

3-22-12

ORDINANCE NO. **28593**

An ordinance changing the zoning classification on the following property:

BEING Lot 1 in City Block 6227; fronting 1,230 feet on the north line of Bruton Road 108.84 feet west of Hillburn Drive; and containing 32.968 acres;

from an R-7.5(A) Single Family District to Planned Development District No. 866; amending Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code by creating a new Article 866; establishing use regulations and development standards for this planned development district; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding the rezoning of the property described in this ordinance; and

WHEREAS, the city council finds that it is in the public interest to establish this planned development district; Now, Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the zoning classification is changed from an R-7.5(A) Single Family District to Planned Development District No. 866 on the following property ("the Property"):

BEING Lot 1 in City Block 6227; fronting 1,230 feet on the north line of Bruton Road 108.84 feet west of Hillburn Drive; and containing 32.968 acres.

SECTION 2. That Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended by adding a new Article 866 to read as follows:

**"ARTICLE 866.**

**PD 866.**

**SEC. 51P-866.101. LEGISLATIVE HISTORY.**

PD 866 was established by Ordinance No.\_\_\_\_\_, passed by the Dallas City Council on March 28, 2012.

**SEC. 51P-866.102. PROPERTY LOCATION AND SIZE.**

PD 866 is established on property located on the north side of Bruton Road between Mack Lane and Hillburn Drive. The size of PD 866 is approximately 32.968 acres.

**SEC. 51P-866.103. DEFINITIONS AND INTERPRETATIONS.**

- (a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.
- (b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.
- (c) This district is considered to be a residential zoning district.

**SEC. 51P-866.104. EXHIBITS.**

The following exhibits are incorporated into this article:

- (1) Exhibit 866A: development plan.
- (2) Exhibit 866B: landscape plan.
- (3) Exhibit 866C: traffic management plan.

**SEC. 51P-866.105. DEVELOPMENT PLAN.**

(a) For a public school other than an open-enrollment charter school, development and use of the Property must comply with the development plan (Exhibit 866A). If there is a conflict between the text of this article and the development plan, the text of this article controls.

(b) For all other uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply.

**SEC. 51P-866.106. MAIN USES PERMITTED.**

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the R-7.5(A) Single Family District, subject to the same conditions applicable in the R-7.5(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R-7.5(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the R-7.5(A) Single Family District is subject to DIR in this district; etc.

(b) A public school other than an open-enrollment charter school is permitted by right.

**SEC. 51P-866.107. ACCESSORY USES.**

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

**SEC. 51P-866.108. YARD, LOT, AND SPACE REGULATIONS.**

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the R-7.5(A) Single Family District apply.

(b) Side and rear yard.

(1) Except as provided in this subsection, minimum side and rear yards are five feet.

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(2) For a public school other than an open-enrollment charter school, minimum side and rear yards are 10 feet.

(c) Floor area. For a public school other than an open-enrollment charter school, maximum total floor area is 150,000 square feet.

**SEC. 51P-866.109. OFF-STREET PARKING AND LOADING.**

(a) Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) For a public school other than an open-enrollment charter school, a minimum of 57 off-street parking and loading spaces must be provided as shown on the development plan. Any expansion of the floor area of the public school other than an open-enrollment charter school shown on the development plan as of March 28, 2012 must comply with the off-street parking and loading regulations in Division 51A-4.200.

(c) Screening of off-street parking and loading spaces is not required.

**SEC. 51P-866.110. INFRASTRUCTURE IMPROVEMENTS.**

Before the issuance of a certificate of occupancy for a public school other than an open-enrollment charter school, a left-turn lane on eastbound Bruton Road must be designed and constructed in the location shown on the traffic management plan to provide ingress/egress into the Property at "driveway 3." Final design and construction must be approved by the director of public works and transportation.

**SEC. 51P-866.111. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**SEC. 51P-866.112. FENCING.**

For a public school other than an open-enrollment charter school, a minimum four-foot-high fence must be provided in the location shown on the development plan.

**SEC. 51P-866.113. LANDSCAPING.**

(a) In general.

(1) Except as provided in this section, landscaping must be provided in accordance with Article X.

