

COMMITTEE to IMPROVE
the VISUAL IMAGE of
COPPELL

Report to City Council

February, 1997

C.I.V.I.C.

Committee to Improve the Visual Image of Coppel

Chairman, Rick McCaffrey

Jeanette Auerbach

Angelo DeFilippo

Pat Keenan

Aijaz Khan

Anna Kittrell

Andra Mabry

Chuck Sturges

INTRODUCTION

The building of Coppell is a collaboration of private and public investment, with the greater part of the investment generated from private sources. While the visual appearance of the city has resulted largely from design choices made by private interests, public policy has produced a significant degree of continuity and coordination. One City policy in particular, the Coppell Streetscape Plan, has contributed heavily during the past decade.

By action of a farsighted City Council, the Streetscape Plan established standards for attractive landscaping along main thoroughfares, for use of the city's characteristic brick pavers, and for the screening of residential alleys and back yards with brick walls of high quality. The Streetscape Plan raised the standards for residential development at an opportune time by adding value far in excess of cost. During the same period, the public sector designed several of the city's distinctive bridges, while the private sector was constructing numerous small lakes and water features to give Coppell an image which sets it apart from neighboring cities.

The homebuyer response to residential construction during the decade was dramatic. Consequently, rooftop numbers now demonstrate the existence of a significant retail market. Coppell's current total household income of over three-quarters of a billion dollars annually is stimulating particular interest, and commercial construction is acknowledging the demand. Therefore, the time is ripe for a close look at standards for another stage of development activity.

This report does exactly that. It deals with the highly visible aspects of urban design: office, retail and commercial development; institutional uses such as churches, schools and municipal facilities; warehousing, distribution and assembly; multi-family residential development; and *Old Coppell*. The scope excludes internal aspects of single-family residential neighborhood design, but includes screenwalls around single-family residential neighborhoods.

THE IDEAL COPPELL PRIVATE SECTOR

In the past, various city representatives have referred to "Old World Style" and "*Earth-tone Colors*" as preferred standards for non-residential development in Coppell. The references, while undoubtedly genuine, often were vague and amounted to little more than hearsay. Presently, by inviting citizen participation with members of the Planning and Zoning Commission to define these terms more accurately, and reporting their findings, the City has taken a notable step toward articulating an urban design policy.

With this report the City now has a handbook which more clearly states its objectives. A glossary defining specific terms appears at the end. Throughout the text, all italicized words have precise meanings which may be found in the glossary. In sum, the document provides the groundwork for a City policy to achieve urban design goals.

Preferred Building Forms

The private sector has established three distinct non-residential building styles in Coppell. In the city's business and industrial parks, the architectural style is characterized by immensity of scale and design simplicity. In its shopping centers, the style is traditional, small in scale and characterized by a variety of elements and detail. In *Old Coppell* the style is largely rural and representative of North Texas in the first half of the twentieth century.

While a continuation of those styles in their three settings is preferred, the styles are not so specific as to restrict freedom of expression. Nor should the City want to limit architectural form to the point that one building is indistinguishable from another. The principal objectives

should be to relegate utilitarian type building styles to the city's industrial districts, respect the character of *Old Coppel*, and avoid bizarre non-traditional building forms throughout. Architectural unity can be and should be accomplished through the use of coordinated building materials and colors instead.

Preferred Building Materials

The City has a longstanding requirement that exterior walls of buildings be faced with 80 percent *masonry*, exclusive of windows and doors. Poured-in-place and tilt-wall concrete, brick stone and glass are included within the definition of *masonry*. The remaining 20 percent of wall surfaces may be stucco or other materials, while by special use permit stucco is allowed as the principal material in residential districts.

In addition to this policy, where individual buildings occur in clusters, the dominant materials, such as *masonry* and roofing, should coordinate. They should be of similar or related colors and materials to establish visual unity and consistency.

Office, Retail and Commercial Development

Masonry

Concrete and all-glass walls are inappropriate as the principle component of office, retail and commercial construction. *Masonry* should be brick and stone of *earth-tone* colors. However, it would be consistent to permit other brick colors, as *accent brick*, provided that in combination *accent brick* and non-*masonry* material do not exceed the 20 percent non-*masonry* benchmark. Stone should not be painted. Brick should be painted only for the purpose of covering an existing inappropriate brick color with an *earth-tone* color.

