

Spring Valley/Coit Urban Design Study

**City of Dallas
Planning and Development Department
Comprehensive Planning Division**

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Background

Introduction

The Dallas City Council placed the Spring Valley/Coit Urban Design Study on the 1999 work program of the Department of Planning and Development. The directive included an analysis of the existing conditions and a development of urban design alternatives for the area.

The study analyzed existing conditions including land use, zoning, economic development, and infrastructure with the intention of revitalizing the commercial and neighborhood corridors in the study area. The urban design recommendations will include physical improvements to the appearance and identity of the study area.

The following steps were taken:

1. **Land Use Analysis**—to determine current land uses' compatibility with existing zoning districts.
2. **Neighborhood Revitalization Strategies**—to determine how to improve the study area and make it more attractive for economic growth and development.
3. **Right-of-Way Enhancement Recommendations**—to determine the most feasible means of improving the edges of the major roads as a way to improve the neighborhood's identity, economic vitality and pedestrian safety.
4. **Implementation Plan**—to ensure that the recommendations are carried out in a timely fashion by the appropriate responsible parties and that the implementation schedule and plan are parts of the final documentation that is approved by the City Council.
5. **Community and Business Meetings**—to gather input from stakeholders on the proposed plan.

Study Objectives

The Steering Committee identified the following objectives for revitalization of the area.

Create an Urban Design Vision for Spring Valley and Coit Road

- Encourage Appropriate Land Uses
- Propose Public and Private Improvements

Enhance and Protect the Visual Image of the Area

- Create a Positive Sense of Place and a Strong Identity for the Area

Encourage Economic Reinvestment

- Encourage Quality Development
- Encourage Neighborhood Serving Businesses
- Encourage Business Retention and New Business Relocation into the Area

Support the Marketing Efforts for the Area

- Richardson and North Dallas Coalition Organization (RANDCO)
- City of Dallas Economic Development Department
- The Dallas Plan

Support the Creation and Enhancement of Park and Recreation Spaces

- Work with the City of Dallas Park and Recreation Department to Enhance the Cottonwood Creek Area
- Enhance the White Rock Creek Bike Trail
- Enhance the TXU Utility Easements for Neighborhood Park and Bike Trails

Improve Traffic Management

- Help Mitigate Potential Traffic Problems with the proposed TxDOT US 75/IH 635 Interchange construction project

Develop Urban Design Guidelines

- Make Recommendations for Street Improvements/Enhancements
- Make Landscape Recommendations for Street Rights-of-Way and Utility Easements

Evaluate Existing Land Use Compatibility

- Evaluate Current Zoning
- Propose Future Land Use Recommendations

Identify and Enhance Special Neighborhood Amenities

- Consider Residential and Commercial Needs

Create Implementation Strategies for Achieving Goals

- Research Potential Funding Mechanisms
- Create Private/Public Partnerships

Study Process

The City Council appointed representatives from the immediate and surrounding neighborhood to develop a plan. The list of members included homeowners and business owners/operators.

The Steering Committee met with city staff to formulate recommendations addressing the objectives of the study. At the Steering Committee meetings, representatives from City of Dallas departments, City of Richardson departments, Texas Utilities (TXU), the Texas Department of Transportation (TxDOT) and the Texas Master Naturalists of North Central Texas presented projects, coordinated efforts, and contributed new ideas to assist the committee in making decisions. Issues and recommendations were determined by the Steering Committee.

The implementation plan, including schedule and cost estimates, was developed in consultation with the involved departments and consists of their respective action plans addressing the issues defined by the committee.

Demographics

The following information is from the City of Dallas Department of Intergovernmental Affairs and covers the area of the Urban Design Study. This includes US Census block groups 136.07, 136.08, 136.09, and 136.10.

Population

- 1990 US Census 19,507
- 1998 estimate 19,832

Racial Distribution

In 1990 the racial distribution of the study area was:

- 51% White
- 15% Black
- 6% Asian
- 27% Hispanic
- 1% Other.

The area has an increasing minority and immigrant population with Eastern European and Hispanic being the majority of new residents.

Age

	Age 0-5	Age 6-13	Age 14 –17	Age 18-21	Age 22-44	Age 45-64	Age 65+	Total
Area Total	2,114	2,023	922	1,409	9,178	2,882	979	19,507
Area %	10.84%	10.37%	4.73%	7.22%	47.05%	14.77%	5.02%	100%

Education—years of school completed, 25 and older

	Less than 9th Grade	9th-12th no diploma	H.S. Grad	Some College No degree	Associate Degree	Bachelor's Degree	Grad or Prof Degree	
Total	1,322	939	2,380	2,690	625	2,435	1,223	11,614
% of Total	11.38%	8.09%	20.49%	23.16%	5.38%	20.97%	10.53%	100%

Income Ranges. (1990 dollars)

	Less Than \$15,000	\$15,000-\$27,499	\$27,500-\$49,999	\$50,000-\$99,999	\$100,000+	
Number of Households	1,759	2,050	1,837	1,182	644	7,472
Area %	23.5%	27.5%	24.6%	15.8%	8.6%	100.0%

Poverty

In 1990, 85% of residents had incomes above the poverty level, with only 15% of residents below the poverty level

Housing Characteristics

Nearly 80% of area homes were built between 1960 and 1980. According to the 1990 Census, approximately 73% of the residential units are renter occupied, and 27% are owner occupied. This high number of renter-occupied housing is more than likely due to the high number of apartments in the southeast quadrant of the study area.

Schools

Four Richardson Independent School District (RISD) elementary schools are within the study area.

School	Grades	Population
Dobie	Pre-K to 1 st	760
RISD Academy	2 nd to 6 th	1,047
Spring Valley	Pre-K to 6 th	443
Northwood Hills	K to 6 th	366

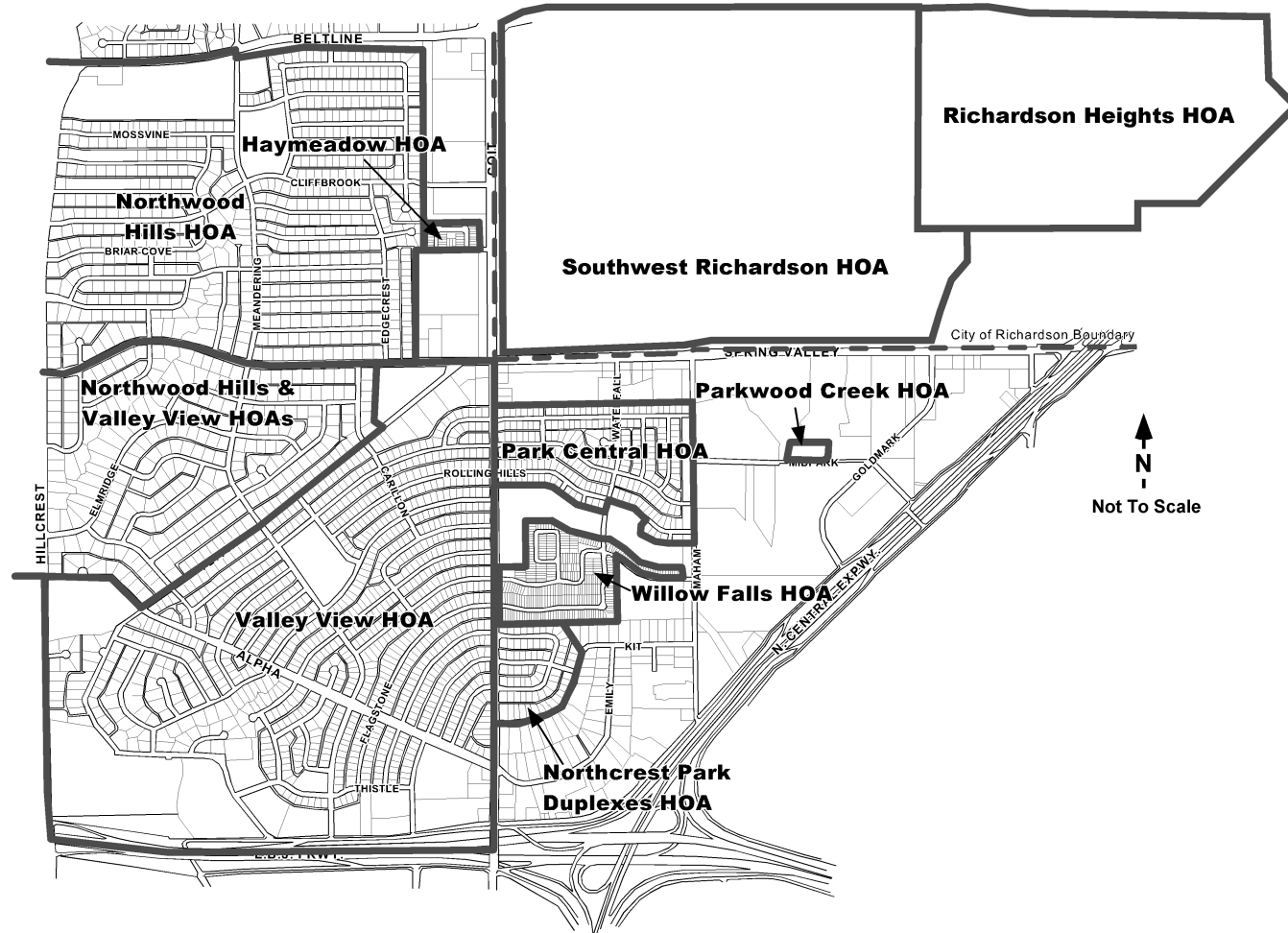
The RISD Academy was converted from a junior high school to an elementary school in 1986. Students begin at Dobie Elementary and move on to the RISD Academy in second grade.

The safety of school children traveling to and from school, especially when crossing area roads is a large concern with area residents. Additional traffic on neighborhood streets during the construction of the IH 635/US 75 Interchange will exacerbate the problems.

Homeowners' Associations

The study area includes several homeowner associations (see map on the following page), with many of the Steering Committee members representing homeowner associations. The Northwood Hills and Valley View homeowner associations overlap in the area south of Spring Valley Road and north of Peyton Road, with some residents being members of both organizations.

1. Homeowners' Associations



Zoning and Land Use

Zoning

Zoning is a tool that allows a city to regulate the development and land use within its boundaries. Individual zoning classifications specify allowed uses, density, intensity, height, and other requirements for development. General categories for zoning include single family, multi-family, commercial, office, industrial, and agriculture.

