# Acknowledgments

**City of Boerne, Texas**

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<th>Mayor</th>
<th>Frank Ritchie</th>
<th>Tim Handren - Previous</th>
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<td>City Council</td>
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<td>District 1</td>
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<td>Leo O’Brien, PLA</td>
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<td>Senior Landscape Architect and Planner</td>
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City of Boerne • URBAN CORRIDOR DESIGN & ENHANCEMENT GUIDE
INTRODUCTION & PURPOSE

Introduction

The City of Boerne is known for its rich history as an early Texas town established by German immigrants in the 1800’s. The first Boerne settlement was founded in 1849 and later established by survey in 1852. The community is located at the crossroads of three significant national and regional thoroughfares in the heart of the Texas Hill Country. Many are drawn to the small-town feel, friendly people, and beautiful native landscape and craftsmanship of its historic architecture. Boerne is a destination that has an ideal combination of rich architecture, pedestrian scale experience, generous hill country landscape, the Cibolo Creek, and quaint neighborhoods.

As the popularity of Boerne has grown over the years and development has continued to increase the population of the city, the importance of reinforcing the identity of Boerne to the outer limits of the city have become a priority for city staff and residents. The Urban Corridor Design & Enhancement Guide is the vehicle for creating this strategy and establishing the priorities for identifying locations, opportunity areas, graphic approach, and design vocabulary of the materials.

Purpose

The purpose of the Urban Corridor Design & Enhancement Guide is to develop design vocabulary and material selections for future public and private improvements at key locations identified within this study area. This guide is also a resource for city staff, developers, and design professionals that plan and develop urban corridor infrastructure improvements. Although the scope of this study addressed specific locations, the intent would be for these principles to be applied to all appropriate urban corridor locations.

Process and Scope

The process for the Urban Corridor Design and Enhancement Guide started with the selection of Kimley-Horn Planner and Landscape Architect Leo O’Brian and branding and wayfinding designer Curtis Roberts from fd2s. This study was a one-year planning & design assessment to address both upcoming and future opportunities.

- FINAL PROJECT ENHANCEMENT IMPLEMENTATION IS BASED ON OPPORTUNITIES AND FUNDING AVAILABILITY.
- IDENTIFICATION OF MATERIALS, COLORS, DESIGN ELEMENTS TO BUILD A CONSISTENT AND UNIQUE BOERNE BRAND.
- DESIGN PLANS AND IMAGES WITHIN THIS GUIDE ARE CONCEPTUAL ONLY AND DO NOT REFLECT ANY FINAL DESIGN DOCUMENTS TO BE USED FOR CITY OF BOERNE CAPITAL PROJECTS

Project Scope:
- Introduction and background analysis
- Analysis of opportunities and priorities
- Existing design impressions/vocabulary/palette of forms/materials
- Identification of gateway/intersection opportunities
- Develop palette of design options for entry features/development identity.wayfinding
- Select project sites for conceptual plans/sketches
- Conceptual graphics for landscape, hardscape, public art, pedestrian amenities
GOAL
Create a sense of arrival and a regional identity for the City of Boerne

THEMES
- **Heritage:** Railroad, bison (cibolo), German culture, agrarian lifestyle, famous significant figures
- **Culture:** Craftsmanship, artistry, local pride, county seat, cattle, horses, native gardens
- **Environment:** Native landscape, agrarian, Hill Country cottage (Regional Ecotone, Southern Edwards Plateau, Local Geology/Biology/Botany)

TACTICS
- Develop treatments along IH10 that knit south and north sides of Boerne together.
- Develop “kit of parts” that includes landscape, hardscape, lighting, art and artifacts, and messaging.
- Avoid tying community brand exclusively to graphic identity, which may change over time.
- Prioritize these eleven (11) intersections:
  1. IH10 at Business 87 South
  2. IH10 at Business 87 North
  3. SH46/West Bandera Road
  4. IH10 at Johns Road
  5. Main Street at North School Street
  6. Cascade Cavern at Old San Antonio Road
  7. Old San Antonio Road at Herff Road
  8. Adler Road at North Plant Avenue
  9. River Road at Curry Creek
  10. Main Street at Herff Road
  11. Main Street at River Road (SH46)
- Sync threshold treatments with future (e.g. TxDOT) construction projects.