Concrete Surfaces and Surfaces Other than *Masonry*

Exterior concrete wall surfaces and wall surfaces other than *masonry* should consist of no more than three colors—a *base color*, and/or a *trim color*, and/or an *accent color*. The City should permit a *base color* on up to 100% of the surface area of any one façade of a building. However, the City should permit other than a *base color* on up to only 5% of the surface area of any one façade, and an *accent color* on up to only 1% of the surface area of any one façade. For calculation purposes, wall surfaces should include eaves, gables and parapets, but should exclude roofs, awnings or signs.

Attached Signs

Signs attached to walls should consist of individually mounted channel letters. There should be no restriction on the form they take, nor on their typestyle, but colors should be restrained and, in unified developments, the same. Backlit plastic in white, black or *neutral* colors is appropriate, as well as backlit metal in natural finishes or painted in white, black or *neutral* colors.

Awnings

Adding accent color through the use of awnings is appropriate within a commercial environment. Awnings should be of canvas, or a lusterless material that closely resembles canvas, at least 98 percent of which is a single *deep* or *neutral* solid color. The remaining up to 2 percent, if different, should be contrasting. For example, if the majority is a *deep* solid, the trim should be a *neutral* solid. If the majority is a *neutral* solid, the trim should be a *deep* solid. Awnings should not be backlit. Lettering and logs should be limited to a monogram.

Lights

Parking lot light standards should not exceed 30 feet in height. Driveway entrance lamps should comply with recommended Streetscape Plan modifications (See Implementation, Driveway Entrance Lights).

Roofs

Flat roofs and parapet walls around flat roofs should have a cornice, cap or other detail with a vertical dimension equal to at least 3 percent of the height of the building. Pitched roofs should have roofing material of a lusterless *neutral* or green color. Green colors should be limited to dark forest greens, gray greens, pale bluish-gray greens, slate greens and copper patina. Metal roofs should be standing seam either with a baked-on lusterless finish or made of copper.

Windows

Glass should not exceed 50 percent of any one façade of a building. It should be clear or tinted, including art glass and stained glass, but not mirror reflective. If used for advertising purposes, stained glass on any one façade should be limited to 10 percent of the total glass area on that facade.

Pavement

Pavement should be concrete trimmed with stamped and stained paver patterns and/or brick pavers.

Institutional Uses

With a few exceptions, materials for institutional buildings should be the same as those for office, retail and commercial development. One exception centers on the use of stucco for Romanesque and Spanish colonial styles. Since churches and schools are permitted within residential zoning districts, the City allows stucco by special use permit. Therefore, when stucco is permitted for these styles, terra cotta and burnt terra cotta tile roofs would be architecturally consistent. Also, reflective metal may be appropriate for the spires and domes of landmark institutional buildings.

Warehousing, Distribution and Assembly

Where Light Industrial zoning exists west of Moore Road, buildings for warehousing, distribution and parts assembly have a different character from the remainder of Coppell. This is due largely to the use of tilt-wall concrete construction. Therefore not all of the urban design standards appropriate for retail areas would be suitable in this environment.

For example, tilt-walls would be overpowering in dark colors. Therefore, wall colors should be very light, in either white or *neutral* shades. In addition, a *trim color* in combination with an optional *accent color* should be permitted on up to 5% of the surface area of any one façade, with the *accent color* limited to no more than 1% of the surface area of a façade.

In this setting, walls should not require a cap or cornice, large expanses of glass should be permissible, and glass selection should include reflective materials. Attached signs, awnings, lights, pitched roofs and pavement, however, should observe the same design standards set for office, retail and commercial areas.

Multi-Family Residential Development

Apartment complexes should observe all the design standards set for office, retail and commercial development. Stucco should not be permitted as a principle building material.

Old Coppell

The dominant building material in *Old Coppell* is frame siding, painted white. Therefore, applying office, retail and commercial design standards to this area would destroy its character. A separate set of standards is required.

Masonry and Other Wall Surfaces

While *masonry* can be used without destroying the established character of the area, wood siding and materials, which closely resemble wood siding, are also quite appropriate. Colors suitable for other commercial areas of Coppell should be expanded to include white on *non-masonry* surfaces in *Old Coppell*.

Attached Signs

More latitude should be given to businesses in *Old Coppell* to accommodate signs more reminiscent of the 30's and 40's. Colors, however, should be restrained and neon prohibited.