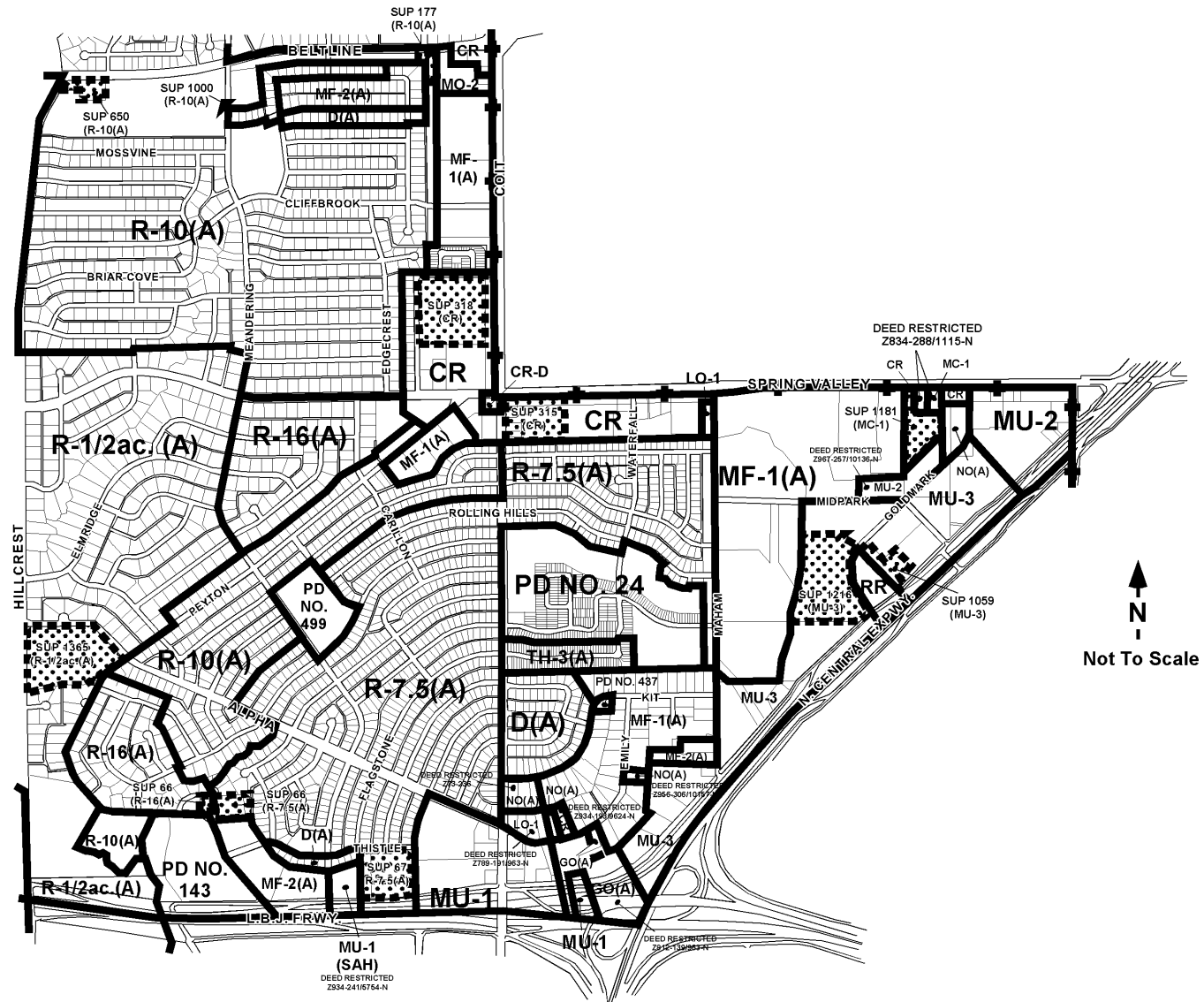
Within the study area boundaries, current zoning classifications include single family, multi-family, commercial, and office. General definitions of zoning designations are listed in the Appendix.

Land Use

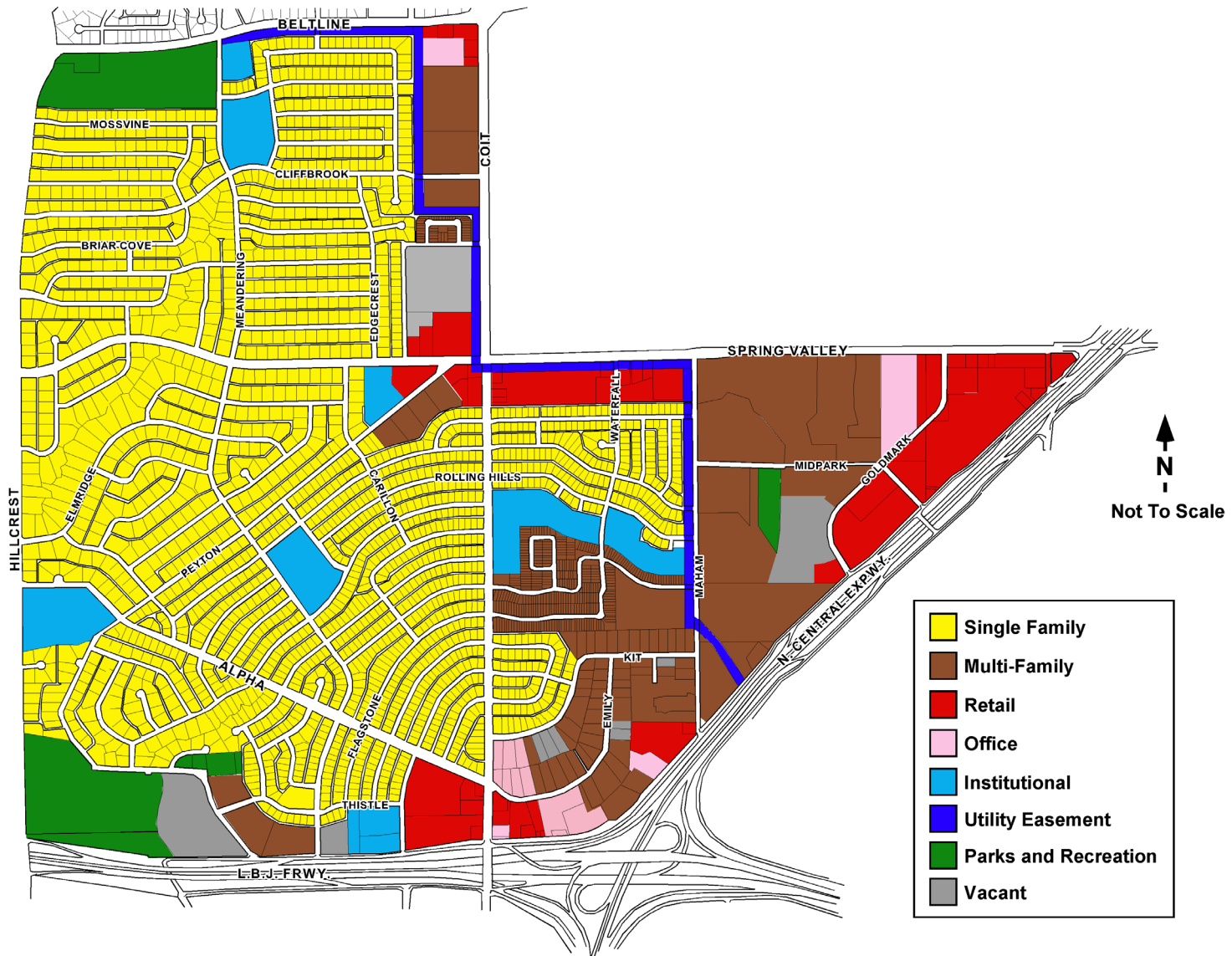
Within the study area boundaries, land uses include single family, duplex, and multi-family residential; institutional (with a significant number of schools); office; commercial; retail; and a few vacant parcels. The area's predominant land uses are comprised as follows:

- 55% single family
- 25% multi-family
- 10% retail/commercial
- 4% open space—parks and trails
- 4% institutional—schools, churches, libraries
- 2% office

2. Existing Zoning Map



3. Existing Land Use Map



Zoning Recommendations

Analysis has shown that the land uses within the study area are in conformance with their respective zoning district regulations as found in the Dallas Development Code.

Haymeadow Townhome Rezoning

The rezoning of the existing townhouses bordering Haymeadow from MF 1(A) to TH-3(A) was recommended to bring existing land uses and current zoning into conformance. The Dallas City Plan Commission through an authorized hearing recommended changing the zoning for the townhomes at their November 18, 1999 meeting. The Dallas City Council approved the rezoning at their January 12, 2000 meeting.

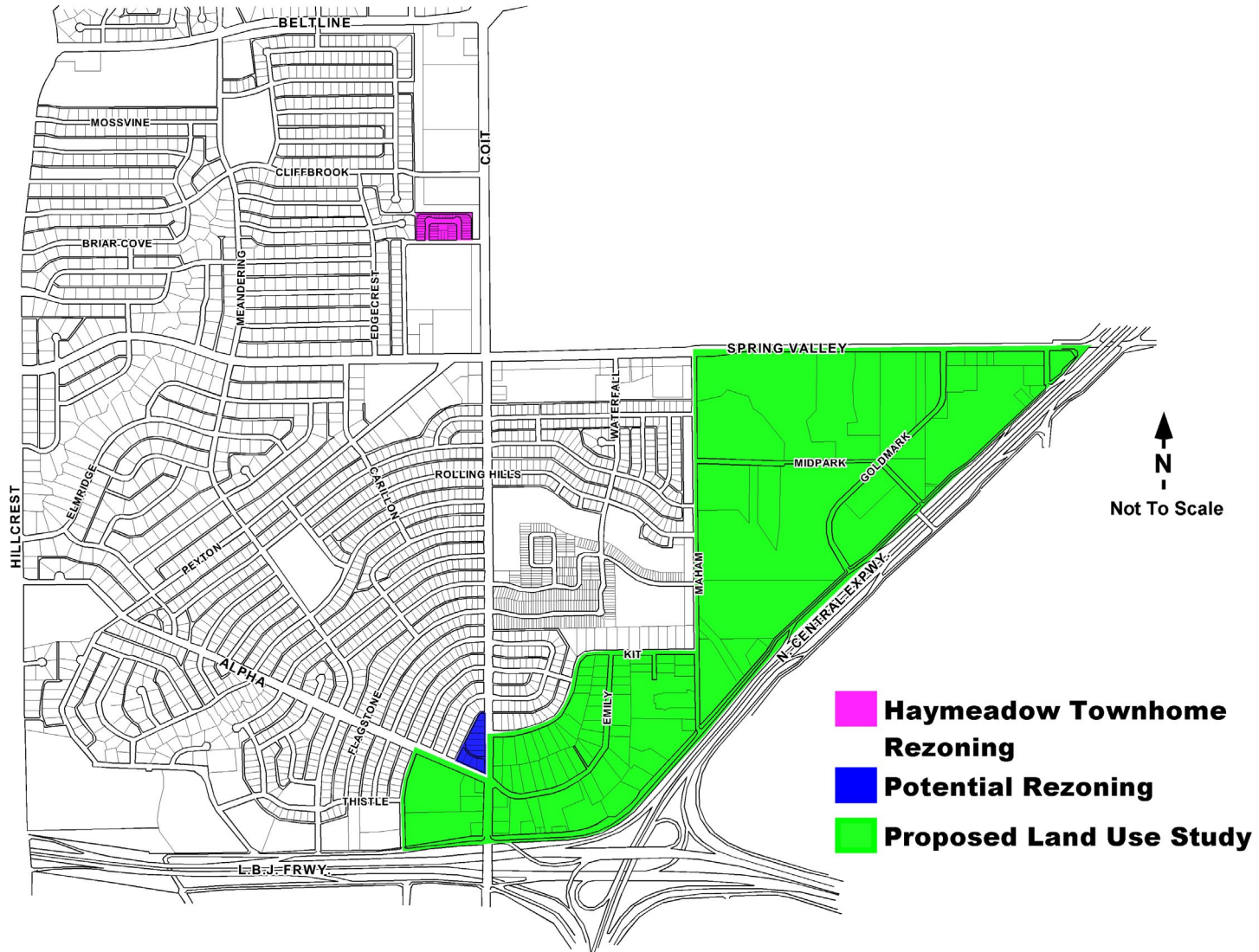
Coit/Alpha Properties Rezoning

Area residents, including property owners, have expressed concerns about several houses along the west side of Coit Road, north of Alpha Road. The homes are in deteriorating condition and accessibility, especially during rush hours, is limited due to the homes fronting on Coit Road. Alternative zoning for these properties could be pursued to make the properties more viable. The Study recommends a low-impact office zoning such as LO-1 (Limited Office) or NO (Neighborhood Office) similar to the zoning of the parcels across Coit Road from the properties.