(2) Plant materials must be maintained in a healthy, growing condition.

(b) Public school other than an open-enrollment charter school.

(1) Landscaping must be provided as shown on the landscape plan (Exhibit 866B).

(2) The building official may issue a tree removal permit before the issuance of a building permit.

(3) Trees located in a dedicated detention area are not subject to the mitigation regulations in Division 51A-10.130.

(4) Replacement trees may be planted on any Dallas Independent School District site with five miles of the Property.

**SEC. 51P-866.114. SIGNS.**

Signs must comply with the provisions for non-business zoning districts in Article VII.

**SEC. 51P-866.115. TRAFFIC MANAGEMENT PLAN.**

(a) In general. Operation of the public school other than an open-enrollment charter school must comply with the attached traffic management plan (Exhibit 866C).

(b) Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.

(c) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by November 1, 2013. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1 of each odd-numbered year.

(2) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

- (A) ingress and egress points;
- (B) queue lengths;
- (C) number and location of personnel assisting with loading and unloading of students;
- (D) drop-off and pick-up locations;
- (E) drop-off and pick-up hours for each grade level;
- (F) hours for each grade level; and
- (G) circulation.

(3) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.

(A) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.

(B) If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

(d) Amendment process.

(1) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3).

(2) To amend a traffic management plan, the Property owner of operator must provide data showing the number of students who live within walking distance of the school, how many students walk to school, and how many students use public transportation.

(3) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

**SEC. 51P-866.116.****ADDITIONAL PROVISIONS.**

(a) The Property must be properly maintained in a state of good repair and neat appearance.

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

**SEC. 51P-866.117.****COMPLIANCE WITH CONDITIONS.**

(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.”

SECTION 3. That, pursuant to Section 51A-4.701 of Chapter 51A of the Dallas City Code, as amended, the property description in Section 1 of this ordinance shall be construed as including the area to the centerline of all adjacent streets and alleys.

SECTION 4. That development of this district must comply with the full-scale versions of Exhibits 866A and 866B (development plan and landscape plan) attached to this ordinance. Reduced-sized versions of these plans shall be provided in Chapter 51P. Permits shall be issued based on information provided on the full-scale versions of the plans.

SECTION 5. That the city attorney is authorized to insert the enrolled number of this ordinance in the legislative history section of Article 866 in Chapter 51P.

SECTION 6. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

SECTION 7. That the zoning ordinances of the City of Dallas and Chapter 51P of the Dallas City Code, as amended, shall remain in full force and effect, save and except as amended by this ordinance.


SECTION 8. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 9. That this ordinance shall take effect immediately from and after its passage and publication, in accordance with the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

THOMAS P. PERKINS, JR., City Attorney

By

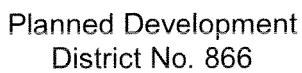
  
Assistant City Attorney

**MAR 28 2012**

Passed \_\_\_\_\_

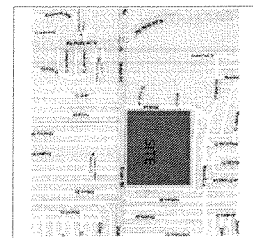


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Approved  
City Plan Commission  
January 19, 2012
















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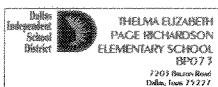
**VICINITY MAP**

## LEGEND

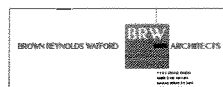
- | CITY OF DALLAS TOTAL                                    |
|---|
| PAVING SPACES PROVIDED AS FUTURE WITH A "X"             |
| 1. PARKING  |
| 20 VEHICLE SPACES REQUIRED                              |
| 20 TOTAL SPACES REQUIRED                                |
| 20 TOTAL SPACES PROVIDED                                |
| 2. ACCESSIBLE SPACES REQUIRED IN VEHICLE LOT            |
| 2 ACCESSIBLE SPACES REQUIRED IN STAFF SERVICE ENTRY LOT |
| 2 ACCESSIBLE SPACES REQUIRED IN STAFF SERVICE ENTRY LOT |
| 4 TOTAL   |
| 4 TOTAL SPACES PROVIDED INCLUDING 2 ACCESSIBLE SPACES   |
| 2 STAFF LOT   |
| 60 STAFF SPACES PROVIDED INCLUDING 2 ACCESSIBLE SPACES  |
| 60 TOTAL  |
| 60 STAFF SPACES PROVIDED INCLUDING 2 ACCESSIBLE SPACES  |
| 60 TOTAL  |