KEY DESTINATIONS
- AgriCultural Museum and Arts Center
- Art Al Fresco Locations
- Boerne Community Theatre
- Boerne State Park
- Boerne City Campus
  » Library
  » Amphitheater
  » Bookshop
- Boerne City Lake Park
- Boerne City Park
- Boerne Visitor Center
- Cascade Cavern
- Cave Without a Name
- Cibolo Center for Conservation
- Guadalupe River State Park
- Herff Farm
- Historic Downtown
- Northup Park
- Old Jail Museum
- Trails
  » Old No. 9
  » Cibolo Creek
  » Currey Creek

THRESHOLD TYPES AND DESCRIPTIONS
- Tier A1 Community ID at Interstate Threshold
- Tier A2 Community ID at Interstate Threshold
- Tier A3 Community ID at Interstate Threshold
- Tier B1 Regional ID at Local Threshold
- Tier B2 Regional ID at Local Threshold

DESIGN ELEMENTS
- Landscape Environment
- Lighting
- Artwork
- Messaging and Signage
- Hardscape Elements
  » walls
  » paving
  » monuments
PLANNING & SITE IDENTIFICATION

Planning Goals
To create an impactful and appropriately scaled identity at I-10 freeway from the east and west that represents the regional history and environmental ethos of Boerne. To create a sense of arrival and character into the City of Boerne for priority regional thoroughfares within the city.
To create a design vocabulary, and graphic messaging infrastructure amenities that are based on Boerne’s heritage, landscape, and architecture.
To develop specific design concepts for the dominate I-10 interchanges that consider the current future improvements and anticipate the opportunities such as bridge treatments, burying overhead utilities, tree preservation, signage, and landscape consistent with the scale of the freeway.
Develop a design palette to create a unified approach for the corridors within the city that take into consideration the context and scale of the surrounding development.

Working Group

Meetings
Meeting 1: The first meeting workshop gathered a working group of city staff and public committee members on May 11, 2022, to kick off the effort and discuss and brainstorm ideas. This meeting generated many suggestions and approaches for considerations for the Kimley Horn team to consider for this master plan. These suggestions became our framework for direction for the design team to work towards in their solutions.
Meeting 2: Meeting two was conducted on June 15th where the consultant team presented several location options for the committee to consider that addressed opportunities for immediate implementation and long-term strategies that would work well with future TxDOT improvements or city roadway improvements. Kimley-Horn also presented several options to address approaches to developing the Boerne identity.
Meeting 3: The third and final meeting was held August 10. Kimley-Horn presented three specific example designs that addressed three locations selected by the group. The locations I-87 S at I-10, Johns Road at I-10, and Cascade Cavern Road at Old San Antonio Rd. The presentation summarize the approach and information discussed with the committee members during the design process.
Additional meetings with the city and stakeholders were conducted in 2023 to further articulate the design concepts for additional high priority intersections within this guide.
CHAPTER 2

PROJECT GOAL

Develop a clear Regional Identity for Boerne
REGIONAL IDENTITY

Precedents
REGIONAL IDENTITY

Boerne Inspiration
REGIONAL IDENTITY
IH10 Landscape Character
REGIONAL IDENTITY

Sense of Arrival
INTERSECTION OPPORTUNITIES

1. IH10 at Business 87 South
2. IH10 at Business 87 North
3. SH46/West Bandera Road
4. IH10 at Johns Road
5. Main Street at North School Street
6. Cascade Cavern at Old San Antonio Road
7. Old San Antonio Road at Herff Road
8. Adler Road at North Plant Avenue
9. River Road (SH46) at Curry Creek
10. Main Street at Herff Road
11. Main Street at River Road (SH46)
EXISTING VIEWS

IH10 at Business 87 South

SH46/West Bandera Road

IH10 at Business 87 North

IH10 at Johns Road
EXISTING VIEWS

Main at North School Street

Cascade Cavern at Old San Antonio Road
EXISTING VIEWS

Adler Road at North Plant Avenue

Old San Antonio Road at Herff Road

Main Street at Herff Road
EXISTING VIEWS

Main Street at River Road (SH46)