Highway Corridor Land Use Study

The reconstructed interchange of US 75 and IH 635 will increase development demand on all land adjacent to the interchange and along both highway corridors, increasing property values and land use intensity. A City Plan Commission authorized hearing to determine proper zoning for these properties should be initiated prior to the completion of the interchange to encourage appropriate future development patterns. The land use study could include only the properties to the northwest of the interchange or could include all land surrounding the interchange.

4. Zoning Recommendations

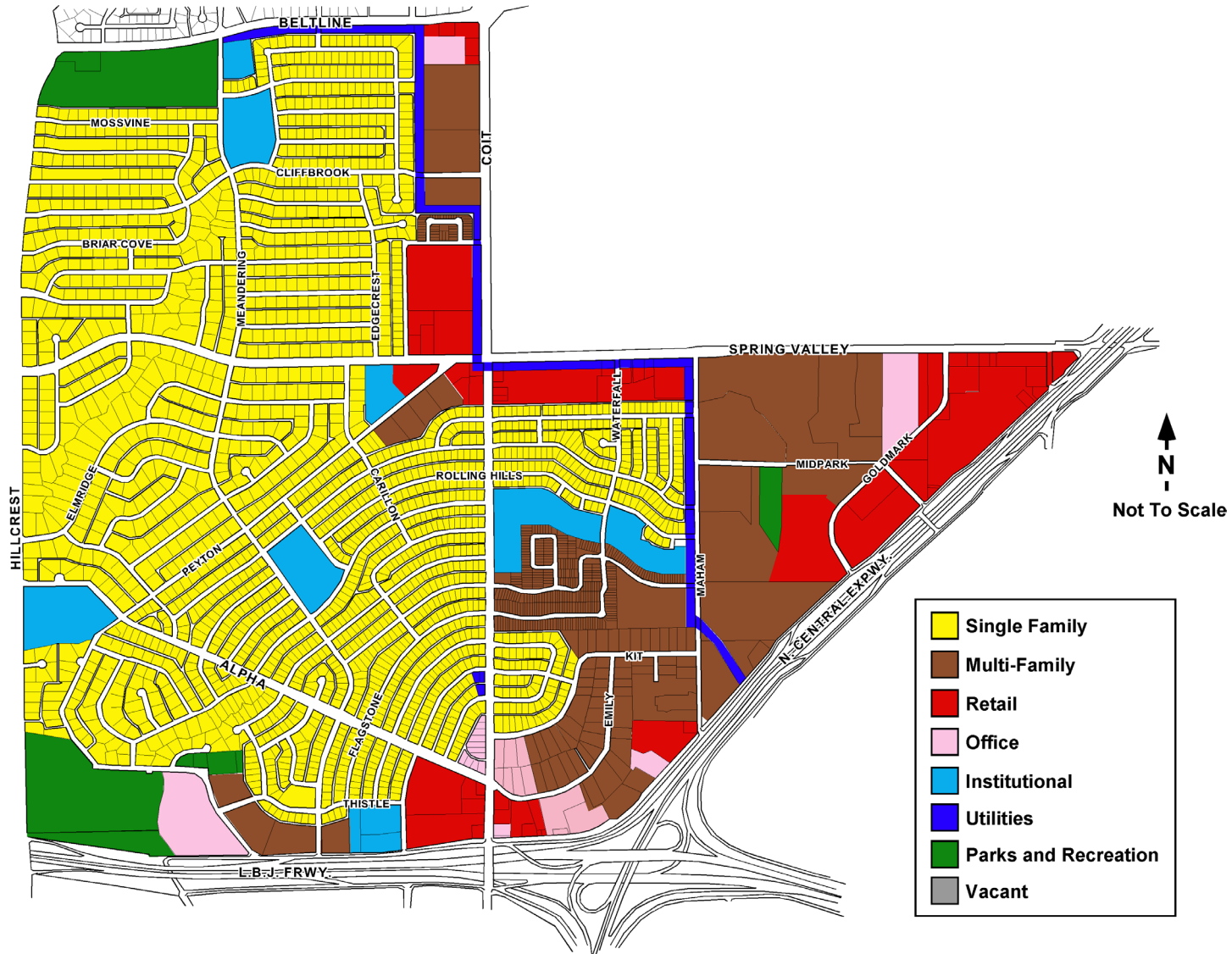


Future Land Use Policies

Recommended policies for future land use are based on current knowledge and goals. Any future zoning change requests that deviate from the future recommendations, land use policies, and the land use map should be evaluated in accordance with the conditions at that time and with the intent of this study. This study should be used to encourage development that is conducive to the improved image and vitality of the Spring Valley and Coit Road corridors. The following policies are suggested to help guide future decisions as they will affect land use changes, stability, and neighborhood identity:

- Encourage the stabilization and improvement of the multi-family developments along Spring Valley Road between the commercial nodes at US 75 and Coit Road.
- Encourage landscaping and screening of parking areas and utility easements along Spring Valley and Coit Roads.
- Discourage any increase in density of multi-family uses adjacent to single family.
- Encourage the development of more green space and park areas for the neighborhoods.
- Study the possibilities of rezoning the residential properties at the northwest corner of Coit and Alpha to office uses while protecting adjacent residential from new non-residential development.

5. Future Land Use Plan



Open Space and Parks

Open space and parks provide a number of benefits to the community. They can be places for residents to play and exercise or, in the case of linear parks, travel without using their car. The Spring Valley/Coit study area includes a number of existing parks and two planned linear parks and trails.

Parks

Cottonwood Park is a neighborhood park that was acquired in 1974. Facilities include a play equipment area, two picnic facilities, a basketball court, and a soccer field.

Fretz Park is a regional park acquired in 1964 and includes a recreation center and branch of the Dallas Public Library. Facilities include a play equipment area, a basketball court, a volleyball court, twelve tennis courts, one baseball and two softball diamonds, two football fields, three soccer fields, and seven multi-purpose fields.

Valley View Park is a community park acquired in 1956. Facilities include five soccer fields and four multi-purpose fields. It is also the terminus for the White Rock Creek Trail, the 7.5 mile trail to White Rock Lake.

Multi-Purpose Trails

There are multi-purpose trails in various stages of planning and construction in and around the study area. These trails will provide ample space to function as active trails for bicycling, walking, jogging, or rollerblading. The linear parks can provide active citizens, including those interested only in walking, with pleasant green space isolated from traffic and the hectic pace of the city. Creating a network of interconnected trails will provide access to area parks, schools, and shopping.

Cottonwood Trail

The Cottonwood Trail is a new recreation trail that will wind south along the Texas Utilities (TXU) right-of-way from the corner of Spring Valley and Maham Roads to Hamilton Park. The trail is a project of the Dallas Park and Recreation Department.

The intention of the trail is to provide a transportation corridor for bicyclists and pedestrians as well as a recreational corridor and nature preserve along the creek. Much of the trail is being planned for the TXU easement along Maham Road. As a transportation element, the trail will provide access to a major bus corridor and additional bus shelters are under consideration by DART. It will also provide access to major employers, such as Texas Instruments. Future extensions could include connections to the White Rock Creek Trail and trails in the City of Richardson.

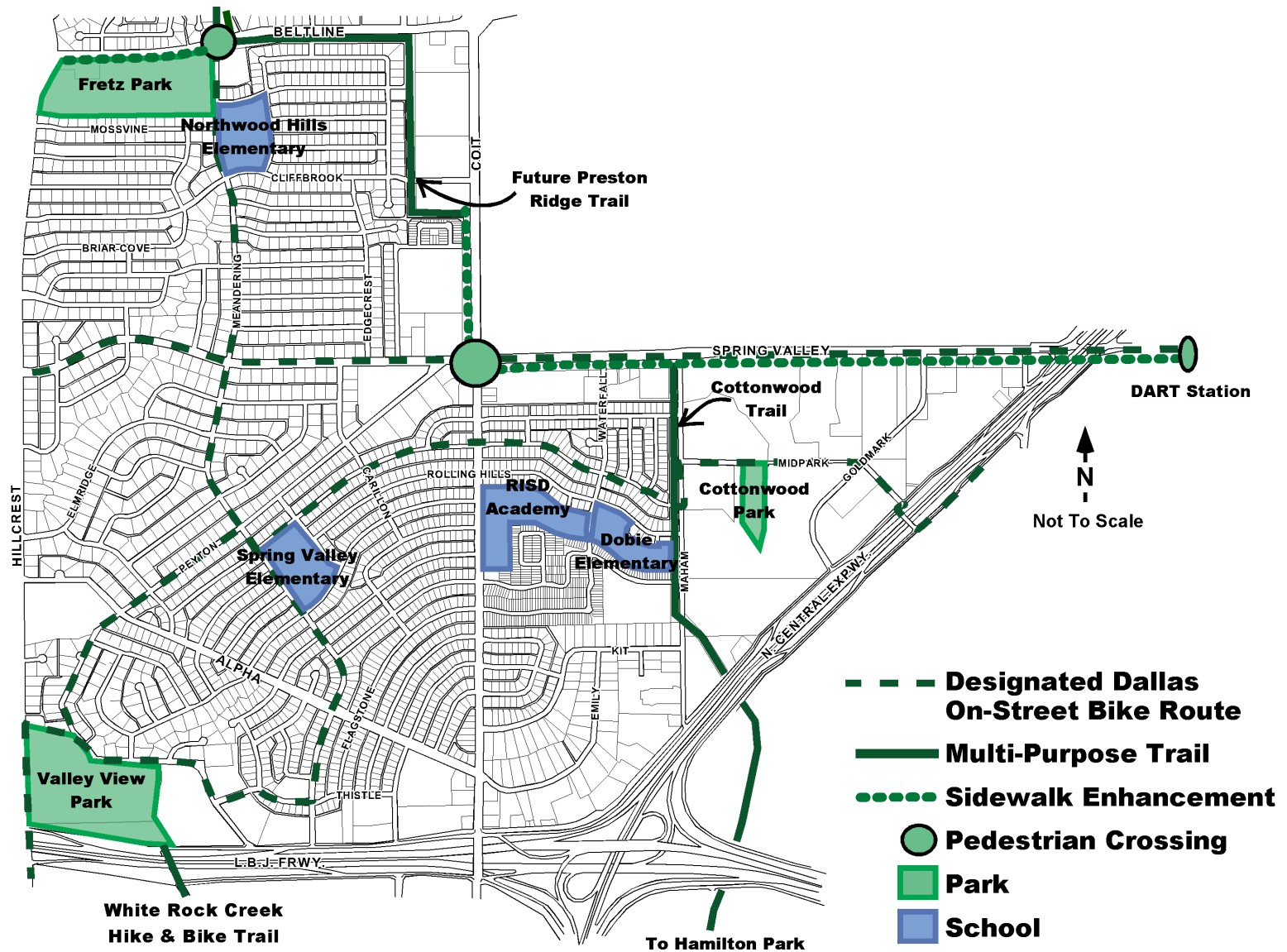
The trail will be constructed in three phases. The first and second phases of the project will be located along Maham Road within the study area. The first phase of the project is funded and construction began during summer 2000. This first segment of the trail will connect Spring Valley Road to Clear Springs Road and is approximately 1,850 feet in length. Construction documents for the second phase of the trail, which will continue from Clear Springs Road to US 75, are being prepared. The final phase will connect the second phase end point of US 75 to Hamilton Park. The last section of trail includes two highway crossings—US 75 and IH 635. The crossing under IH 635 will be included in the future improvements to that highway.