Awnings

Awnings are just as appropriate in *Old Coppell* as elsewhere. Standards for colors, lettering and logos should be the same.

Lights

Lighting should be characteristic of the Depression era. The most prevalent style of the period was a lamp consisting of a single white acorn-shaped light diffuser mounted atop a 12-foot high to 20-foot high fluted lamppost painted a dark color.

Roofs

The majority of existing roofs in *Old Coppel* are gabled with a pitch of 5:12 or greater. Continuation of this style is preferable, with roofing materials limited to *neutral* colors only.

Windows

Glass should not exceed 30 percent of any one façade of a building. It should be clear, except for stained glass and art glass, and should not be mirror reflective. If used for advertising purposes, stained glass on any one façade should be limited to 10 percent of the total glass area on that façade.

Pavement

While head-in parking was characteristic of the streets in many Depression era towns, commercial development in *Old Coppel* was not large enough for on-street head-in parking to gain a significant foothold. Its continued use may be necessary where currently existing, but traffic congestion created by greater amounts would hamper the already limited commercial viability of *Old Coppel*, and therefore should not be permitted. (Commercial viability is already limited, because existing street right-of-way widths in *Old Coppel* can accommodate only two lanes of traffic, or 10,000 vehicles per day. Most businesses want immediate access to 20,000 vehicles per day and future volumes of 35,000 vehicles per day, or more. However, widening rights-of-way would destroy buildings of character.)

Asphalt pavement was typical of Depression era roads, but parking in rural areas tended to be haphazard expansions of the gravel shoulders on each side of the road. This is not a pattern that would be suitable for a twenty-first century adaptation of *Old Coppel*. Asphalt pavement for off-street parking, however, may be as appropriate as concrete, although the most authentic adaptation would be concrete with exposed aggregate. In any case, high visibility of off-street parking lots would be out of character for *Old Coppel*, therefore the visual impact of parking areas should be minimized by concealing them behind buildings or by softening their impact with landscaping.

If City Council should decide to permit asphalt pavement for off-street parking, it needs to establish minimum construction and maintenance standards both for normal use and for use as fire lanes. Substandard asphalt pavement that gets riddled with potholes, or rutted, would cause more visual harm than good. The use of stamped and stained concrete and brick pavers would greatly enhance the visual appeal of both asphalt and concrete parking pavement.

Screenwalls beside Single-Family Residential Neighborhoods

Residential screenwalls along primary image zones, as defined in the Streetscape Plan, should be of the same *masonry* materials used in Office, Retail and Commercial developments.

LANDSCAPING

Along Freeways

Approximately 75,000 vehicles per day view Coppell from Interstate 635 and State Highway 121. The Comprehensive Plan recommends that 60 to 80 feet in width along the edges of these freeways be landscaped with Aristocrat Pear trees and evergreen shrubs. Where service roads adjoin the freeways, part of the landscaping may occur within the parkway between the service road and main travel lanes. For residential development along Spur 553 (Highway 121 By-Pass), City Council has required at least 50 feet of building setback from the highway right-of-way, and frontage landscaping along the highway's service roads. This standard is compatible with the Comprehensive Plan recommendation.

The importance of this visual exposure cannot be overstated. Ideally, a minimum of fifty feet of privately owned land along these freeways should be free of buildings and parking, with a total of eighty feet in width landscaped, including privately owned land and available public highway right-of-way. For greater tree life, the Live Oak or Chinese Pistache would be better selections.

Within Non-Residential and Multi-family residential Developments

Both Coppell's Streetscape Plan and Zoning Ordinance establish landscaping standards which equal or exceed the standards of most cities. However, other cities, such as Carrollton, Plano, Frisco, and Mesquite, for example, require that newly planted trees be a minimum of 3 inches in caliper, while Coppell requires a minimum of 2 inches. Ideally, the minimum should be 3 inches.

Elimination and Prevention of Visual Clutter

Visual clutter along arterial streets is easy to prevent, but difficult to eliminate. It usually takes three forms: 1) overhead utilities which have been there since an earlier time, when the street may have been the only convenient route available for them; 2) objects designed to capture the attention of motorists, such as billboards, signs, streamers, outdoor displays of merchandise, and the use of oversized state and national flags to draw attention to a place of business; and 3) outside storage and junkyards.

