement a plan. Some of these include, but may not be limited to, the following:

1. Adopted Policies;
2. Ordinances;
3. Checklists, Forms, and Applications; and
4. The Planning Program

The Comprehensive Land Use Plan is usually implemented by utilizing a combination of these methods. One method may adequately implement one portion of a plan or a number of methods may be required. The following text addresses the different implementation methods and provides a description of how they are to be used in the implementation of the Comprehensive Land Use Plan.

Application of the Plan

The Comprehensive Land Use Plan provides guidance for future development in primarily three ways. First, all planning and zoning decisions should be made with regard to the growth goals and objectives developed by the citizens during the initial stages of the planning process.

Secondly, the Comprehensive Land Use Plan has provided a description of applicable planning principles for Rockwall. These principles are provided in the *Urban Design Criteria* section of this document. They include the neighborhood plan concept, commercial development forms such as nodal and corridor, the establishment of edges, and the use of transitional land uses, buffering, and screening techniques.

Thirdly, planning and zoning decisions should be in agreement with the adopted Future Land Use Plan Map. This map is provided in the *Plans* section of this document. The Future Land Use Plan Map provides a general picture of how land uses may be arranged to reflect the growth goals and objectives of the City. It is important to note that this map

should not have the same authority as the zoning map. The Future Land Use Plan Map is not law. It does not dictate exact boundaries of land uses. Therefore, it should be considered to be somewhat flexible. Changes other than those literally shown on the map can be made with assurance that they are not in conflict with the Comprehensive Land Use Plan, if they do not conflict with the guidance of the growth goals and objectives or the planning principles provided in this text document.

Adopted Policies

Adopted policies are often credited with a great amount of authority. The staff and officials of many cities consider adopted policies as only one step short of law. In general, official policies provide the City Staff, the Planning and Zoning Commission, and the City Council with specific guidelines regarding development issues. The City of Rockwall has developed Goals and Objectives which are included in the *Goals and Objectives* section of this Comprehensive Land Use Plan Document. It is the purpose of these goals and objectives to give the City Staff and elected officials direction so that official policies may be developed. The following policies do not represent an exhaustive accounting of policies to be adopted by the City regarding future development. A number of general issues, conclusions, and recommendations have come out of the Comprehensive Land Use Plan process. It is recommended that the following policies be adopted in order to provide guidelines to assist the staff, and appointed and elected officials in following through with the adopted goals and objectives of the City.

Policies:

1. Conformance with the Plan: It is recommended that the City establish a policy requiring conformance with the Comprehensive Land Use Plan. All zoning and platting requests shall be measured for compatibility with the Plan. Staff reports written on platting and zoning issues should include commentary on the conformance with the request to the Plan. Non-conformance with the Plan may be sufficient grounds for denial or a negative recommendation of the request. The Planning and Zoning Commission and City Council shall provide their own comments on the conformance of any issue.
2. Maintenance of the Plan: The effectiveness of the Plan should be monitored annually. Monitoring allows the City to measure progress of plan implementation. It also serves as an indication of changing conditions and trends which may suggest the need for revisions to the Plan. The City should adopt a policy to have a written staff review of the Plan annually. Items to be addressed should include conformance with current development trends, number of zoning requests granted that did not conform with the Plan, and recommendations of the Plan that are being implemented or have been implemented. The result of the report will be to recommend that the Plan be maintained in either its current condition for another year or that it, or part of it, be revised to comply with current development goals and objectives being observed by the City.

3. Cooperation with other agencies and cities: The City should maintain an open channel between adjacent communities and area agencies advising them of the City's plans and should be cognizant of theirs. If conflicts arise between Rockwall and another agency, the City will communicate these conflicts to the City leaders and work toward minimum negative impact on all participants affected.
4. Update Materials: The City should continue to refine and update applications, checklists, and procedures to insure development controls are adequate to retain long term values and quality of life.
5. Enforcement of Ordinances and Regulations: The City should continue to enforce current ordinances and regulations and adopt new ordinances and regulations that better assist in controlling signage, refuse, nuisance, animal control, clean up and removal of junk, and elimination of dilapidated and unsafe buildings and other code enforcement issues.
6. City Initiated Zoning: The City may choose to review existing zoning. If deemed appropriate, the City may initiate re-zoning on areas that do not conform to the general guidelines for development or proposed land uses according to the Comprehensive Land Use Plan.
7. Consideration of Thoroughfares: The City should consider the Thoroughfare Plan when making land use decisions that may be affected by traffic. The City should periodically review the Thoroughfare Plan to evaluate its constancy with current growth philosophies.
8. Traffic Impact Analysis: The City should consider requiring a Traffic Impact Analysis (TIA) report on any development that appears to impact traffic and circulation significantly.
9. Public Involvement: The Comprehensive Land Use Plan is a tool to be used by the City. However, the application of that tool may be better facilitated if the development community realizes that it is a document that must be respected. The City should adopt a policy that upon inquiries by the development community relative to development regulations, the Comprehensive Land Use Plan be included in any listing of necessary documents for compliance with development regulations of the City. The City should keep sufficient copies of the Plan on hand to be distributed to the general public in the same manner that the subdivision regulations and zoning ordinance are distributed.
10. Develop and Adopt a "Planning Program" Establishment of a sound planning program is the most effective method to implement a comprehensive plan. Furthermore, an effective planning program helps to assure development of the community in a coordinated manner. A Planning Program should be adopted and updated as needed to implement the Comprehensive Land Use Plan.