River Road (SH46) at Curry Creek
OVERALL CONCEPTS

1. IH10 at Business 87 South

2. IH10 at Business 87 North
OVERALL CONCEPTS

3. SH46/West Bandera Road

4. IH10 at Johns Road

Potential Landscape

Potential Identity

Potential Landscape
OVERALL CONCEPTS

5. Main Street at North School Street

6. Cascade Cavern at Old San Antonio Road
OVERALL CONCEPTS

7. Old San Antonio Road at Herff Road

8. Adler Road at North Plant Avenue
OVERALL CONCEPTS

9. River Road (SH 46) at Curry Creek

10. Main Street at Herff Road

11. Main Street at River Road (SH46)
REGIONAL BRANDING EXAMPLES ON INTERSTATE (LOCATIONS 1-4)

Mural Art

Regional Stone Cladding

Dimensional Wall Art

Weathered Steel Cladding

Landscape Elements

Monumental Signage
STORYTELLING EXAMPLES ON INTERSTATE (LOCATIONS 1-4)

- Railing Enhancements
- Cast Concrete
- Landscaping
- Metal Screen
- Cast Concrete
- Monumental Signage
REGIONAL BRANDING EXAMPLES ON LOCAL ROADS (LOCATIONS 5-11)

Street Art
Decorative Tree Grates
Landscaping
Rustic Materials
Messaging
Messaging
Sculpture
REGIONAL BRANDING EXAMPLES ON LOCAL ROADS (LOCATIONS 5-11)

- Weathered Steel Cladding
- Lighting Elements
- Sculpture
- Messaging

- The Colony
- Wolf Ranch
CHAPTER 4

INTERSECTION CONCEPTS

Regional Identity Design Vocabulary
Key Intersection Concepts

- IH10 at Business 87 South - First Impression at Interstate Speed
- IH10 at Johns Road - Civic Front Door
- Cascade Cavern at Old San Antonio Road - Storytelling
- Old San Antonio Road at Herff Road - Storytelling
- Adler Road at North Plant Avenue - Storytelling
- Main Street at River Road (SH46) - Storytelling
Design Narrative
IH10 at Business 87 South

Medians are enlivened with regional oak species and native grasses. Northeast corner of interchange is punctuated with identification element. Material palette draws on local precedents: stacked limestone and weathered steel. Regional perennials serve as apron for identification element.

Identification concept comprises of Boerne letterforms cut out of steel panel to reveal plantings beyond. This framing effect represents a tie-in to community as Tree City USA. Letterforms removed from steel panel might be appropriated as signage elsewhere to show Boerne’s commitment to resource stewardship.
IH10 AT BUSINESS 87 SOUTH

Existing Condition
IH10 AT BUSINESS 87 SOUTH
First Impression @ Interstate Speed
IH10 AT BUSINESS 87 SOUTH

Reference Images
IH10 AT BUSINESS 87 SOUTH
First Impression at Interstate Speed
IH10 AT BUSINESS 87 SOUTH
First Impression at Interstate Speed
IH10 AT BUSINESS 87 SOUTH

Precedent Project
Design Narrative
IH10 at Johns Road

Johns Road is an important local connector for the city, providing direct access from areas of the community west of IH10 to Boerne City Campus and Main Street. New groupings of native oaks and grasses add visual interest to interchange when viewed from interstate main lanes. If feasible, bridge could be painted regional color to complement landscaping.

At the Johns Road level, community identity is focused on southeast corner of intersection. Composition includes a welcome monument, new trees and understory planting, directional signage to key community destinations, and pocket park with a shade structure that serves as pedestrian oasis; an amenity for future development. Regional stone and weathered steel components, along with native plantings, would serve as common denominators of regional identity.