The City has done an excellent job of preventing additional overhead electric distribution lines, billboards and proliferation of other streetside commercial pole signs, streamers, outdoor displays of merchandise, outside storage, and junkyards. To achieve an ideal private sector, the City also needs to prevent the excessive use of flags for other than patriotic purposes, to restrict the location of new poles for mobile telephone radio links to sites which are concealed or inconspicuous, and to enforce its window sign regulations continually.

The City also should eliminate existing billboards, since the owners by now have long since recouped their investments, and terminate the continuation of prior use of open land for outside storage purposes, where not longer permitted. Finally, the City should find a way to eliminate overhead utilities on its main thoroughfares.

THE IDEAL COPPELL PUBLIC SECTOR

The most extensive and most visible public properties in the city are its streets. Sections 5.03 and 5.04 of the Coppell Comprehensive Plan make appropriate recommendations for the enhancement of the city's principle thoroughfares. These recommendations concern street trees, bridge retrofit design treatments, and gateways.

Of these, gateways should receive priority because they reinforce community identity. The importance is so great that there should be at least three more gateway treatments included, one at both the east and west ends of Sandy Lake Road, and one at the west entrance of Bethel Road. The second most important recommendation is the establishment of street trees. When the City funds street construction from its bond program, the plans include landscaping (Sandy Lake Road from Denton Tap Road to MacArthur Boulevard, for example). When Dallas County builds roads, there is no similar allotment for visual enhancement. Therefore, the City should include funds for landscaping completed County road projects in the next bond program it submits for voter approval.

In addition, the character of *Old Coppell* lends itself to walking, but there are few pedestrian accommodations. The area is in great need of sidewalks. Also, a hike and bike trail along a tributary of Grapevine Creek from the Senior Citizen Center to Grapevine Creek Trail would provide a useful link between *Old Coppell* and historic Grapevine Springs Park.

All these improvements will require the expenditure of public funds that currently are unavailable. However, public funds will become available early in the next century with the expiration of the five-year terms for industrial facilities now receiving property tax abatement and with added sales and property tax revenues resulting from increased non-residential development.

IMPLEMENTATION

Achievement of the ideal Coppell requires regulation and money. Some may argue that additional regulation and cost will stifle development. The counter to that argument is that, while some designers respect the urban environment for which they design, others fail to see the bigger picture. The criteria that this report advocates will stifle only the type of development that the community does not want. As the City's Streetscape Plan did for residential development, the proposed regulation that this report advocates will raise the standard for non-residential development at an opportune time by adding value far in excess of cost.

Others may argue that the City is micro managing development. The counter to that argument is that detail is important. The visual appeal of an expensive and otherwise highly attractive facility can be ruined by an inappropriate and inexpensive detail such as a sign or color.

Site Plans, Architectural Elevations, and Color Boards

During the past year, City Council members have expressed dissatisfaction with the brick color used at two prominent locations. In both cases Council reviewed site plans in connection with platting. However, the purpose of plat review is not to approve architectural elevations and color selections. In the one case, Council did not see architectural elevations and colors. In the other case, the applicant brought architectural renderings to the public meeting and then built the building lawfully using another color of brick. If Council wants to see architectural elevations and have some approval authority over them, it should not rely on the subdivision ordinance, since State-enabling legislation does not authorize that purpose.

Some cities make use of zoning enabling legislation as a means of requiring submission of building elevations. Plano, Richardson, Frisco, and Grapevine all require submission of site plans, usually including architectural elevations, for review by the Planning Commission prior to issuance of a building permit for all non-residential and multi-family residential construction. In Frisco and Grapevine, City Council also reviews the plans. The ordinances of Richardson and Plano have been in place for decades without having been challenged by a successful court case. They have not stifled development nor unreasonably restricted design expression.

The Coppell City Council should instruct Staff to add a similar provision to the zoning ordinance requiring a site plan, architectural elevations and a color board either for all non-residential and multi-family residential development, redevelopment and exterior remodeling, or for all such that is highly visible. Development within 400 feet of a freeway and within 300 feet of an existing or proposed divided thoroughfare should be considered highly visible, although thoroughfares through the industrial districts west of Denton Tap Road have a lower priority. Once an approved site plan is on file, it should then be unnecessary for the applicant to submit a site plan in connection with platting.

In reviewing site plans and elevations, the City Planning and Zoning Commission and City Council should evaluate building form using Colleyville's Commercial Design Overlay District Architectural guidelines (Ordinance O-95-1013), as a guide. In reviewing building elevations and colors, the two bodies should make use of the guidelines published in this report.