Ordinances

Ordinances are recognized as municipal law and are binding as such. Two documents should be adopted in ordinance form that are the primary implementation tools for the Comprehensive Land Use Plan: 1) the Zoning Ordinance; and 2) Subdivision Regulations.

Zoning Ordinances:

The basic purpose of the Zoning Ordinance is to carry out the land use policies and recommendations as contained in the Comprehensive Land Use Plan. Specifically, the Zoning Ordinance classifies and regulates the use of land, buildings, and structures within the corporate limits of the City. The ordinance is divided into two elements that are dependent on each other: 1) the zoning text; and 2) the zoning map. The zoning text tells us how the land may be used. The zoning map tells us where it may be used in the manner described in the zoning text. Zoning decisions should always consider the Comprehensive Land Use Plan. The Plan provides decision makers with guidance as to the appropriate zoning districts for property located within the City. Decision makers should consider whether the zoning request is in compliance with the Plan.

It is important to note that since the Comprehensive Land Use Plan map indicates land use in a general manner, it will not necessarily show specific information on specific properties. Nevertheless, it will provide guidance regarding land use principles and expected development trends.

Besides providing guidance to decision makers regarding re-zoning requests, the Comprehensive Land Use Plan will provide the City with authority to initiate re-zoning of property. As long as the appropriate procedures of "due process" are observed, the City may initiate zoning to bring property into compliance with the adopted Comprehensive Land Use Plan. It is recommended that the Comprehensive Land Use Plan and the zoning ordinances be examined to identify areas that should be re-zoned in order to assure compliance with the intent of both documents. In addition, the zoning ordinance may be revised to include special zoning techniques such as Planned Unit Developments, Overlay Districts, and a Downtown District as recommended by the Comprehensive Land Use Plan. These zoning techniques may include design criteria and guidelines which may provide additional protection for special areas.

Subdivision Regulations:

Subdivision Regulations are intended to guide the development of future platting of land within the corporate limits of the City. How the land is used cannot be an issue in the approval of plats. That is a zoning issue. However, subdivisions may be required to comply with the general layout of streets, placement of corridors and arterials, and the general urban form principles as provided in the Comprehensive Land Use Plan. Each plat should be reviewed by the planning staff and addressed by the Planning and Zoning Commission and the City Council regarding this compliance. Noncompliance with the Comprehensive Land Use Plan may constitute a position contrary to the public health,

welfare, and general safety of the residents of the community. Language in the subdivision regulations should be reviewed to confirm that compliance with the Comprehensive Land Use Plan is required. In addition, the Subdivision Regulations should be updated to include changes in state law which have occurred since the last update of this document.

Official Maps

The Comprehensive Land Use Plan Map and Zoning Map are the principal maps associated with the implementation of comprehensive planning efforts for Rockwall. The Comprehensive Land Use Plan Map reflects the desired general location of all land uses in addressing the goals and objectives of the City. The location of land uses on this map are also influenced by the Thoroughfare Plan, also on this map, which serves as the foundation on which land uses are located, and provides access and circulation. As development occurs in and around Rockwall, this map will provide guidance as to appropriate land use placement and the relationship of land uses to the City as a whole.

While the Comprehensive Land Use Plan Map provides guidance, it does not specifically regulate or enforce the placement of land uses. This regulatory function is provided through zoning, and is reflected on an adopted Zoning Map. The Zoning Map is usually based on the Comprehensive Land Use Plan Map. Variations can occur where existing uses are not in strict conformance with the Land Use Plan. The Zoning Map represents the legal classifications of all zoned property within the City, and is enforceable as provided by state statute. It is by virtue of zoning and the Zoning Map that cities can implement their Comprehensive Land Use Plan, relating the appropriate location of land uses to the City as a whole.