Note: Widening of Johns Road is in City of Boerne’s 10 year CIP Program and could facilitate these improvements.
IH10 AT JOHNS ROAD
Existing Condition
IH10 AT JOHNS ROAD
Civic Front Door
IH10 AT JOHNS ROAD
Reference Images
IH10 AT JOHNS ROAD

Civic Front Door

- Landscape settings that introduce regional identity palette
- Widening of Johns Rd may occasion new streetcape elements
- Front Door/ Local Connection: Johns Rd @ IH10
IH10 AT JOHNS ROAD
Existing Condition
IH10 AT JOHNS ROAD

Civic Front Door
IH10 AT JOHNS ROAD
Civic Front Door
IH10 AT JOHNS ROAD
Civic Front Door

- Weathered steel panel with slice of Boerne's history/culture/tradition
- Cast stone with Boerne graphic
- Steel vanelet
- Lumbered profile
- Stone pillar with cast out pill
IH10 AT JOHNS ROAD

Reference Images
IH10 AT JOHNS ROAD
Reference Images
Design Narrative
Cascade Cavern at Old San Antonio Road

Old San Antonio Road has an established transportation legacy as it was one of the primary wagon/stagecoach trails into Boerne. With the advent of the automobile this section of Old San Antonio became State Highway 9 and the route of the transcontinental Old Spanish Trail Auto Route stretching from St. Augustine, Florida to San Diego, California.

The reconfiguration of this local intersection provides an opportunity for a memorable first impression of Boerne from this point of arrival. A new intersection would be framed by informally spaced trees with Escarpment Live Oak (*Quercus fusiformis*) as the dominant species. Cedar Elms (*Ulmus crassifolia*) serve as accents.

Shrubs of Turk’s Cap (*Malvaviscus arobreus*), Autumn Sage (*Salvia gregii*), and ornamental grasses like Big Muhly Grass (*Muhlenbergia lindheimeri*), along with cavern boulders and vugular limestone would complete the composition.

Sculptural storytelling elements would include weathered steel panels that convey the regional identity at the local level.
CASCADE CAVERN AT OLD SAN ANTONIO ROAD
CASCADE CAVERN AT OLD SAN ANTONIO ROAD

Existing Condition
CASCADE CAVERN AT OLD SAN ANTONIO ROAD

Reference Images
CASCADE CAVERN AT OLD SAN ANTONIO ROAD
Reference Images
CASCADE CAVERN AT OLD SAN ANTONIO ROAD

Roundabout
CASCADE CAVERN AT OLD SAN ANTONIO ROAD

Roundabout
CASCADE CAVERN AT OLD SAN ANTONIO ROAD
Roundabout
CASCADE CAVERN AT OLD SAN ANTONIO ROAD

Roundabout
CASCADE CAVERN AT OLD SAN ANTONIO ROAD

Roundabout
CASCADE CAVERN AT OLD SAN ANTONIO ROAD

Historic Images
CASCADE CAVERN AT OLD SAN ANTONIO ROAD

Roundabout
Design Narrative
Old San Antonio Road at Herff Road

A potential trailhead and associated parking area adjacent to this intersection would provide an opportunity to use familiar materials and forms to convey the regional brand. Recalling agrarian forms located further south along Old San Antonio Road, low dry-stacked limestone walls bracket the street intersection. The combination of weathered steel and dry-stacked stone serve as the palette for new signage that identifies this major access point to the trail.
OLD SAN ANTONIO ROAD AT HERFF ROAD

Existing Condition
OLD SAN ANTONIO ROAD AT HERFF ROAD
Trail Connection and Parking
OLD SAN ANTONIO ROAD AT HERFF ROAD

Design References
OLD SAN ANTONIO ROAD AT HERFF ROAD

Intersection Identification
OLD SAN ANTONIO ROAD AT HERFF ROAD

Intersection Identification
OLD SAN ANTONIO ROAD AT HERFF ROAD
Southeast Corner - Park Entry Identification

Elevation
SCALE 3/4"=1'-0"

- dry-stack limestone wall
- weathered steel cabinet
- FCO aluminum letterforms and logo

MENGER CREEK PARK & TRAILHEAD

Herff Road and Old San Antonio Road
Southeast Corner - Park Entry Identification
OLD SAN ANTONIO ROAD AT HERFF ROAD