Steering Committee members have expressed concerns about trail users having to cross several streets as the trail parallels Maham. This is mainly a safety issue, especially in regard to children who may use the trail to get to school.

Preston Ridge Trail

The proposed Preston Ridge Trail is a project of Dallas County and is slated for construction in fall of 2001. The trail will start at Meandering Way at the Dallas County/Collin County border and follow the TXU easement along Meandering Way to Belt Line Road. At Belt Line Road the trail will continue along the TXU easement as it winds down to Spring Valley and Coit. Design of the trail is slated to occur in the spring of 2001.

6. Open Space Conceptual Plan



Recommendations

The Cottonwood Trail and Preston Ridge Trail will provide needed recreation and transportation facilities to the Spring Valley/Coit area and should be supported. Efforts should be made to connect the two trails through improvements to sidewalks, crosswalks, signalization, and directional signs at the intersection of Spring Valley and Coit roads along with alternate routes through adjacent residential areas. In addition, the trails should be connected to area schools and parks, such as Dobie Elementary and Fretz Park.

The Park Central Homeowners' Association has indicated interest in restricting access to streets that cross the Cottonwood trail. Creating temporary loop streets and cul-de-sacs through the closure of certain streets would reduce the conflicts between vehicles and pedestrians. An easement/drop-off for the school along Clearsprings and Brookgreen could provide the needed access to the school and stop the traffic problem in the neighborhood. Flagstone Lane was also identified as a potential loop road configuration for the school drop off. Analysis of any street closures will be required by the City of Dallas Department of Public Works and Transportation.

Steering Committee members have also expressed concerns and interest in safety issues along the trails. A lighting plan should be included in all trail designs.

Transportation

Several transportation projects within and surrounding the study area will generate an impact over the next few years. Each project and its potential impacts will be described in this section. Potential mitigation methods will also be mentioned. Partners in solving transportation issues include the City of Dallas Department of Public Works and Transportation, the City of Richardson, and the Texas Department of Transportation. Final decisions on methods for managing the transportation issues will fall on these groups.

Spring Valley DART Station

The North Central (Red) line of DART's light rail transit (LRT) system includes a stop at Spring Valley Road to the east of the study area. The station is currently under construction and is scheduled to open in summer 2002. The light rail line, in conjunction with the Spring Valley Tunnel, will offer a partial solution to anticipated traffic congestion from the construction of the US 75/IH 635 interchange. The station will be a Park and Ride facility with an elevated station and over 400 surface-level parking spaces available for commuters. The distance from the study area to the station may make a viable pedestrian connection difficult; however, shuttle and bus service connecting to the station could help reduce the need for auto use by area residents.

Spring Valley Tunnel

The Spring Valley Tunnel is a TxDOT/City of Richardson project designed to increase the flow of through traffic at the intersection of Spring Valley Road and US 75. When complete, the Spring Valley roadway will consist of four lanes (two in each direction) centered in the roadway in a tunnel section; four lanes (two in each direction) at surface level; U-turn provisions at the US 75 intersection; and right-turn lanes at the intersection onto the frontage roads of US 75/Central Expressway. Sidewalks will be provided along Spring Valley as part of the project.

This improvement will allow through traffic on Spring Valley to bypass the street level automobile turning movements on the US 75 frontage roads through the use of the tunnel lanes. The project will extend from Weathered Street on the west to Sherman Street on the east.

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Construction began in early 2000 with utility relocation. The entire effort will take 24 to 30 months to complete. It is possible that the project will be substantially complete by the time construction on the US 75/IH 635 Interchange begins, which will help relieve congestion during the interchange project.

Work on the tunnel will cause traffic delays along Spring Valley and the US 75 access roads during construction. Afterward, there is concern from the management of Keystone Park shopping center, located at the southeast corner of US 75 and Spring Valley that decreased accessibility to the shopping center will adversely affect local businesses. A traffic signal was requested by the management company along Spring Valley Road to serve Keystone Park. However, the installation could not be accommodated due to design and safety constraints. When the tunnel project is complete, Keystone patrons will still have the ability to access the center to and from both eastbound and westbound Spring Valley. The Cities of Dallas and Richardson are in discussions with TxDOT about possible improvements to the Spring Valley/Goldmark intersection to accommodate Keystone customers as well.

Coit Road Improvements and Repairs

In mid-2000, the cities of Dallas and Richardson, in cooperation with Dallas County, began a significant street repair/pavement rehabilitation project on Coit Road from the northern city limits of Richardson to Brookgreen in Dallas. The project is scheduled to be completed ahead of the start of construction on the IH 635/US 75 interchange to minimize inconvenience to the driving public. Traffic delays are expected along Coit Road as the reconstruction of the road progresses. In addition, spillover traffic into residential areas is possible as drivers try to avoid the delays.

US 75/IH 635 Interchange

With the completion of US 75 (Central Expressway) between IH 635 and Woodall Rogers, the next major project for TxDOT in the North Dallas area is the reconstruction of the US 75 and IH 635 (LBJ) interchange. This is a multi-year project that will have several impacts on the study area.

Currently, the US 75/IH 635 interchange is the highest traveled intersection in Texas. The boundaries of the project on IH 635 (LBJ) are from Hillcrest to Greenville and on US 75 (Central Expressway), Forest and Spring Valley. The goals of the project are to remove the expressway bottlenecks, the left hand exits and clover leaf ramps. The new design will improve the traffic flow and new levels of crossover ramps will relieve traffic congestion and conflicts. Access roads will connect all corners of the intersection, removing the barrier between the four quadrants.

The estimated construction schedule for the intersection is seven years. In bidding the project, TxDOT will offer incentives for decreasing the total construction time. The contract for this project is funded and construction will begin

Spring 2001. Construction will be in four phases. The first phase will include the north, south, and west side access roads for both highways, which will have an impact on the study area.

The primary concern during construction of the interchange, as with the Coit Road reconstruction, is north/south traffic along Coit Road. Traffic along the corridor will increase as drivers shift routes to avoid the interchange construction area and associated traffic. Cut-through traffic as motorists try to avoid traffic congestion is also a major concern of area residents. Finally, noise from the highways and interchange ramps once the project is completed will impact the quality of life for area residents.

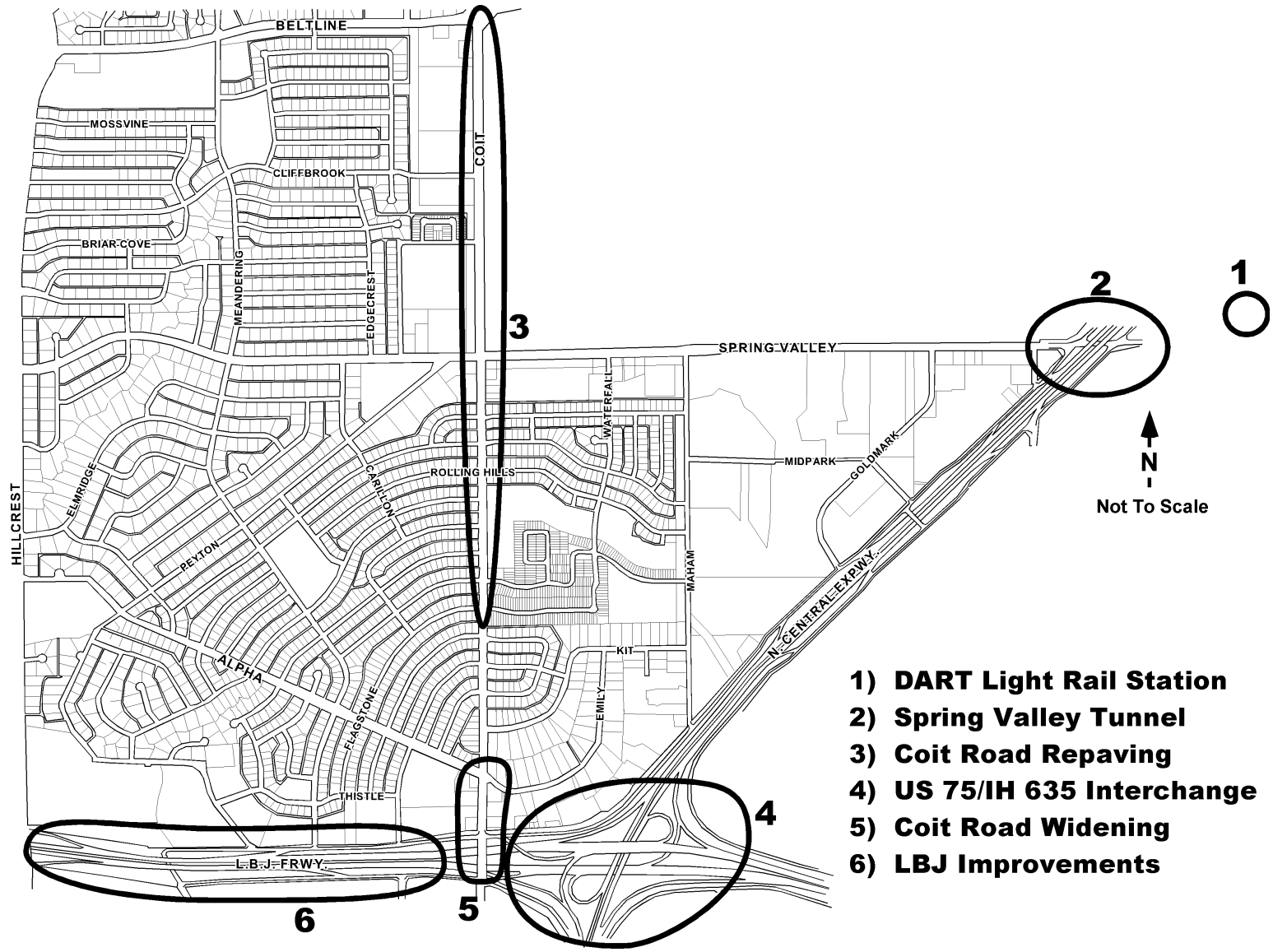
Widening of Coit Road—Alpha Road to Banner Road

Coit Road is in the process of being widened from Alpha Road south to Banner Road (south of IH 635). The improvements will include additional turn and through lanes in both directions of traffic flow. The additional right-of-way for the improvements will be along the west side of Coit Road.

