

6-21-12

28697

ORDINANCE NO. \_\_\_\_\_

An ordinance changing the zoning classification on the following property:

BEING part of Lots 7, 8, 19, and 20, all of Lots 1 through 6, all of Lots 13 through 18, all of Lot 19 and all of Lot 21 in City Block 4/866, part of Lots 1 through 4 and Lots 9 through 14, and all of Lots 5 through 8 in City Block D/868, all of Lots 6 through 10 in City Block G/868, all of Lots 1 through 18 and Lot 17-A in City Block H/868, all of Lots 1, 2, 4, 5 and 6 in City Block I/868, and all of Lots 1 through 6 in City Block K/868; fronting approximately 1,600.834 feet on the north line of Grand Avenue; fronting approximately 301.497 feet on the southwest line of Malcolm X Boulevard; and containing approximately 16.363 acres,

from a CC Community Commercial Subdistrict, an MF-2(A) Multifamily Subdistrict, and an NC Neighborhood Commercial Subdistrict within Planned Development District No. 595 (the South Dallas/Fair Park Special Purpose District) to Planned Development District No. 871; amending Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code by creating a new Article 871; 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 a CC Community Commercial Subdistrict, an MF-2(A) Multifamily Subdistrict, and an NC Neighborhood Commercial Subdistrict within Planned Development District No. 595 to Planned Development District No. 871 on the property described in Exhibit A, which is attached to and made a part of this ordinance ("the Property").

SECTION 2. That Section 51P-595.102, "Property Location and Size," of Article 595, "PD 595," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"PD 595 is established on property generally bounded by the Union Pacific (DART) Railroad, the Southern Pacific Railroad, C.F. Hawn Freeway, the D.P.&L. Company easement, Central Expressway (S.M. Wright Freeway), the Southern Pacific Railroad, the Santa Fe Railroad, R.L. Thornton Freeway, Second Avenue, Parry Avenue, Robert B. Cullum Boulevard, Fitzhugh Avenue, Gaisford Street, and the common line between City Blocks 1820 and D/1821. PD 595 excludes the following planned development districts: 276, 320, 331, 354, 363, 477, 489, 513, 552, 557, 597, 660, 716, 729, 730, 746, 747, 764, 793, 806, 813, 849, 853, ~~[and]~~ 856, and 871. The size of PD 595 is approximately 3,557.119 ~~[3,573.482]~~ acres."

SECTION 3. That Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended by adding a new Article 871 to read as follows:

**"ARTICLE 871.**

**PD 871.**

**SEC. 51P-871.101. LEGISLATIVE HISTORY.**

PD 871 was established by Ordinance No. 28697 passed by the Dallas City Council on June 27, 2012.

**SEC. 51P-871.102. PROPERTY LOCATION AND SIZE.**

PD 871 is established on property located at the north side of Grand Avenue, between Good Latimer Expressway and Malcolm X Boulevard. The size of PD 871 is approximately 16.363 acres.

**SEC. 51P-871.103. 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) In this district, ACCESSORY YOUTH AND FAMILY CENTER means a multi-functional facility sponsored or operated by a school as an accessory use to the school use where a combination of social, recreational, welfare, health, rehabilitation, counseling, educational, referral, or out-patient medical, dental, or optical treatment services are provided to students and their family members.

(d) This district is considered to be a residential zoning district.

**SEC. 51P-871.104. EXHIBITS.**

The following exhibits are incorporated into this article:

- (1) Exhibit 871A: development plan.
- (2) Exhibit 871B: landscape plan.
- (3) Exhibit 871C: traffic management plan.

**SEC. 51P-871.105. 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 871A). 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-871.106.****MAIN USES PERMITTED.**

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the MF-2(A) Multifamily District, subject to the same conditions applicable in the MF-2(A) Multifamily District, as set out in Chapter 51A. For example, a use permitted in the MF-2(A) Multifamily 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 MF-2(A) Multifamily 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-871.107.****ACCESSORY USES.**

(a) 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.

(b) An accessory youth and family center is permitted as accessory to a school use.

**SEC. 51P-871.108.****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 MF-2(A) Multifamily District apply.

(b) Front yard. For a public school other than an open-enrollment charter school, minimum front yard is 50 feet as shown on the development plan.

(c) Side and rear yard. For a public school other than an open-enrollment charter school, minimum side and rear yard is 25 feet as shown on the development plan.

(d) Floor area. For a public school other than an open-enrollment charter school, maximum floor area is 250,000 square feet.

(e) Lot coverage.

(1) Maximum lot coverage is:

(A) 50 percent for a public school other than an open-enrollment charter school;

- (B) 60 percent for residential structures; and
- (C) 25 percent for nonresidential structures.

(2) Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

**SEC. 51P-871.109. 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 126 off-street parking and loading spaces must be provided as shown on the development plan. Any expansion of the public school other than an open-enrollment charter school after June 27, 2012 must adhere to the off-street parking requirements in Division 51A-4.200.

(c) For a public school other than an open-enrollment charter school, screening of the parking and loading areas is not required.