Checklists, Forms, and Applications

Checklists, forms, and applications are the basic “hands on” tools that assist the administrator in determining compliance with adopted City plans and policies. It is recommended that checklists, forms and applications be developed or revised which include specific items to check for those using the Plan and making application for various actions within the City. All checklists, forms, and applications that relate to land use development should be developed or revised to include language requiring compliance with the Comprehensive Land Use Plan.

Annexation

The area included in the Comprehensive Land Use Plan extends beyond the current corporate City limits. Upon ultimate development of the City, it is apparent that additional land area will be added to the City. The City of Rockwall is a “home rule” City. This status permits it to expand its corporate limits as is required to properly manage the Comprehensive Land Use Plan and to realize the goals and objectives defined by the community related to growth strategies. Being a home rule City permits the City of Rockwall to add land area without the consent of the property owners being taken into the corporate limits. As of this date, the only requirement is that the City provide an appropriate plan to provide proper services to those areas taken into the City limits. “An

appropriate plan” has also been defined by the courts as being the provision of “like services to like areas of town.”

State law also permits the City to acquire land area at a given rate for a designated period of time. If the City has not annexed property in several years, they may annex up to 30% of the total land area the first year of an annexation program. The City is then allowed to annex an additional 10% each year thereafter. This is a significant amount of area for Rockwall, as shown in *Table 10.1 - Permitted Annexation Area*.

Table 10.1
Permitted Annexation Area

<u>Annexation Year</u>	<u>Amount of Acres</u>	
	<u>Permitted to be Annexed</u>	<u>Total Acres in City</u>
1995	--	9,481
1st Year (1996)	2,844	12,325
2nd Year (1997)	1,233	13,558
3rd Year (1998)	1,356	14,914

If the City were to annex land in accordance with the maximum limits allowed by state law, the City could acquire land area comparable to the total amount of land included in the combined ETJ and existing City limits (14,977 acres). However, it is not likely that the City will annex at the maximum rate permitted by state law. It is unlikely that the City could provide the water, wastewater, and streets for that quantity of land within a short period of time.

Therefore, it would be prudent that an annexation policy be adopted that guides the City in its acquisition of annexed area. We recommend that the City adopt a annexation policy that satisfies one of three (3) thresholds for determining whether or not to annex new land. These thresholds are listed as follows:

1. *Service Potential:* The cost associated with providing police, fire, and infrastructure services should be carefully considered prior to annexing additional land area. Areas that contain no services at all may be more cost effective to bring into the City rather than areas that have existing systems that are deficient or below the standards currently required by the City.
2. *Defensive Annexation:* Areas that are critical to the Comprehensive Land Use Plan and demonstrate a high potential to develop should be considered for annexation. An example would be the land area located adjacent to the S.H. 205 Bypass. Much of this land is currently located within the county. It is critical that the land use along that right-of-way be protected to ensure that it develops consistently with the Plan.

3. *Cleanup:* The City should determine areas along the perimeter of the existing corporate limits that may be included so that the form and shape of the City may be more uniform. This threshold is the least important, but should be considered nevertheless as opportunities present themselves to clean the boundaries up.

It is recommended that the City conduct an analysis of the current ETJ area using these thresholds. If areas are identified from this analysis, then the City should prepare an annexation program to bring them into the corporate limits of the City. The analysis effort and the annexation program should be listed as an element on the Planning Program discussed in the following section.

Planning Program

One of the most familiar programs that cities use to implement plans is the Capital Improvements Program. The Capital Improvements Program consists of a listing of planned physical improvements that are to be undertaken during a specific period of time, usually five (5) years. Similar to the Capital Improvements Program, there are elements of the Comprehensive Land Use Plan that should be implemented in order to realize the plan. These elements may be divided into definable tasks. They will often require an expenditure of funds and, most certainly, will require an allotment of staff time. In any event, the scheduling of these elements and tasks in their order of priority, need, and the associated costs attributed to the elements should be developed into a Planning Program that tracks the implementation of the Comprehensive Land Use Plan.

The Planning Program contains summaries of the tasks and recommendations that came out of the Comprehensive Land Use Plan. The man hours required to complete the tasks, any associated costs attributed to the effort, and the time frame in which the task is to be initiated are estimated. The final costs and definite time frames will be established at the time agreements are reached for each specific task. Through this effort, Rockwall is able to budget for any necessary expenditures, as well as track the progress of the Comprehensive Land Use Plan. This Planning Program should be reviewed annually and additional planning projects that have been determined necessary to implement the Plan will be included in the Planning Program.