### LEGEND

- |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
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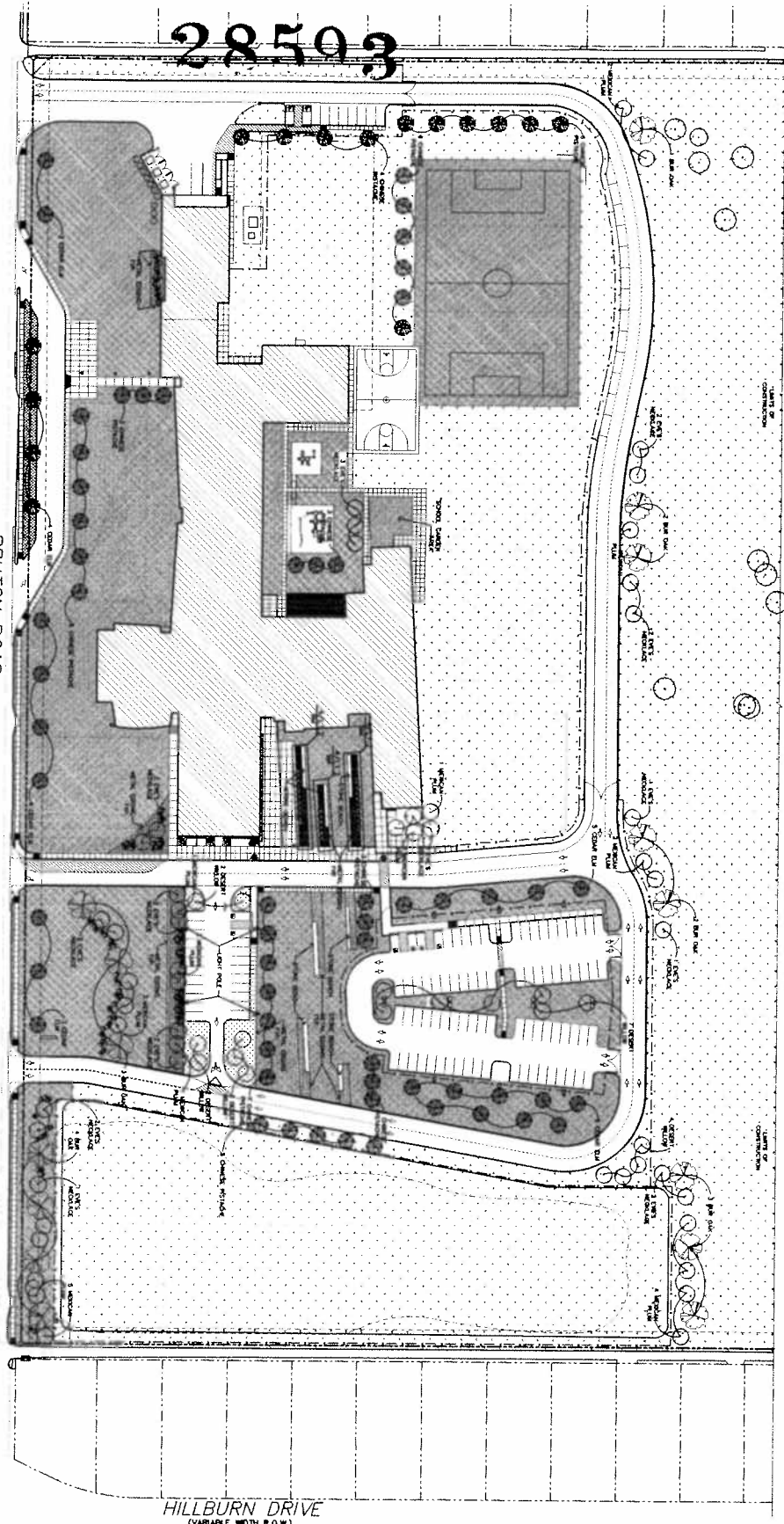
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BROWN REYNOLDS WATFORD ARCHITECTS, INC.  
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CHECKED BY AH  
BWP PROJECT NUMBER 211005.01