View of Southeast Corner
Design Narrative
Adler Road at North Plant Avenue

A new roundabout intersection provides an opportunity for enhanced landscaping along roadway edges and a new center island. Screening elements frame the intersection with weathered steel tubes and perforated panels in dramatic configurations. In addition to conveying the regional branding palette, these elements also accommodate park identification signage and local storytelling imagery that draws the attention of motorists, pedestrians, and cyclists away from the electrical substation at the southwest corner.
ADLER ROAD AT NORTH PLANT AVENUE

Existing Condition
ADLER ROAD AT NORTH PLANT AVENUE

Design References
ADLER ROAD AT NORTH PLANT AVENUE
Views of Roundabout Configuration
ADLER ROAD AT NORTH PLANT AVENUE
Northbound Approach
ADLER ROAD AT NORTH PLANT AVENUE
Westbound Approach
ADLER ROAD AT NORTH PLANT AVENUE
Northwest Corner
ADLER ROAD AT NORTH PLANT AVENUE

Southwest Corner - Elevation

1 Front View - Decorative Wall Panels - Adler Street at North Plant Avenue

SCALE: 3/16" = 1'-0"
ADLER ROAD AT NORTH PLANT AVENUE

Southwest Corner
Design Narrative
Main Street at River Road (SH46)

This eccentric triangular intersection represents one of the community’s more important thresholds. A weathered metal pylon communicates points of interest within Boerne as cut-through silhouettes (halo-illuminated at night) and punctuates the convergence of two major roadways on bridges above Cibolo Creek and Trail that provide dramatic views of the Hill Country Mile.

The pylon’s verticality accommodates distance visibility for motorists; its form provides a dramatic orientation point for pedestrians and cyclists, and its neutral materials palette reflects the larger regional branding initiative for the City of Boerne.
MAIN STREET AT RIVER ROAD (SH46)

Plan

- FUTURE BRIDGE ENHANCEMENTS (PUBLIC ART)
- MAIN STREET ENTRY MONUMENT
- FUTURE TRAIL CONNECTION

S MAIN STREET

MAIN STREET AT RIVER ROAD (SH46) - North Approach (Day)

CIBOLO CREEK

RIVER ROAD

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14205 N Mopac Expy #400F
Austin Texas 78728 USA
512 476 7733
fd2s.com

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PROJECT NAME/PROJECT CODE

City of Boerne
Boerne Urban Corridor Design Enhancements: Phase 2
23KIMLEY001

31 July 2023 Design Review
12 September 2023 Design Review
12 October 2023 Design Review
17 November 2023 100% Schematic Design
01 December 2023 Refinements
MAIN STREET AT RIVER ROAD (SH46)

Reference Images
MAIN STREET AT RIVER ROAD (SH46)
North Approach (Day)
MAIN STREET AT RIVER ROAD (SH46)
North Approach (Day)
MAIN STREET AT RIVER ROAD (SH46)
South Approach (Day)
MAIN STREET AT RIVER ROAD (SH46)

Details
MAIN STREET AT RIVER ROAD (SH46)

Bridge Details

![Bridge Details Image]

Main Street at River Road (SH46) - North Approach (Day)
MAIN STREET AT RIVER ROAD (SH46)
Public Art Imagery for Bridge

Guadalupe bass \textit{Micropterus treculi}  
Adult

City of Boerne • URBAN CORRIDOR DESIGN & ENHANCEMENT GUIDE
CITY OF BOERNE ENHANCEMENTS

Parking Lot Layout Concept

45 DEGREE PARKING LAYOUT
- "A" Row Depth: 19'-0"
- "B" Aisle Width: 13'-6"
- "C" Stall Width: 9'-0"
- "D" Stall Length: 18'-0"
- "E" Curb Length: 12.7'