The main impacts of this project will be during the actual construction phase. Because of traffic delays, cut through traffic through residential neighborhoods is a major concern of area residents. This is especially true for vehicles heading to westbound IH 635 from southbound Coit.

Another concern is pedestrian safety, especially when crossing Coit Road on the south side of Alpha Road. With the additional through and turn lanes, the intersection may become too wide for pedestrians to safely cross within a reasonable amount of time.

7. Transportation Projects



Transportation Recommendations

Spring Valley/Coit Intersection

The Spring Valley/Coit intersection includes retail developments on all four corners. The intersection is within the jurisdiction of the City of Richardson. The intersection of Spring Valley/Coit has one of the higher accident rates in Richardson. Video monitors have been added on southbound Coit and westbound Spring Valley for accident intervention and traffic monitoring purposes. Currently no traffic improvements are scheduled for the intersection.

Pedestrian safety is definitely an issue with shopping centers on each corner of the intersection and numerous apartments and townhomes within the study area. The construction of the Preston Ridge Trail to the northwest of the intersection and Cottonwood Trail to the southeast of the intersection have the potential to increase the number of pedestrians crossing at Spring Valley and Coit. Efforts need to be made to allow pedestrians to cross the street safely and in a timely fashion.

The improvements to the intersection through the Coit Road resurfacing project will include painting new lane and crosswalks along the entire project length. As the area develops and the Cottonwood and Preston Ridge trails are built, the intersection should be examined for additional improvements, including the possibility of stamped concrete, or similar surface, for the crosswalks.

Coit/Alpha Intersection

The Coit/Alpha intersection includes retail on two corners along with office uses on one corner. As with the Spring Valley/Coit intersection, the improvements to the Coit/Alpha intersection occurring through the widening of Coit Road take into account the needs of area pedestrians, including area residents along with office and retail workers. The long-term improvements to the Coit/Alpha intersection should include the examination of stamped concrete, or similar surface treatment, for the pedestrian crosswalks.

Pedestrian Crossing Options

Along both the Spring Valley/Coit and Coit/Alpha corridors, pedestrian crossing locations should also be improved. One possible improvement that would increase pedestrian safety is to build a pedestrian island in the median at the crossing point. A safe haven in the middle of the intersection would allow pedestrians to cross in two stages without having to run across the road. Existing median widths away from the major intersections along the corridor would provide adequate space for a “safe haven” for pedestrians. Additional research and discussion with the City of Dallas

Spring Valley/Coit Urban Design Study

Public Works and Transportation Department along with the Transportation Department of the City of Richardson should be undertaken on the possibilities of the pedestrian island.

Coit/Spring Valley Task Force Neighborhood Traffic Plan

The Coit/Spring Valley Task Force Neighborhood Traffic Plan is a project of the City of Dallas Public Works and Transportation Department. The project includes participation by the Valley View and Park Central Homeowners Association in the Coit/Spring Valley Task Force. The goal of the Task Force and Plan is to mitigate the spillover traffic that is currently occurring along with the potential increase from current and future transportation projects.

Recommendations from the study include proposals for new stop signs, road humps along residential streets, and the restriping school zones. In addition, the traffic signal located at Coit and Willow Bend in front of the RISD Academy will be relocated to Coit and Brookgreen, two blocks to the south. Additional traffic signals will be installed at Maham and Midpark, Maham and Kit, and Midpark and Goldmark.

The recommendations from the Coit/Spring Valley Task Force will need to be voted on by the property owners within the affected area. For the plan to be considered by the City Council, two-thirds of the property owners will need to approve the recommendations.

Urban Design

Urban design opportunities address the creative and functional design of public spaces, which can include streets, sidewalks, lighting, signage, landscape, open space and parks, outdoor art, and guidelines for private development. Quality urban design can shape a group of diverse buildings, land uses, and outdoor spaces into a cohesive whole that provides neighborhood identity. Various groups from the community, the private sector, and joint public/private partnerships can implement urban design solutions.

The urban design opportunities identified for the study area are physical improvements. The underlying objective in proposing these improvements is to create a positive neighborhood image and support economic redevelopment throughout the Spring Valley/Coit area. Because the medians for Coit Road north of Spring Valley and Spring Valley east of Coit are the responsibility of the City of Richardson, median and intersection projects will need to be coordinated with the City of Richardson in terms of design, materials, and timing of improvements.

Current Status

The visual impression of the Spring Valley/Coit area relates directly to the utilization of the public rights-of-way by the utility easements, signage, etc. The lack of building code requirements for landscaping, screening, sidewalks, and other improvements when the corridors were first developed has created a commercial strip that can be characterized by the following elements:

- Numerous large freestanding signs, leading to visual clutter
- Large expanses of unscreened surface parking
- Few or no pedestrian improvements
- Little or no landscaping of public or private property
- Above ground utilities and overhead lights
- Numerous, closely spaced and poorly delineated driveways and access points
- A general uncoordinated approach to the design, location and planning of various public and private improvements
- Visual clutter

Spring Valley/Coit Urban Design Study

It is the intention of proposed urban design improvements to mitigate the negative impacts of past development practices and create a sense of organized structure and space for future development to build upon.

Goals

- Promote a pedestrian environment
- Improve the area's aesthetics
- Improve the relationship between the commercial, institutional, and residential areas
- Encourage private sector redevelopment and improvement efforts
- Preserve and enhance the natural environment

Framework

The proposed urban design improvements were developed through the active participation of a focus group comprised of Steering Committee members, area property owners, residents, and city staff. The improvements are designed to enhance the "edge conditions" of areas defined by land use and pedestrian activity, landscaping and location conditions, along the entire 4.5 miles of the Spring Valley and Coit corridors. The proposed improvements should be incorporated in the design and construction of future intersections and roadway improvements.

Collectively, the urban design concepts as described below are ways to achieve the goals of the study area by strengthening and improving the community's image. However, these components will need further design input and refinement before they can be developed as specific design proposals.

Sidewalks. Concrete sidewalks should be constructed within the public rights-of-way in areas of high public transit use and pedestrian activity, as connections between residential neighborhoods, area schools, and neighborhood-serving commercial areas.

Driveway Modifications and Closures. As part of any new streetscape design, an analysis of existing driveway access, safety, and legal requirements should be performed to reduce or relocate the number of curb cuts onto the streets and therefore reduce the number of pedestrian/vehicular conflicts.

Pedestrian Pavement Improvements. Pedestrian crosswalks at the intersections of Spring Valley and Coit should be improved with stamped colored concrete to identify and strengthen bike and pedestrian connections between adjoining communities.

Enhance Intersection Improvements. The intersection of Spring Valley and Coit Roads and the intersection of Coit and Alpha Roads should receive enhanced landscaping to identify them as community gateways. The motorist will know that they are entering an area of interest and significance.

Benches and Trash Receptacles. At every major bus stop, the sidewalk pavement should be widened so that a bench, trash receptacle, and passenger queuing area are provided adjacent to the sidewalk.

Landscaped Medians. Existing concrete pavement in medians over 10 feet in width should be strategically cut out and landscaped with large street trees and groundcover to provide visual and spatial separation between directional traffic flows. Trees should be planted in groups with adequate growth areas rather than in individual tree wells.

Landscaped Parkways. In the grassed parkway areas, landscaping should be enhanced to provide screening for residential uses and accent plantings for corridor interest and seasonal color. Landscape design in these areas should include a wide variety of plant materials planted in a manner to achieve a more natural look.

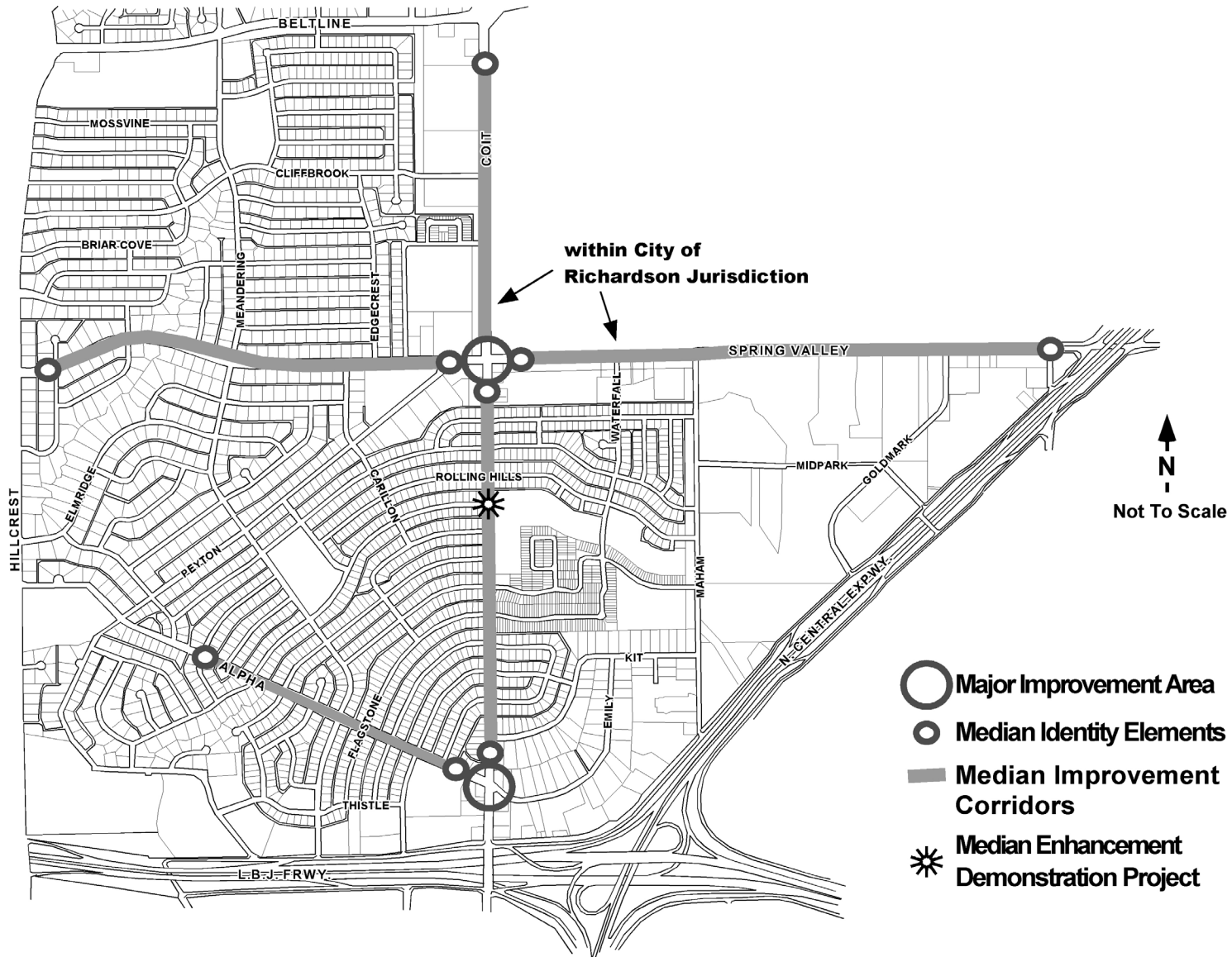
Plant Material. The planting of street trees is one of the most effective ways to achieve visual order within urban corridors while adding natural beauty, shade and seasonal color. Trees should be planted to achieve visual integrity with enough variety of species that the corridor does not become boring and repetitive. It is recommended that three or four large tree species be selected. Alternating groupings of each tree type should be planted along the corridor to provide interest and scale.