#### DEVELOPMENT PLAN

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28593



1 LANDSCAPE PLAN

Planned Development  
District No. 866

Approved  
City Plan Commission  
January 19, 2012

RE: L1.2 FOR PLANTING SCHEDULE

No.	Description	Date
1	THELMA ELIZABETH PAGE RICHARDSON ELEMENTARY SCHOOL	
2	LANDSCAPE PLAN	
3	PLANTING SCHEDULE	
4	PLANTING SCHEDULE	
5	PLANTING SCHEDULE	
6	PLANTING SCHEDULE	
7	PLANTING SCHEDULE	
8	PLANTING SCHEDULE	
9	PLANTING SCHEDULE	
10	PLANTING SCHEDULE	

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**Traffic Management Plan**

A Traffic Management Plan (TMP) is important to maintain an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. The analysis summarized below utilizes the proposed site plan to identify the projected queuing (i.e., vehicle stacking) space needed on site to accommodate the projected peak demands related to drop-off/pick-up for the School. A concerted effort by the school administration and the parents is encouraged to provide and maintain safe and efficient traffic operations.

***School Hours***

The school is expected to operate on a uniform daily schedule. Classes on typical school days for all grades will begin at 8:00 AM and conclude at 3:00 PM. While these are the scheduled class times, it can be assumed that not all students will enter /exit the site at these exact times based upon normal distribution patterns. Occasional special events at the school that generate traffic may also occur outside the traditional peak drop-off and pick-up periods; while some of the measures presented in this report may be applicable in conjunction with special events, these traffic characteristics are not covered in this analysis.

***Passenger Vehicles*****Queue Lengths**

A goal for any school is to accommodate all vehicular queuing and drop-off/pick-up procedures on private property (i.e., off public right-of-way). A standardized technique for projecting necessary queue length does not exist, however DeShazo has developed a proprietary methodology for estimating peak vehicular queue at public elementary schools based upon historical studies conducted by DeShazo at various similar school sites.

Maximum queuing at schools consistently occurs during the afternoon peak period when students are being picked-up by private automobile — the morning period is typically not a significant traffic issue since the drop-off activity is more temporally distributed and occurs much more quickly than student pick-up. The DeShazo model projects the peak queue conditions experienced during the afternoon peak hour.

Based upon the DeShazo model, the maximum number of vehicles in queue during the PM peak hour is equivalent to approximately 50% of the total inbound PM peak hour traffic volume. [NOTE: Since, this TMP is designed for the ultimate scenario, the total enrollment of 850 students was used to calculate the total inbound PM peak hour inbound volume.]

The PM peak hour inbound volume is calculated as follows:

1. Calculate the site generated trip ends for “elementary schools” based upon the projected number of students using the ITE *Trip Generation* equations. [ITE *Trip Generation* is a compilation of actual traffic generation data by land use as collected over several decades by creditable sources across the country, and it is accepted as the standard methodology to determine trip generation volumes for various land uses where sufficient data exists.]

2. Increase the peak hour trip ends by 35% (i.e. apply a factor of +1.35).

*NOTE: Application of the DeShazo-adjusted methodology described above yields trip generation values greater than the default trip totals otherwise derived using the standard ITE equations for “elementary schools”.*

For the DISD-Thelma Richardson North Elementary School, the following assumptions were employed in the DeShazo Model:

- 850 total students
- No students will be bused (bus drop-off will be used for special programs)

*NOTE: Typically, an adjustment would be made to the trip generation calculation in the DeShazo Model to account for the assumption that no students will be bused. However, considering the site is located immediately adjacent to a predominantly-residential area, it is assumed that a greater-than-average percentage of students would travel to/from the school by walking. Hence, for this analysis, the net effect to trip generation from the two modes was assumed to offset. So, no modifications to the standard DeShazo Model were applied.*

Trip generation equations/rates for the ITE Land Use Code 520 - Elementary School were used in the DeShazo model. Based on DeShazo's methodology the maximum passenger vehicle queue for the school was estimated to be **69 vehicles** or 1,380 linear feet (@ 20 feet/vehicle).