36 TOTAL PARKING SPACES
- 3 EV PARKING STATIONS (1 ACCESSIBLE SPACE)
- 2 ACCESSIBLE PARKING

Scale: 1" = 10'-0" July 2023
CITY OF BOERNE ENHANCEMENTS

Parking Lot Signage

PARKING LOT SIGNAGE - CONCEPT 3

PARKING LOT SIGNAGE - CONCEPT 2

PARKING LOT SIGNAGE - CONCEPT 1

PARKING LOT REFERENCE IMAGES

PARKING LOT MARKER CONCEPTS

CITY OF BOERNE

Parking Lot Improvements

Scale: NOT TO SCALE
September 2023

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CITY OF BOERNE ENHANCEMENTS

River Road (SH46) Park Signage

1. Wall structure to use cut stones similar to those used in other structures at River Road Park, stones to be placed in wall in with a dry-stack nature and appearance
2. Fabricated cabinet with Corten fascia and return with tone-on-tone water wheel graphic on both faces; letter forms are 1/8"-inch thick flat cut-out stainless steel with a coarse grain no. 3 finish affixed to 1" thick push-through back-fit clear acrylic with sandblasted return
3. River Road Park Logo and City of Boerne logo rendered in tones of weathered steel applied to dimensional elements
4. Inset with vertical face to receive dimensional logos, inset to have a concrete finish that compliments stone and mortar of monument sign
5. Cost concrete sign base

A. Dry stack stone wall reference
B. Coarse grain #3 stainless steel finish reference
CITY OF BOERNE ENHANCEMENTS

River Road (SH46) Park Banners

River Road Park
DIETERT MILL
EST. 1857

River Road Park
DIETERT MILL
EST. 1857

River Road Park
DIETERT MILL
EST. 1857
CITY OF BOERNE ENHANCEMENTS

Street Banners

Hill Country Mile Banners

File sizes for both 24x48 and 30x60

Create  Dine  Shop  Stroll  Stay  Drink
CITY OF BOERNE ENHANCEMENTS

Streetscape and Furniture

- Crosswalks
- Traffic Lights
- Bike Lanes
- Stop Signs
- Street Lights
- Seating Options
- Theme Walls
- Water Service for Irrigation
- Electrical Service
- Utility Coordination
CITY OF BOERNE ENHANCEMENTS

Neighborhood Signage Character

Neighborhood Identity
Flats Sign

Subdivision Identity
Esperanza

Street Sign Identity | City Street Blade Sign

Interpretive and Wayfinding Signage
Boerne Dam
Boerne Trails
CITY OF BOERNE ENHANCEMENTS

SOBO (South Boerne) Signage
CITY OF BOERNE ENHANCEMENTS
Trail Amenities and Signage

[Images of various trail amenities and signage]
CITY OF BOERNE ENHANCEMENTS

Stone Finishes

TXDOT Standards

TXDOT Signage
CITY OF BOERNE ENHANCEMENTS

Boerne Character Reference Images
# City of Boerne Enhancements

## Landscape Palette

<table>
<thead>
<tr>
<th>TREES</th>
<th>SHRUBS</th>
<th>GRASSES</th>
<th>(Pollinator-Friendly) Perennials</th>
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<tbody>
<tr>
<td>Bald Cypress</td>
<td>Agarita</td>
<td>Big Bluestem</td>
<td>Butterfly Milkweed</td>
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<tr>
<td>Bigtooth Maple</td>
<td>Cenizo</td>
<td>Blue Grama</td>
<td>Autumn Sage</td>
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<tr>
<td>Bur Oak</td>
<td>Desert Willow</td>
<td>Indian Grass</td>
<td>Barbara’s Buttons</td>
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<td>Cedar Elm</td>
<td>Evergreen Sumac</td>
<td>Inland Sea Oats</td>
<td>Blackfoot Daisy</td>
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<td>Chinquapin Oak</td>
<td>Flame Acanthus</td>
<td>Lindheimer Muhly</td>
<td>Bluebonnet</td>
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<tr>
<td>Crepe Myrtle</td>
<td>Flameleaf Sumac</td>
<td>Little Bluestem</td>
<td>Calylophus</td>
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<td>Eve’s Necklace</td>
<td>Littleleaf Sumac</td>
<td>Side Oats Grama</td>
<td>Cedar Sage</td>
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<td>Goldenball Lead Tree</td>
<td>Mexican Plum</td>
<td>Switchgrass</td>
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<td>Live Oak</td>
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<td>Salvia Coccinia</td>
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<td>Prairie Sumac</td>
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<td>Rusty Blackhaw</td>
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<td>Shrubby Boneset</td>
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<td>Texas Kidneywood</td>
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<td>Four Nerve Daisy</td>
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<td>Texas Pistache</td>
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<td>Zexmenia</td>
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CHAPTER 5

APPENDIX
The Thoroughfare Master Plan was adopted by City council on 4/11/2023.