The map on the following page designates median corridors and improvement areas for the study area.

Median Improvements

Spring Valley and Coit Roads are diverse corridors with various streets and edge conditions representing a variety of existing land uses and traffic needs. To apply a standard streetscape design section to the entire roadway would not maximize resources or community benefits. Some areas may not have adequate median widths for street trees or warrant sidewalk improvements; each condition should be addressed uniquely.

8. Median Corridor Improvement Plan



Xeriscape

Members of the Texas Master Naturalists of North Central Texas presented landscape concepts at a number of Steering Committee meetings. The presentations and discussions focused on the use of native Texas and xeriscape plant material and how an urban environment can help support the natural ecology of the region. According to Master Naturalists, native Texas plants have four very important advantages over non-native plants.

1. Native Texas plants are drought tolerant. Once the plants are established, most native species require little if any watering even during the summer months.
2. Native Texas plants are insect and disease resistant. Native plants are hardier and require less use of pesticides and less overall maintenance.
3. Many native Texas plants are long-lived perennials. In contrast, annuals must be replaced every year. But most natives will add color to the landscape for many years without replacement.
4. Native plants provide food and shelter for Texas wildlife. The native plants have evolved with the wildlife. They are the food and shelter of choice for many species of butterflies, birds, and other attractive insects and animals.

As the density of development increases, open fields and natural preserves become scarce resources in our neighborhoods and the region. Areas that were considered unusable such as utility easements, street rights-of-way and medians become opportunities for propagating native plants and wildlife.

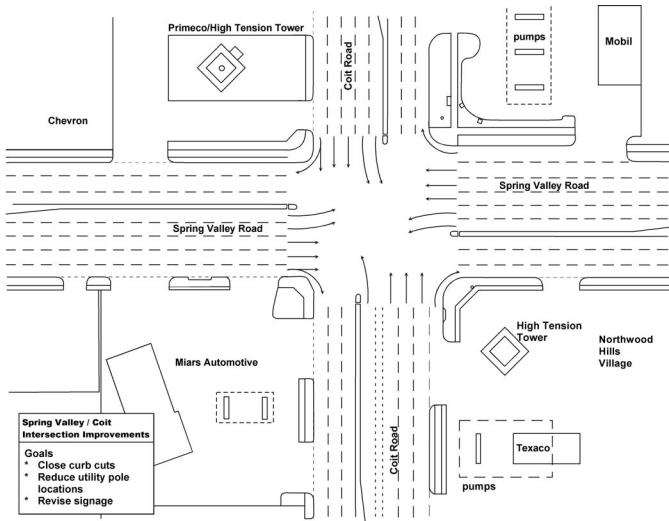
The Texas Master Naturalists have installed a xeriscape demonstration project in front of the RISD Academy on Coit Road between Brookgreen and Rolling Hills Roads (see map on the previous page). The installation was completed with donated labor in December 1999. The landscape designer has created designs for the length of the Coit corridor which should be examined for feasibility.

Intersection Improvements

The intersection of Spring Valley and Coit along with the intersection of Coit and Alpha have been identified as areas of concern and visual clutter. The following two pages identify concerns and potential solutions at these intersections.

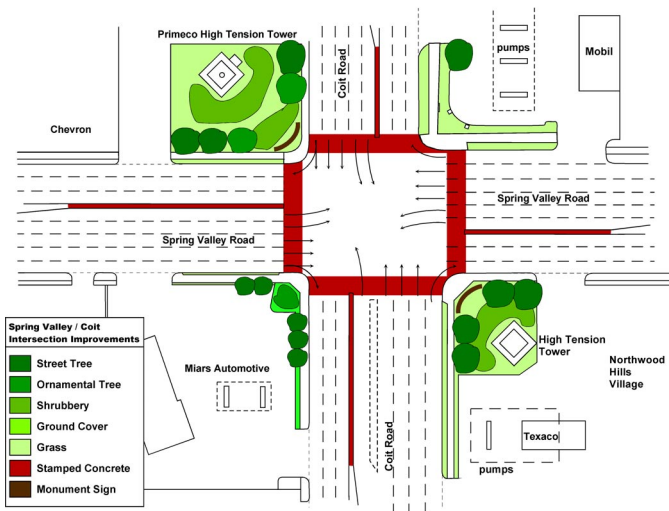
The concept drawings have been prepared as a general indication of values and should be used for discussions regarding priorities, partnerships, resources, design considerations and the framework for future improvements. The concept drawings do not constitute a commitment on the city's part to implement them.

9. Spring Valley/Coit Intersection



Problems

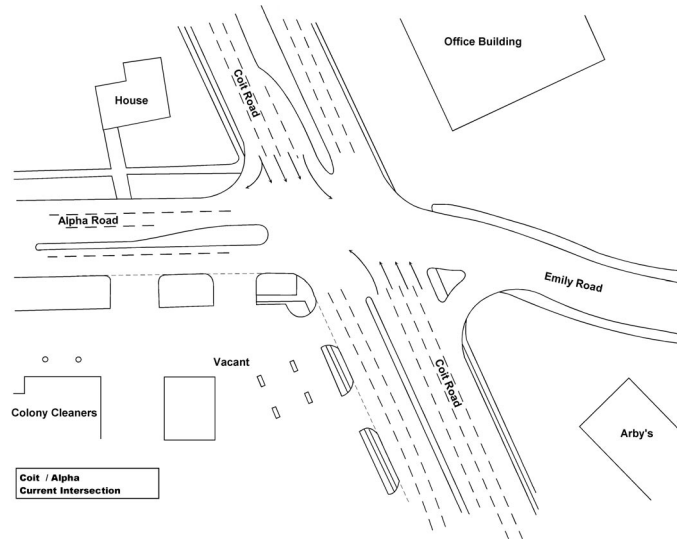
- Few pedestrian-related improvements.
- Land use characterized by 3 gas stations, 1 former gas station, and a vacant parcel.
- Little landscaping of public or private property.
- A high tension tower easement diagonally bisects the intersection with towers on two corners.
- Numerous telephone poles and overhead utilities and cables on all sides of the street.
- Many closely spaced and poorly delineated driveways and access points.
- Numerous freestanding signs on poles.
- Generally uncoordinated approach to the visual street design.
- High traffic volumes and congestion
- Lack of community identification



Solutions

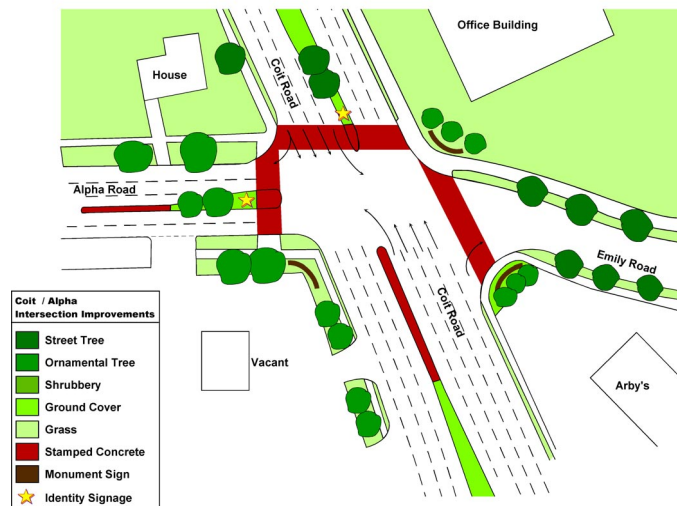
- Plant street trees, medians, and corner landscaping
- Create neighborhood identification signs—street sign toppers and gateway identification
- Screen the bases of transmission towers with landscaping
- Improve and straighten the sidewalks
- Relocate driveways that are too close to the intersection; work with property owners to provide adequate access.
- Control the proliferation of signs
- Eliminate utility poles where possible to alleviate the visual clutter
- Improve crosswalks to allow convenient crossing for area pedestrians and connect the Cottonwood and Preston Ridge Trails

10. Coit/Alpha Intersection



Problems

- High traffic volumes
- Widening for TxDOT interchange and LBJ ramp
- Multiple curb cuts and driveways
- Lack of landscaping along right-of-way
- Pedestrian safety
- Neighborhood identification



Solutions

- Plant street trees, medians, and corner landscaping
- Widening of Coit Road from Alpha Road to IH 635 (LBJ) by TxDOT
- Create neighborhood identification signs—street sign toppers and gateway identification
- Provide pedestrian crossings
- Improve the condition of sidewalks
- Relocate driveways that are too close to the intersection; work with property owners to provide adequate access.
- Control the proliferation of signs
- Eliminate the utility poles where possible to alleviate the visual clutter

City of Richardson, Current Urban Design Programs and Coordination

As mentioned previously, the City of Richardson is responsible for the maintenance of the medians along Spring Valley east of Coit and Coit north of Spring Valley. This section includes information on the plans and programs for the urban design of these areas.