## Circulation

Site access to the proposed school will be provided via driveways on Bruton Road. The westernmost driveway (School Driveway 1) and the bus loading area driveways are not planned to be used for drop-off and pick-up during peak periods. Two eastern driveways (School Driveway 2 and School Driveway 3) will be used during peak periods.

Passenger vehicles dropping-off/picking-up students will enter the school property at Driveway 3 via left turn or right turn from Bruton Road. (NOTE: A new left-turn bay will be constructed in the existing median of Bruton Road to accommodate left-turn maneuvers.) Once inside the site, vehicles shall form a single queue line around the one-way, counterclockwise loop road and circulate around the visitor and staff parking lots to reach the designated drop-off/pick-up location. The designated loading/unloading

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area is located on the east side of the school building between visitor and staff parking lots.

To exit, vehicles destined westbound should continue straight and use Driveway 2 and turn right onto Bruton Road. Exiting vehicles that are destined eastbound, or southbound on Las Cruces Lane, shall circulate through the visitor parking lot and exit the school via School Driveway 3 where an existing median opening is provided to permit left-turn and straight movements.

Except for Driveway 3 between visitor parking lot and Bruton Road which operates as two-way traffic flow, all internal site circulation used for loading and traffic queue (i.e., the "loop road") shall be operated as one-way, counter-clockwise flow to facilitate passenger-side loading and unloading. This pattern provides the most safety and simplicity. To the extent possible to avoid extending the queue onto the Bruton Road, the queue lane will operate as a single-file line of vehicles along the outside lane for the entire length of queue, which allows the inside lane to be used as an "escape lane" for the entire length of the queue.

However, as needed to increase queue capacity during the pick-up period, a two-car-wide queue can be accommodated. Where a two-car-wide queue is utilized, it is preferred to merge the two rows into a single row in advance of the passenger loading area so that loading can occur from a single lane of vehicles to maximize pedestrian safety. If desired, a two-car-lane loading area can also be operated; however, significantly greater oversight and active management would be required in order to ensure pedestrian safety.

### **Staff Assistance**

To optimize safety, it is important to have a staff from the school present where- and whenever students are dropped-off or picked-up, including the bus area (if applicable). The general responsibility of the authorized staff is to ensure all vehicles in the immediate vicinity of the designated loading area are in a fully stopped condition before loading/unloading occurs and to provide general oversight and limited assistance (where practical to do so). At the appropriate interval, the authorized staff should instruct motorists when it is safe to advance/exit. [NOTE: Only deputized officers of the law (including school crossing guards) may instruct traffic within public rights-of-way.]

In the morning, at least two staff members should be available at the designated passenger drop-off area to guide and assist vehicles to designated locations and direct students into the school building. Likewise, during the afternoon, at least two staff members should be available at the designated passenger loading area to facilitate orderly and expedient passenger loading.

A greater presence is needed in the afternoon to manage the increased volume of vehicular and pedestrian traffic.

It is recommended that the staff should oversee operations and ensure traffic flows according to the TMP. Other general protocols to be imposed:

- parking in the queue lanes should be discouraged
- passenger unloading and loading should only occur at the curbside

### ***Bus Circulation***

According to information provided by DISD representatives, no school bus service serving the peak hour student arrivals and departures is planned for this school. However, the site does provide a separate, designated school bus drop-off/pick-up area on the south side of the school building for special program use.