Note:
UDC 7.2(F)(2) defines the street cross section standards and right-of-way requirements based on classifications on this map or otherwise required by Code.

Note:
The intended use of this Thoroughfare Plan is to provide for future connectivity if development occurs along the dashed roadways and trails and to provide the ultimate function of roadways as arterials or collectors in the City's transportation network. Final alignments may differ, but the connections are intended to remain between roadway or trail facilities.
BOERNE PEDESTRIAN FACILITIES

MAP 4.3A. BOERNE PEDESTRIAN FACILITIES (ON-STREET & SHARED USE)

LEGEND
- Proposed Creek Crossing
- Proposed Intersection Enhancement
- Sidewalk, First Priority
- Sidewalk, Existing
- Trail, First Priority
- Trail, Second Priority
- Sidewalk, First Priority
- Sidewalk, Second Priority
- Sidewalk, Existing
- Bike Lane, First Priority
- Bike Lane, Second Priority
- Bike Route, First Priority
- Bike Route, Second Priority
- Historic District
- Boerne ISD Properties
- Parks
- Future Roads
- Waterways
- City Boundary
- Cemetery
- Civic Destination
- Hospital
- Library
- School
- Shopping Destination

0 1/8 1/4 1/2 Miles

1. 2. 3. 4. 4.3 Recommendations

Kimley-Horn
City of Boerne • URBAN CORRIDOR DESIGN & ENHANCEMENT GUIDE
April 2024
Workshop 1 Notes

RE: Urban Corridor Development and Enhancement Workshop 1: 5/11/2022

Intent of the Urban Corridor Design and Enhancement Guide
Create a clear sense of arrival and identity for the City of Boerne
Build upon the City of Boerne’s UDC, Mobility Master Plan, Parks and Recreation and Open Space Master Plan to develop a clear regional identity for the City of Boerne

Brand Messaging
Historical and Environmental Identity is Hill County, welcoming, small town, quaint, warm inviting friendly, genuinely, kind. Real neighbors. Heighten the feel of native landscape of Boerne and Cibolo Creek and the Bison
Home-made, craftsmanship, high-quality local pride. Fresh- comes from the land. Horses, cattle, trees. Craft beer. Wildflower, prairie, native gardens.
Environmental influence of 3 ecoregions - Blackland Prairie, Edward Plateau, South Texas Plains

Key Discussion Points:
As growth continues within and around Boerne, the feeling of this place is critical to retain. When something is nice people tend to take care of it.
Boerne is “cut up” in 3 pieces by major roads, city does not own nor control the improvements.
How do you know you are entering Boerne? Corridor is different, the landscape character is distinct. Features that identify Boerne; what are these?
How do we identify the landmarks?
What can we do to create great streets. Roundabouts. How do you know you are in Boerne?
Soften the look and feel of 1-10.
More trees, less signage. Can we compel old businesses to add landscape?
Landscape is critical, Identity signage.
Boerne is county seat, Kendall County. Emphasis on this?

Approaches
Beautification at I-10, enhance the way people view the city.
Build on the recent identity feature on SH46 at Longhorn Café. This tells the story of the railroad history, Cibolo (Bison) and agrarian lifestyle in Boerne.
Create a tool kit, a kit of parts. Look at monuments that identify Boerne, not signs that say Boerne.
Consider creating specific character zones that tell the story of the Boerne Landscape palettes and approaches such as Native, agrarian, hill country cottage etc.).
Consider overhead structures in key districts of the city to give clarity to entry
Mostly street signs are the way to delineate.
Add lighting and signs.
Add stone with landscape. You don’t have to water stone, could save on maintenance costs
Come up with general list of signage, sense of space, lighting, what can we do as demonstration?
Find the two or three things we can do now.
Come up with consistent theme, materials colors, landscape stone.
Light standards, with special color.
Bring in the German heritage of the city within the identity such as street names.
Is funding available for historical markers that we can incorporate?
Work with TxDOT to allow full planting within the intersections, city has maintenance agreement
Keep natural landscape.
Tell stories with the design
Want to encourage businesses that are of the scale of Boerne’s character.
Live, work and play in Boerne.
Trees make the city. What can we do to add more trees?
Historical properties in Main Street. Everything started there. You look to the right coming in from the north. It’s a feel.
Natural Features, It’s not a vertical thing. It’s a feeling.