Driveway Entrance Lights

The Coppell Streetscape Plan requires brick pavers at driveway entrances along thoroughfares classified as Primary Image Zones. This provides a common visual element that unifies unrelated design projects. This theme could be enhanced by adding vertical elements, as well. The City should amend the Streetscape Plan to require two light fixtures, one on each side of the driveway, in addition to brick paves. The fixtures should be of a uniform height and design, preferably between 12 and 15 feet high, closely resembling the fixtures on the Denton Tap Road bridges (Sentry Electric, Central Park Series), and with a black finish. Driveway entrance lamps to City specification not only will increase continuity of design theme, but also will provide greater visibility and safety at access points along major thoroughfares.

Old Coppell Standards

The City should consider authorizing Special Use Permits in *Old Coppell* both for painted wood siding, or materials which closely resemble wood siding, and for asphalt pavement of off-street parking. However, there should be construction specifications to assure adequate durability of both. In reviewing special use permits and site plans, the City should make use of the "Guidelines and Preservation Criteria for the Coppell Historic District" adopted by the Coppell Historic Preservation Commission.

Also in connection with asphalt pavement, there should be no additional head-in parking on public streets, nor any relaxation of driveway entrance spacing standards. The traffic carrying capabilities of Coppell Road and Bethel Road are already too greatly limited to accommodate further impediment.

Freeway Landscape Buffers

The Coppell Streetscape Plan did not include freeway frontage. The Comprehensive Plan recommends a landscape buffer along I-635 and S.H. 121, including the new by-pass (Spur 553). The City should amend the Streetscape plan to include these important corridors as Primary Image Zones and, for greater tree life, require the planting of Live Oaks or Chinese Pistache, rather than Aristocrat Pears as suggested in the Comprehensive Plan. Furthermore, it should increase the width of the landscape setback requirement along these freeway frontages to 50 feet.

Minimum Tree Size for New Plantings

The City should revise the standards of Section 34-1-7 of the Zoning Ordinance to require trees a minimum of 3 inches in caliper.

Regulation of Outsized American and Texas Flags for Commercial Purposes

The City should limit the size of national and state flags by regulating the height of the flagpoles. In the Town Center, Highway Commercial and Light Industrial zoning districts, respectively, maximum height is 120 feet, 280 feet, and limited only by airport runway approach regulations. Flagpole height should be limited to 35 feet, or to the height of an associated building, whichever is greater. This would reduce the excessive use of flags as a means of attracting attention to a place of business. Governmental buildings, however, should be exempt.

Cellular Telephone Radio Link Antenna Sites

The City should grant Special Use Permits for radio link cell sites in exposed locations only on existing towers, such as water towers and electric transmission line towers. New towers and monopoles should be in concealed or inconspicuous locations. A location should be sufficiently inconspicuous if the distance from the nearest residential neighborhood, freeway, or existing or proposed divided thoroughfare, is a minimum of ten times the proposed height of the antenna.

Billboards and Outside Storage

The Board of Adjustment is authorized to establish amortization schedules for non-conforming uses. All existing billboard and outside storage uses should have had sufficient time to recoup their investments, therefore the Board of Adjustment should set an early date for the removal of all billboards and for the cessation of all non-conforming outside storage.

Non-Conforming Uses and Buildings

The City should amend Section 40 of the Zoning Ordinance to differentiate between a non-conforming use and a dimensionally non-conforming building. The City should prevent the expansion of non-conforming uses, whether on the exterior or the interior of a building. Expansion of a non-conforming building, however, should be permissible, provided that additional buildings observe current dimensional requirements and additions to buildings do not increase the degree of dimensional non-conformity of the original building.

Overhead Utilities

In its review of plats fronting on thoroughfares classified as Primary Image Zone, the City should require that existing overhead power along the street be relocated to the rear, or placed underground. At the next available review of electric company franchise agreements, the City should negotiate the ultimate total removal of overhead power from the Primary Image Zone.

Trail System Masterplan

The City should make a minor amendment to its hike-and-bike trail plan to link the Senior Citizen Center in *Old Coppell* to Grapevine Springs Park.