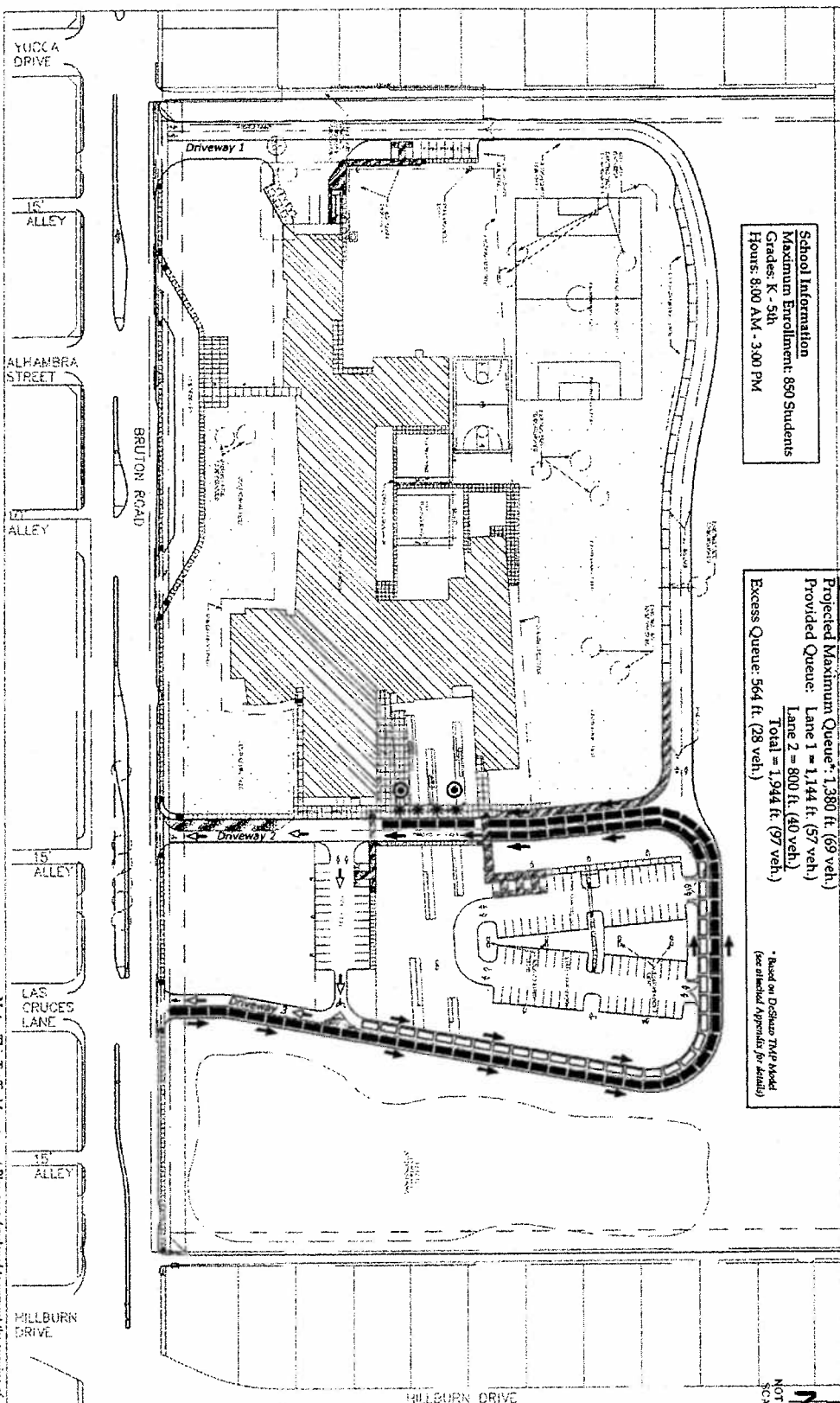
The bus loading area provides approximately 280 ft of queue length, which could accommodate up to six school buses at a space allocation of 45 feet per bus. When applicable, buses should enter school bus drop-off/pick-up area from westbound Bruton Road by right-turn only and exit on to westbound Bruton Road by right-turn only. No leftturn maneuvers by bus should be permitted at the bus loading area driveways. When utilized at least two staff members should be present at the bus unloading/loading area to guide vehicles to designated location and direct students into the school building.

**Desha Group**

**School Information**  
Maximum Enrollment: 850 Students  
Grades: K - 5th  
Hours: 8:00 AM - 3:00 PM

**Queueing**  
Projected Maximum Queue: 1,380 ft. (69 veh.)  
Provided Queue: Lane 1 = 1,144 ft. (57 veh.)  
Lane 2 = 800 ft. (40 veh.)  
Total = 1,944 ft. (97 veh.)  
Excess Queue: 564 ft. (28 veh.)