Notable Precedents
Galleria district in Houston along the I-10 freeway, good example where signage, graphics and landscape are uniform. You KNOW you are in the Galleria district.
Fort Worth stock yard approach over “the flats”. Park City Utah and the iconic white barn at entrance to city, now a visitor center.

Master Plan Priorities
Intersections 1-4 and 5 and 6 in the Urban Corridor Design & Enhancement Guide.

Community Beautification Partners
Boerne Chapter of Native Plant Society of Texas
Cibolo Center for Conservation
Hill Country Chapter Texas Master Naturalists
Maples for Boerne
Workshop 2 Notes


Discussion
Priority is to soften the image of the community; emphasis is on tree plantings with irrigation and adequate maintenance. Signage is important, but not the priority. Adding native plants to the plant palette will help more people (locals) get involved in their own yards, making the community more aesthetically pleasing. Consider adding signs for plant identification.

Improvements from everyone – keep adding to Highway 46.

Boerne has been a designated Tree City USA by the Arbor Day Foundation, the new improvements should add more trees.

Consider pedestrian access for local treatments.

Traffic speed on SH46 is a concern.

Plant trees first! Trees are priority.

Create enjoyable intersections with shade from tree canopy.

Focus more on substantial landscape treatments.

Painting road names on SH46 Bridge is expensive, maximize tree planting at intersections.

Plant in medians; maximize these areas for planting.

Buc-ee’s has a significant site landscape treatment, attractions include monarch waystation, native wildlife prairie planting area and significant native trees and shrubs to develop extensive landscape screening along frontage road.

Make it clear what the main reason is for these improvements.

Use varieties of different native species of trees.

Budget is a concern, provide a budget estimate for one of the proposed improvements.

Roundabout near Cascade Cavern Road is a good opportunity.

Public art needs to reflect values and cultural theme of Boerne.

Consider adding sculptures, public art, and plant material in roundabouts.

Less focus on signage

HEB area and Home Depot need more trees and shade to reduce heat island. Add sidewalks and a sense of arrival to these locations.

Develop a master plan that can influence existing businesses, residents, developers and TxDOT to consider creative solutions, both private and public, to develop unified treatments for short term and long-term enhancements within priority urban corridors.

Potential Site Selections for Master Plan (select three).

I-H 10 and 87 South-the first impression from San Antonio

I-46/Bandera Interchange-the most significant interchange regionally and locally.

John’s Road Interchange-connection to City Hall.

Cascade Cavern Roundabout-Regional identity.
Workshop 3 Notes

RE: Urban Corridor Development and Enhancement Workshop 3: 8/10/2022

Discussion
Create a pedestrian friendly design approach. Landscape character should have a distinctively Boerne Texas look and feel.
Use low maintenance plants and shrubs, evergreen and perennial native plants and shrubs. Discourage annuals.
Incorporate planting that attracts wildlife and seasonal interest.
Utilize landscape that can be easily maintained by City staff.
Create strong screening where is feasible.
Incorporate the Old Spanish Trail history into the Cascade Cavern Road/Old San Antonio Road intersection.

Be mindful of new City logo and branding in next phases of design.
At John’s Road, consider the school zones in the approach to the design improvements and traffic.
Highway 46 is a significant arrival road from the east and west. Increase the amount of landscape at the I-10 interchange.
The City needs to find a way to set aside yearly funds to properly maintain the new landscape that is being considered.
Develop priorities for improvements but utilizing a priority heat map strategy.
Focus funding on realistic accomplishments.
Create phasing that aligns with the priorities.
Trees are the primary priority for new landscaping.

Smaller trees with adequate irrigation.
Sidewalks or trails are needed within the high use areas.
Create child-friendly, safe design solutions.
Design approach was favorably received by the committee.
Committee encouraged the development of the other priority area for coordination with TxDOT, developers, and city departments.