Public Improvements

Sections 5.03 and 5.04 of the Coppell Comprehensive Plan recommend public expenditures for street trees, bridge enhancements and gateways. Burgeoning non-residential development will provide the funds. Therefore, the City should reinvest a portion of those funds to improve the areas that produce them. For example, current annual sales tax revenue is estimated to be over \$1.4 million, increasing at a rate of \$100,000 per year. From that increase, the City could afford to put a substantial portion directly into streetscape enhancements for the city's principle retail districts.

The City also is currently granting 75% property tax abatements for development of approximately fifty million dollars worth of industrial property. This means that five years after completion, the City will have \$175,000 more annual revenue than it will at completion. Similarly, the City could afford to devote a substantial portion of that revenue to landscape enhancements in the city's industrial districts and toward betterment of *Old Coppell*. As these funding sources grow, the public improvements could accelerate, stimulating more and better retail, office and industrial development.

CONCLUSION

This report is about values. It is filled with judgment statements. In response, the Coppell City Council will have to decide if this report accurately represents overall community aspirations.

The Committee to Improve the Visual Image of Coppell believes that it does. However, if there is disagreement on this point, all doubts can be removed by including several pertinent questions in the next Coppell Voter Attitude Survey.

The Committee's belief is based on the nature of the residential market. Coppell residents select upscale housing reflective of their personal tastes and lifestyles. Those values extend to the community as well.

A retailer, restaurateur or real estate developer may not think the same way. The outside businessperson, corporate or franchise identity may be more important than community identity. It is up to the locality to stand up for itself and say: "We welcome your products and services. We prefer the convenience of spending our money in our own community. However, our visual image is very important to us, and we want you to respect it."

GLOSSARY

Accent Brick is defined as any brick of an *earth-tone* color, plus lighter and darker shades.

Accent Color is defined as any hue of any value or chroma.

Base color is defined as any hue with a chroma of 2 or less and a value of 6 through 8, as defined by the *Munsell[®] Color System*.

Deep is defined, with respect to color, as a dark shade of red, blue, green or brown; such as burgundy [5R $\frac{3}{4}$ (*Munsell[®] Color System*)], navy blue (5PB 2.5/4), hunter green (5G $\frac{3}{4}$) and chocolate brown (5YR 3/2), respectively.

Earth-tone is defined as a broad range of natural colors. In terms of stone materials, any unpolished quarry or field stone is *earth-tone* by its nature. To define the range of brick colors that qualify as *earth-tone*, reference to specific types is useful. For that purpose, Boral Bricks, Inc., has provided a palette of its samples. Any manufacturer's brick would serve just as well. The use of this manufacturer's product for illustration is not meant to indicate any form of endorsement. *Earth-tone* brick is, for example, no lighter than Boral's #6000 F Velour, #403 F Velour, 1905 Peach, or 5105 French Gray. On the other end of the spectrum, *earth-tone* brick is no darker than #5-6000 FW Velour or 4605 Medium Chocolate.

Masonry is defined as brick, stone, concrete, or other similar material, but excluding stucco and concrete blocks.

Neutral is defined, with respect to color, as a shade of gray (no chroma) or brown (5YR 3/2 through 8/2, and 5/4 through 7/4)

Munsell[®] Color System is a system developed by Albert Munsell and first published in 1915. Munsell Color Company, Inc., currently holds the copyright. Fairchild Publications, a division of Capital Cities/ABC Inc., New York, publishes color charts based on this system.

Old Coppell is defined as the four corners of South Coppell Road and Bethel Road, as follows:

- 1) On the northeast, the property bounded by South Coppell Road, the south and west sides of Coppell Village (Hunterwood), the west side of Big Cedar Addition, the north and west side of Old Coppell Estates, and Bethel Road;
- 2) On the southeast, the property bounded by Bethel Road, Park Road, the west side of Grapevine Springs Park, the north side of the railroad right-of-way, and South Coppell Road (except for the frontage of South Coppell Road to a depth of 325 feet, from the railroad to 720 South Coppell Road);
- 3) On the southwest, the properties fronting Bethel Road and South Coppell Road from 701 to 717 South Coppell road, and from 449 to 509 1/2 Bethel Road and;
- 4) On the northwest, the properties fronting Bethel Road and South Coppell Road from 512 to 516 Bethel Road, and from 557 to 615 South Coppell Road.

Trim Color is defined as any hue with the following value/chroma ratios: 3/2 through 8/2, 4/4 through 8/4, 5/6 through 7/6, and 6/8, as defined by the *Munsell[®] Color System*.