Approximately \$40,000 has been allocated in the City of Richardson budget for median improvements in this area. The first installation will emphasize the Spring Valley/Waterview intersection. The medians nearest the major intersection (Coit at Spring Valley) will be landscaped at a later date to avoid conflicts with paving work underway on Coit Road over the summer and fall 2000 time period

In a typical median planting in Richardson, plant materials include Crape Myrtle, Red Oak, Asian Jasmine, ground cover and grasses. Pavers, stamped concrete and a concrete mow strip are also included in the design. Flowers are typically not included due to the level of required maintenance and neither are walls due to the potential for visual obstructions.

A city-wide median beautification program allows neighborhoods to share the cost of installing the plant material with the city and to provide the first two years of maintenance on a newly enhanced median in order to expedite such a beautification project.

Neighborhood Vitality Program.

This program, approved by Richardson voters in December 1997, is designed to strengthen neighborhood edges and borders with urban design and gateway features. The neighborhood associations help in the design of the gateway elements, which will include major and minor monuments and wing walls at strategic neighborhood entry points in the Southwest Richardson Homeowners Association' area. The City of Richardson is selling bonds to fund this program and the Southwest association received some of the first funding under this program. 350 sidewalk locations were repaired in the same neighborhood with initial focus on hazardous/unsafe locations. In other parts of the city, where houses have their backyards adjoining major arterials, 6 foot high masonry walls are being proposed to connect into the landscaped gateways. These will help unify the look of the neighborhoods along the arterials.

Economic Development

Many of the proposals detailed in this study will have a positive impact on the business environment of the area. These include the improvements in appearance, transportation, and open space. Beyond the secondary benefits to the economic health and development provided by these improvements, specific economic development projects are available, currently in process, or have been proposed within the study.

City of Dallas Economic Development Department

The Economic Development Department (EDD) offers several incentives and programs that can help an area be more attractive to development and new businesses. EDD is investigating re-investment zone options for the area including Public/Private Partnership Program incentives. The Spring Valley/Coit area is currently in commercial zone “D” which does not offer any tax abatements. Currently, EDD is investigating whether the area should be changed to zone “B” which would offer the following.

- Tax abatement—Commercial Zone “B”: For projects creating or retaining at least 25 jobs or having a minimum investment of \$5 million, there is a 50% abatement for 10 years on added real estate or a 50% abatement for 10 years on net new business personal property.

Other available alternatives are:

- Development Coordination: EDD offers a service to businesses in acquiring necessary permits, licenses, certificates of occupancy, etc.
- Tax Increment Financing District (TIF): A City Council approved district where taxes generated by new commercial development are put back into the area in the form of capital improvements, thereby making the area more attractive to additional new development.
- Public Improvement District (PID): A City Council approved district where all property owners pay an added amount of property tax to be used for improvement of services within a defined geographical area.
- Site Search Assistance for Commercial Properties: EDD will assist businesses in finding appropriate sites for new locations.

The Dallas Plan Catalyst Project

The Dallas Plan is the City's official long-range planning policy having been adopted unanimously by the City Council in December 1994. It is a 30-year capital improvement plan involving individuals and organizations in specific projects, that, together, will generate large-scale city-wide improvements.

Catalyst Projects are a component of The Dallas Plan and are designed to be lead by organizations with a specific stake in a particular geographic area within Dallas. These can be neighborhood groups, area chambers of commerce, and other similar organizations. These projects should have significant positive impacts on specific areas of the city. In this way, they achieve The Dallas Plan's goals in individual communities within Dallas, adding to the benefits of citywide projects and addressing the objectives and issues of individual communities in the ways that will be most effective.

The Spring Valley/Coit Economic Development Catalyst Project is being spearheaded by The Dallas Plan and is designed to stimulate the economic development of this area. The goal of this strategy is to design and implement an economic development marketing program for this area to retain existing businesses, attract new economic growth and enhance neighborhood quality of life. A partnership was developed to implement this strategy which builds on previous efforts. The partners include:

- City of Dallas
- The Dallas Plan
- City of Richardson
- North Dallas Chamber of Commerce
- Neighborhood, business and community organizations
- Retail and other commercial businesses in the area

Accomplished or in Progress

- A series of three workshops involving a broad group of stakeholders has been held.
- The Dallas Plan and the North Dallas Chamber of Commerce have spoken with business interests to obtain additional feedback on the area and development opportunities.

- Previous plans have been evaluated and relevant city departments contacted. It appears that, other than the marketing plan, nothing is outstanding from these plans.
 - A marketing piece (brochure) for the area for economic development is being developed by this partnership. This will be used as part of both cities' materials. A draft is being reviewed.
 - City of Dallas and Texas Department of Transportation—with community input—are in the process of developing an access plan for the LBJ/Central construction period.
 - The City of Dallas Economic Development Department is in the process of reviewing the Public/Private Partnership criteria.

Scheduled to be Accomplished

- Form a Rapid Response Team (a group of residents and businesspersons who can act as ambassadors to businesses looking at the area).
 - This will be done at the end of this process.
- Create a “sales” book with updates and descriptions of public investment in this area that paves the way for and encourages private investment.
 - Book can be put together to include marketing brochure, information on public projects, LBJ access plan, and other information pertinent to the area.
- Structure quarterly meetings for updates on marketing effort.
 - This will be done after the process and will be a joint Dallas/Richardson group.
 - This should be incorporated with the Rapid Response Team.
- Economic Development Department to develop customized proposals to attract the respective businesses to the area and to send to prospects.
 - The Dallas Plan will work with the department to accomplish this.
- North Dallas Chamber will put up-to-date development information on their web site.

Area Merchants' Associations

A grassroots, self-organized idea proposed through the Steering Committee is the formation of merchants' associations. Specifically mentioned was an association for business surrounding the Spring Valley/Coit intersection. This option could be followed by businesses within the other nodes within the study area. A single merchants' association for the entire study area would not be feasible due to the geographic separation of the nodes.

Implementation

The transformation of the urban design goals for Spring Valley and Coit Roads into physical reality is dependent on the continued efforts of the neighborhood residents, property owners, local businesses, other interest groups and public institutions. The formation of public/private partnerships, including private resources and funds with public support for infrastructure improvements, will provide a basis for implementation and physical change throughout the area.

These public/private partnerships ensure better quality improvements, savings of resources, as well as monitoring the community's goals. The extent and level of physical improvements is always greater when public agencies act in concert with local businesses and neighborhoods and are not acting in isolation. For that reason the success of the various implementation efforts will be a direct reflection on the private and public partnerships formed.

Costing of Improvements

The variety of selected infrastructure improvements allows for a flexible implementation program that can be implemented in stages contingent on funding opportunities.

Listed on the following pages are preliminary cost estimates for each proposed infrastructure improvement identified in the urban design section. The cost estimates are preliminary and general. The estimates are based on current costs provided by the Public Works Department and from other streetscape projects recently built within the City. The preliminary estimates may vary as much as 30% from actual costs, depending on final design scenarios.

Implementation Strategies

Potential funding resources to complement neighborhood commitments include Federal, State, County, and City funding programs, as well as grants from private and other non-profit foundations. The construction of the improvements may require the use of more than one funding source. For example, matching local funding is required with many of the federal grant programs. The financial burden for construction and maintenance of the improvements can be shared by several entities—both in the public and private sectors.

It is recommended that a management committee be formed to oversee the implementation of the goals and proposals of this plan. The committee will consist of residential and business representatives from the community along with staff representation from the City of Dallas Planning and Development Department. The committee will act as the sponsoring organization for grant proposals, coordinate improvement projects, and make progress reports to the City Plan Commission on an annual basis.

Potential Financing Mechanisms

The following section outlines financial mechanisms and sources that could be considered to support infrastructure improvements in the study area. The options range from public sector funding to community generated resources.

The Spring Valley/Coit Urban Design Plan does not offer any commitments from any of the potential sources listed, nor does it recommend any one source or method to raise revenues. The sources and financing mechanisms have been listed as a reference and to generate discussion and support within the community.

Spring Valley/Coit Urban Design Study

Potential Source	Type of Revenue	Potential Funding Programs
Federal Programs	Development Funding, Grants and Matching Funding for restoration	<ul style="list-style-type: none"> • Congestion Mitigation Air Quality (CMAQ) program funds • Transportation Equity Act for the 21st Century (TEA 21) Programs, • Surface Transportation Program (STP) funds • National Highway Systems Funds (NHS) funds • Federal Transit Administration (FTA) Livable Communities Initiative • US Department of Interior, National Park Service's; Rivers Trails and Conservation Assistance Program (RTCAP)
State Programs	Grants and Matching Funds	<ul style="list-style-type: none"> • Surface Transportation Enhancement Program (STEP), federal funding competition to be nominated by North Central Texas Council of Government (NCTCOG) • Texas Department of Transportation (TXDOT) Landscaping Cost Sharing Program • Texas Department of Forestry Cooperative Forestry Assistance Funds • Texas Commission for the Arts to fund open space design and the use of art
County Funds	Grants and Matching Funds	<ul style="list-style-type: none"> • Urban Streets Program • Matching Funds for Federal and State Programs • County Bond Program
City Funds	Area Development, Improvement and Repair Funds	<ul style="list-style-type: none"> • City Bond Program for Specific Projects • Operation and Maintenance Funds • Tax Abatement for New Development • Reforestation Program for Street Tree Planting • Community Development Block Grants for Street Improvements • Local Match for Federal and State Programs
Concessions	Development of Specific Amenities	Amenities developed /improved with public or private revenue sources and operated by a concessionaire. Concessionaire fees to pay for development of improved amenity. Redevelopment revenues generated through concessionaires.
User Fees	Maintenance and operating costs for specific amenities	User fees for amenities such as parking could potentially generate revenues for maintenance costs.
Improvement District	Area Redevelopment	Additional fees or taxes levied on properties to generate revenues for area redevelopment. Redevelopment financing by property owners.
Grants from non governmental and civic organizations	Development of Specific Amenities	Limited financial grants/matching funds from organizations.
Funding Support by Corporation	Development of Specific Amenities	Limited financial grants/matching funds from corporations.
Collections/Fund Raising	Development of Specific Amenities	<ul style="list-style-type: none"> • Fund raising by neighborhoods for the development of specific amenities. • Business/Merchant Associations

Non-Prioritized Potential Area Urban Design Improvements Preliminary Scope and Estimated Costs

Item	Title	Location	Scope	Estimated Costs
1.A	Street Intersection Improvement	Spring Valley and Coit	15,000 sf landscape screening New sidewalks Median improvements New crosswalks	Landscape \$150,000 Sidewalk \$5,000 Medians \$40,000
1.B	Street Intersection Improvement	Alpha and Coit Road	Median improvements New sidewalks New crosswalks Parkway planting	\$40,000 \$5,000
2.A	Median Enhancement, Xeriscape Demonstration. Project	Coit Road, in front of RISD Academy	Xeriscape plant material at cost with donated labor.	Plants \$5,000
2.B	Median Enhancement	Coit Road Alpha to Spring Valley	Xeriscape plant material, including installation, 2-year maintenance and water contract.	Plants \$100,000

City of Richardson Projects

The following projects are within the City of Richardson jurisdiction and will be subject to City of Richardson approval and review. There is currently no commitment of funding.

