

Located east of North Central Expressway (US75) and north of Spring Valley Road in Richardson, Texas, the Spring Valley Station is DART's southern gateway into Richardson. The station vision and the redevelopment efforts are the result of an extensive planning process and public/private partnership.

Spring Valley Station District

In August 2004, the City of Richardson adopted the Spring Valley Station District regulations, a city-initiated effort that resulting in the first rezoning for a transit-oriented development district. The District's Core Area includes 63 acres north of Spring Valley and west of Greenville Avenue, bisected by the DART rail line. Existing uses for the area prior to the adoption of the ordinance in 2004 included office, industrial, retail and residential. The Planned Development (PD) ordinance includes a unique set of land uses, building and area regulations, parking ratios, sign regulations, and a special development review process. The PD ordinance establishes pedestrian-friendly amenities such as wide sidewalks, street trees, architectural enhancements, and reduced parking ratios. Building height, materials, setbacks, articulation requirements, and sign regulations are designed to enhance the architecture and character within the District. The circulation plan and reduced parking ratios manage automobiles without excluding them entirely.

The development regulations have been updated since their adoption in accordance with the specific plan of a Dallas area developer for the Brick Row mixed-use redevelopment east of the rail station.

Public Art

Each rail station in the DART system includes art and design elements that were created to reflect the environment, history and culture of the surrounding community. The Spring Valley Station includes elements reflecting the nearby McKamy Springs, a historic watering hole for early settlers.







1. Brick Row

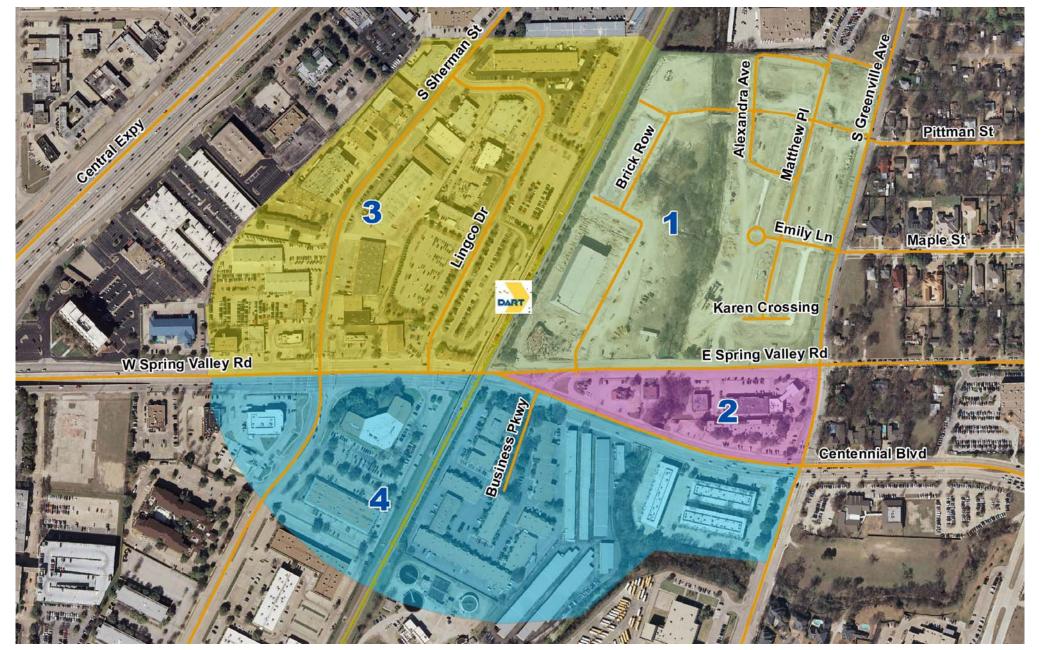
- Replaces a 337-unit apartment complex and 18 single-family dwellings
- 950 residential units (townhomes, apartments, and condominiums)
- 44,000 square feet of ground floor retail
- Enhancement of the Floyd Branch drainage corridor, which bisects Brick Row, to accommodate storm water and serve as an amenity
- DART Plaza and connections to Richardson's city-wide trail system
- Incorporation of historic McKamy Springs into a open space providing recreational opportunities for residents of Brick Row and the city
- \$1.1M public infrastructure grant from the NCTCOG based on adherence to sustainability principles
- 2007 Celebrating Leadership in Design Excellence Award for "Public Planning and Policy"
- Broke ground in late 2008; first apartments occupied in 2010

2. Centennial Triangle

- Approximately 7 acres within the Spring Valley Station District, bounded by Spring Valley Road, Greenville Avenue, and Centennial Boulevard
- PD zoning allows a mix of uses, including retail/commercial, office, multi-family residential, live/work units, and public uses; single-family residences are not permitted

3. Spring Valley Station District West

- Approximately 36 acres within Spring Valley Station District, west of the DART right-of-way
- PD zoning allows a mix of uses, including retail/commercial, office, multi-family residential, live/work units, and public uses; single-family residences are not permitted



4. Future TOD Area

- Approximately 37 acres south of the Spring Valley Station District.
- Identified in the 2009 Comprehensive Plan Future Land Use Plan as Transit Village
- Further study required

Central Corridor TIF Zone

- Central Corridor Tax Increment Financing (TIF) Zone created in 2006
- 900-acre targeted area of the City—along both sides of the Central Expressway corridor and along West Spring Valley Road
- Includes both the Spring Valley Station and Arapaho Center Station TOD areas
- Provides a new financing mechanism to aid redevelopment
- Allows public financing of improvements, including public buildings, streets, alleys, parks, schools, sidewalks and other infrastructure improvements within the Zone
- Established for a term of 25 years, with Dallas County participating for up to 20 years
- Adopted under Chapter 311 of the Texas Tax Code







City of Richardson, Texas

Development Services Department 411 W. Arapaho Road Richardson, Texas 75080 http://www.cor.net/developmentservices.aspx 972-744-4240

Richardson at a Glance

The City of Richardson, located 15 miles north of downtown Dallas, is part of the Dallas-Fort Worth Metroplex. Originally a farming community, Richardson has evolved into a city with more daytime workers than residents. Richardson's resident population was 99,223 as of the 2010 U.S. Census. The North Central Texas Council of Governments (NCTCOG) estimated its employment as 110,124 as of January 1, 2005.

Richardson is 28.7 square miles in area—18.4 square miles in Dallas County, the remainder in Collin County. The city is served by two nationally-acclaimed public schools systems, two community colleges, one State university, a flourishing hospitality industry, a renowned orchestra, a thriving arts and culture community, and two campuses of a regional hospital system, all of which work together to enhance the City's quality of life and business environment.

Rail Transit in Richardson

Commencement of service—2002.

Bush Turnpike

- Northern-most Richardson station
- Light rail extends north into Plano
- 1,193 parking spaces beneath turnpike lanes

Galatyn Park

- Destination station; no parking provided
- Serves Galatyn Park Urban Center

Arapaho Center

- 15-acre multi-modal transit center (bus, rail)
- 1,120 parking spaces
- Pedestrian underpass connects parking lot to rail station

Spring Valley

- Southern-most Richardson station
- Light rail extends south into Dallas
- Elevated station
- 550 parking spaces
- Brick Row mixed-use development under construction to the east

UTD Station

- Proposed station on the future Cotton Belt Rail Line
- Will serve the University of Texas at Dallas and surrounding area
- Campus-oriented mixed-use development envisioned