\* Based on Desha TMF Model  
(see attached Appendix for details)



# TRAFFIC MANAGEMENT PLAN

DISD-Thelma Richardson Elementary School Traffic Management Plan

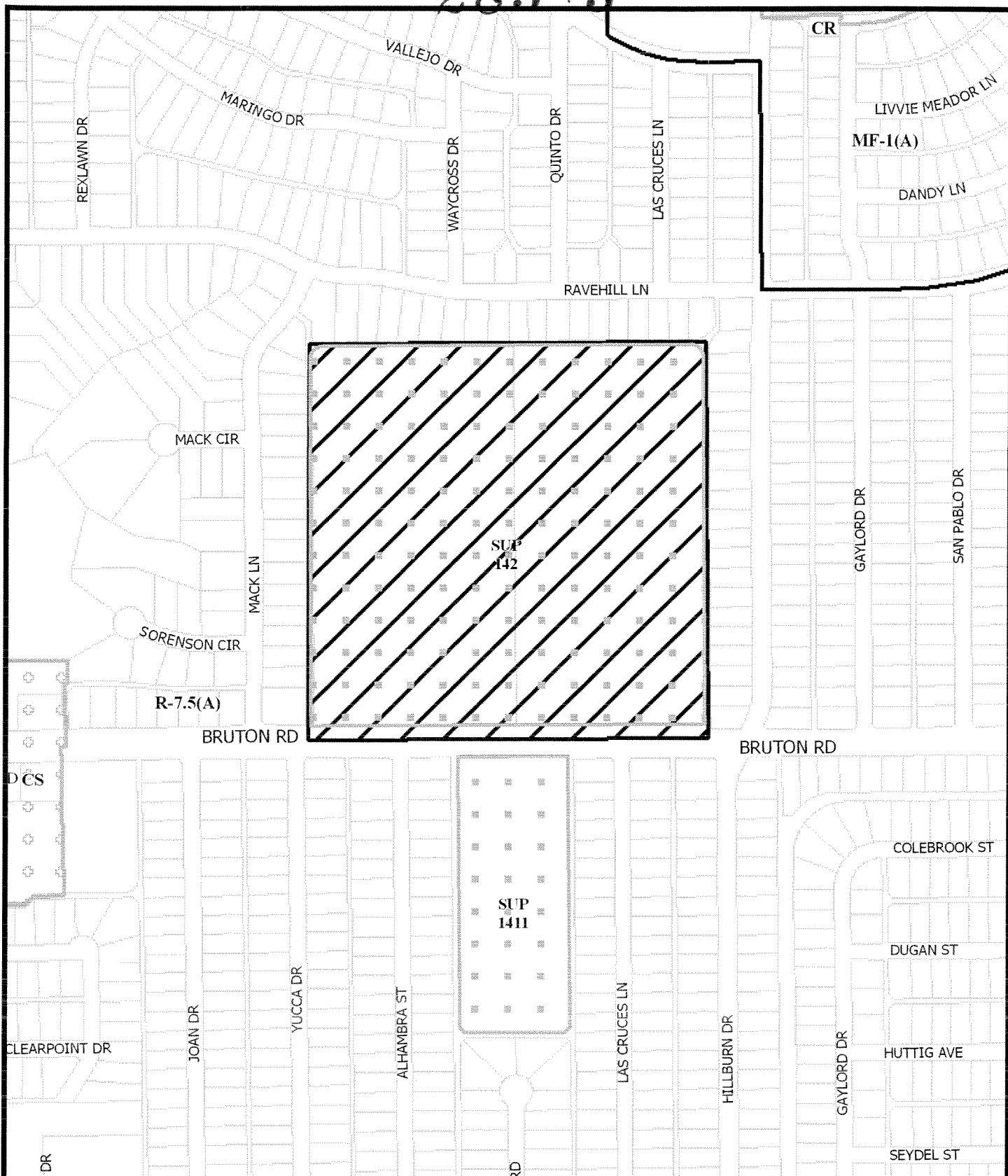
EXHIBIT

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## ZONING AND LAND USE

Map no: L-10  
Case no: Z101-367

DATE: October 04, 2011