3.A	Median Enhancement	Coit Road Spring Valley to Belt Line	Landscape improvements
3.A	Median Enhancement	Spring Valley Coit to US-75	Landscape improvements
4.A	Pedestrian Crossings	Spring Valley	Brick crosswalks and new pedestrian signal
4.B	Pedestrian Crossings	Coit Road	Brick crosswalks and new pedestrian signal

Task List

Managerial Committee

- **Responsible Party:** Spring Valley/Coit Urban Design Study steering committee
- **Next Steps:** Form new committee to monitor implementation of Plan
- **Time Frame:** After approval of Urban Design Plan.
- **Planning Department Role:** Assist committee in monitoring projects

Spring Valley/Coit Intersection

- **Responsible Party:** City of Richardson and City of Dallas Public Works and Transportation Departments
- **Next Steps:** Apply for funding through TEA-21 as trails are completed and area improvements are completed
- **Funding Sources:** USDOT TEA-21 funding programs (CMAQ, STEP), City of Dallas Bond Programs
- **Planning Department Role:** Coordinate improvement efforts

Cottonwood Trail

- **Responsible Party:** Dallas Park and Recreation Department
- **Current Status:** Phase 1 currently being constructed
- **Next Steps:** Funding and Engineering for Phase 2.
- **Planning Department Role:** Assist as needed; provide support for funding requests

Preston Ridge Trail

- **Responsible Party:** Dallas County
- **Current Status:** Initial Design

Spring Valley/Coit Urban Design Study

- **Next Steps:** Funding and final design—Spring 2001
Construction—Fall 2001
- **Planning Department Role:** Support efforts of Dallas County

Rezoning of Properties at Northwest Corner of Coit and Alpha

- **Responsible Party:** Property owners
- **Next Steps:** Application for rezoning
- **Time Frame:** Open
- **Planning Department Role:** Assist in application for rezoning

Median Improvements

- **Responsible Parties:** Managerial Committee
- **Additional Parties:** Texas Master Naturalists of North Central Texas
- **Next Steps:** Review xeriscape demonstration project for viability
Reevaluate project cost and funding
- **Funding Sources:** City of Dallas Street Department “MOWmentum” program; local, state, and federal grants
- **Planning Department Role:** Coordinate with Managerial Committee, assist in funding search and application

Coit/Alpha Intersection

- **Responsible Party:** City of Dallas Public Works and Transportation, Texas Department of Transportation
- **Next Steps:** Review Plans for Improvements—as available
- **Planning Department Role:** Review project plans for mobility, design, and pedestrian elements

Merchants’ Association

- **Responsible Party:** Area merchants
- **Additional Parties:** North Dallas Chamber of Commerce, Dallas Plan
- **Next Steps:** Research merchants’ associations and similar organizations—over next six months
Hold organizational meeting—within six months
- **Planning Department Role:** Provide assistance with coordination

Central/LBJ Land Use Study

- **Responsible Party:** City of Dallas Planning and Development Department
- **Next Steps:** Request City Plan Commission authorized hearing to determine proper zoning for properties within the Spring Valley/Coit Urban Design Study boundaries and within 500 feet of US 75 or IH 635. This authorization can be done separately or in conjunction with a Land Use Study of properties surrounding the US 75/IH 635 interchange.
- **Timeframe:** Within five years.

Summary

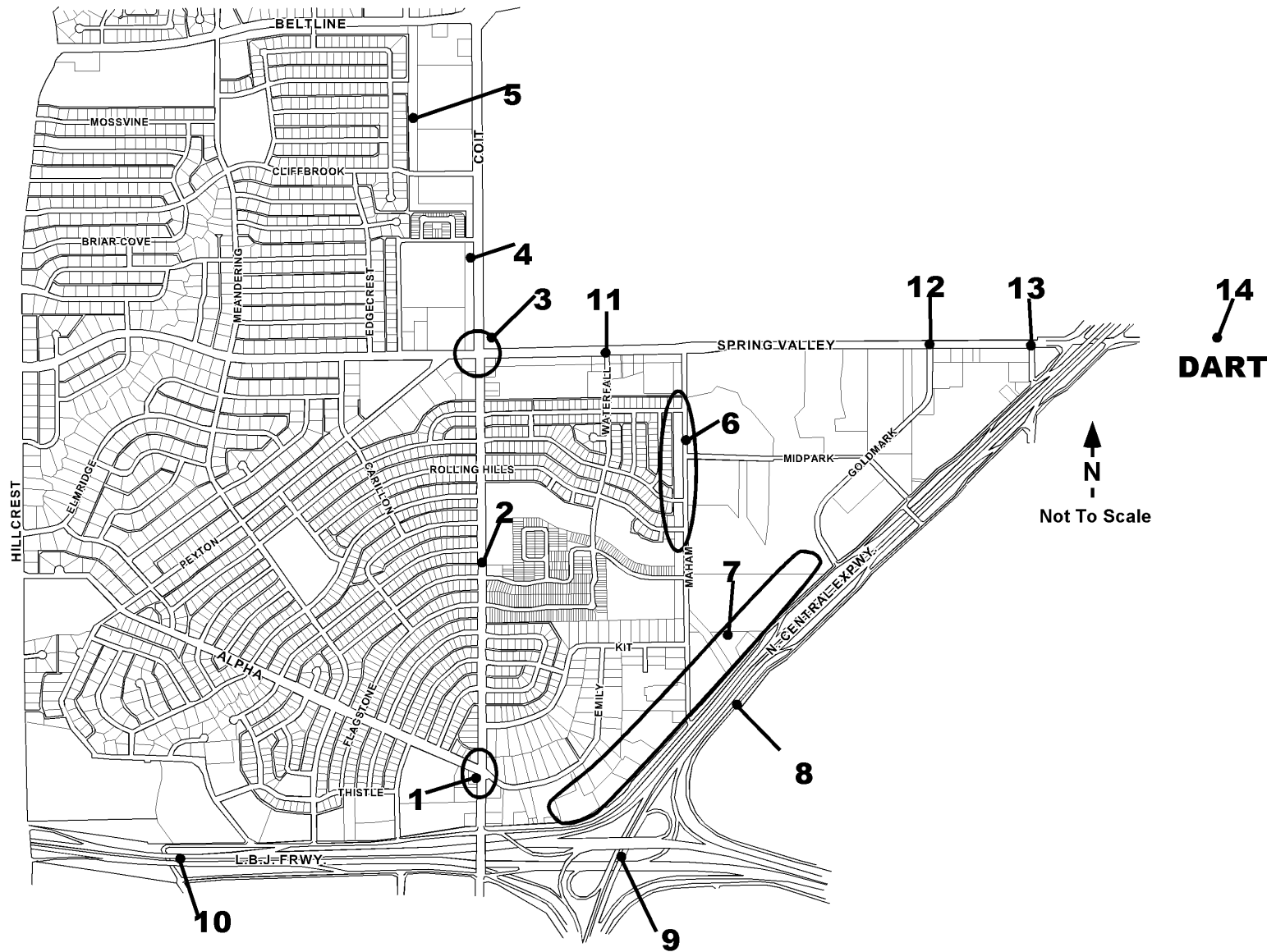
11. Recommendations

The map on the next page shows the current projects, future projects, and recommendations of this study within the study area.

1. Improvements to Alpha Rd intersection on Coit Road
2. Median improvement xeriscape demonstration project
3. Urban design improvements to the intersection at Spring Valley and Coit
4. New Shopping center proposal
5. Landscaping Improvements and potential bike route along the TXU easement
6. Cottonwood Hike and Bike Trail along Maham
7. Widening of US 75 and frontage road as part of the new interchange
8. Cottonwood Hike and Bike Trail underpass at US 75
9. New US 75/IH 635 Interchange
10. White Rock Creek Hike and Bike Trail underpass at IH 635

City of Richardson Projects

11. Pedestrian Crossing at Waterfall Way
12. Intersection improvements—Spring Valley and Goldmark with Dallas County and City of Dallas
13. Spring Valley Tunnel
14. Spring Valley DART station



Appendix

Zoning Definitions

The following definitions explain the meaning of the zoning districts included within the study area:

1. CR, Community Retail—Allows only community serving retail, office, and personal service uses, limits the height of structures to 54 feet, and is intended to be compatible with adjacent residential neighborhoods.
2. D(A)—Allows duplex and single family uses, one dwelling unit per 6,000 square feet
3. GO(A), General Office—Allows high density office and lodging, retail and personal service as limited uses. The zoning permits 4 Floor Area Ratio, 80% lot coverage, 270 feet height and/or 20 stories, 15 feet set back, 20 feet from residential property line. A residential proximity slope is reviewed for adjacency issues.
4. LO-1—Allows office uses along with limited retail and personal service uses. Floor Area Ratio of 1.0 with a maximum height of 5 stories.
5. MF-1(A)—Allows only multi-family development on lots that are a minimum size of 3,000 square feet with 60% coverage, 15 foot setbacks and a maximum height of 36 feet. This is the lowest density multi-family and intended to be compatible with single family adjacency
6. MF-2(A)—Allows only multi-family development on lots that are a minimum size of 1,000 square feet with 60% coverage, 15 foot setbacks and a maximum height of 36 feet.
7. MO-2, Mid-range Office—District is restricted to office and service uses that serve the building occupants. Also allows some area and office serving retail.
8. MU-1, Mixed Use—District which encourages multiple uses on individual parcels through density allowances and other encouragements. The MU-1 district is the lowest impact Mixed Use district.
9. MU-2, Mixed Use— District which encourages multiple uses on individual parcels through density allowances and other encouragements. The MU-2 district is the middle impact Mixed Use district.
10. MU-3, Mixed Use— District which encourages multiple uses on individual parcels through density allowances and other encouragements. The MU-3 district is the highest impact Mixed Use district.

11. NO(A)—allows low density neighborhood office, .5 Floor Area Ratio (FAR), 50% lot coverage, 30 feet height and/or 2 stories, 15 feet set back, 20 feet from residential property line. A residential proximity slope is reviewed for adjacency issues.
12. PDD, Planned Development District—this zoning classification allows a variety of uses determined by the zoning applicant and City of Dallas zoning planners and is used when the particular land use needs for a piece of property are not met by another zoning classification.
13. R-1/2ac.(A)—allows only single family development on lots that are a minimum size of half an acre.
14. R-10(A)—allows only single family development on lots that are a minimum size of 10,000 square feet.
15. R-16(A)—allows only single family development on lots that are a minimum size of 16,000 square feet.
16. RR, Regional Retail—Provides for the development of region-serving retail, personal services, and office uses.
17. SUP, Special Use Permit—Certain uses are allowable by SUP but can be revoked should the use become a nuisance to the surrounding area.
18. TH-3(A)—Allows townhouse development of up to 12 dwelling units per acre.