**SEC. 51P-871.110. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**SEC. 51P-871.111. FENCING AND ATHLETIC FIELDS.**

For a public school other than an open-enrollment charter school.

(1) A minimum four-foot-high fence must be provided in the location shown on the development plan.

(2) A four-foot-high fence is permitted in the required yard.

(3) Athletic structures, such as dug-outs are permitted in the front yard in the location shown on the development plan.

**SEC. 51P-871.112. LANDSCAPING.**

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

(b) For a public school other than an open-enrollment charter school.

(1) Landscaping must be provided as shown on the landscape plan (Exhibit 871B).

(2) Replacement trees may be planted on any public school other than an open-enrollment charter school site within five miles of the Property.

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

**SEC. 51P-871.113. SIGNS.**

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

**SEC. 51P-871.114. TRAFFIC MANAGEMENT PLAN.**

(a) In general. Operation of a public school other than an open-enrollment charter school must comply with the traffic management plan (Exhibit 871C).

(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, 2016. 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 even-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) Phase II. Before issuance of a building permit for Phase II, the Property owner or operator shall:

(1) submit additional data to the director showing the number of students who live within walking distance of the school, how many students actually walk to school, and how many students use public transportation; and

(2) submit an amended traffic management plan.

(e) 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) 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-871.115. 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-871.116. 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 4. 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 5. That development of this district must comply with the full-scale versions of Exhibit 871A (development plan) and Exhibit 871B (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 6. That the city attorney is authorized to insert the enrolled number of this ordinance in the legislative history section of Article 871 in Chapter 51P.

SECTION 7. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

SECTION 8. 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 9. 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.



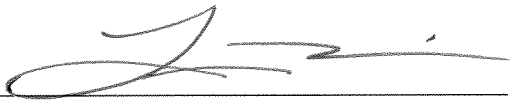
28697

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SECTION 10. 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

Passed JUN 27 2012

GIS Approved

WHEREAS, Dallas Independent School District is the owner of a 16.363 acre tract of land situated in the John Grigsby Survey, Abstract No. 495, Dallas County, Texas and Block 5/866, Official Numbers of the City of Dallas, Texas; said tract being part of Lots 7, 8, 19 and 20, and all of Lots 1 through 6, Lots 13 through 18, Lot 9 and Lot 21, Block 4/866, E. Nitsche's Grand Ave Addition, an addition to the City of Dallas, Texas according to the plat recorded in Volume 1, Page 58 of the Map Records of Dallas County, Texas; part of Lots 1 through 4 and Lots 9 through 14, and all of Lots 5 through 8, Block D/868, all of Lots 6 through 10, Block G/868; all of Lots 1 through 16, Block H/868; all of Lots 1, 2 and Lots 4 through 6, Block I/868, and all of Lots 1 through 6, Block K/868, all of Eakins, Hughes and Eakins Subdivision, an addition to the City of Dallas, Texas according to the plat recorded in Volume 106, Page 149 of the Deed Records of Dallas County, Texas; all of Lot 17-A, Block H/868, Replat of the Eakins, Hughes & Eakins Addition, Lot 17 & 18, Block H/868, an addition to the City of Dallas, Texas according to the plat recorded in Volume 87017, Page 2352 of said Deed Records; all of that certain portion of a 14-foot wide alley abandoned by City of Dallas Ordinance No. 23187; all of that certain portion of a 14-foot wide alley abandoned by City of Dallas Ordinance No. 2931 recorded in Volume 2981, Page 67 of said Deed Records; all of those certain variable width alleys situated in said Block D/868, part of the 14-foot wide alleys situated in said Block H/868, and all of those certain portions of Harrison Street, Atlanta Street, Clarence Street and Myrtle Street, all abandoned by City of Dallas Ordinance No. \_\_\_\_\_ recorded in Instrument No. \_\_\_\_\_ of the Official Public Records of Dallas County, Texas; said tract also being all of that certain tract of land described in Agreed Final Judgment to Dallas Independent School District recorded in Instrument No. 201100074824; all of those certain tracts of land described in Final Judgments to Dallas Independent School District recorded in Instrument No's 201100192957, 201100277186, 201100282602, 201100305976, 201100306069 and 201100315681; all of those certain tracts of land described in Special Warranty Deeds to Dallas Independent School District recorded in Instrument No's 201000299560, 201000316066, 201100079559 and 201100270272; all of that certain tract of land described in Confirmation Special Warranty Deed to Dallas Independent School District recorded in Instrument No. 201100238480; all of those certain tracts of land described in General Warranty Deeds to Dallas Independent School District recorded in Instrument No's 201000220249, 201000286368, 201100033348, 201100050427, 201100064047, 201100066393, 201100071708, 201100077340, 201100090945, 201100092933, 201100109938, 201100136384, 201100164934, 201100187555, 201100274174, 2012 \_\_\_\_\_ and 2012 \_\_\_\_\_; and all of that certain tract of land described in Quitclaim Deed to Dallas Independent School District recorded in Instrument No. 201200036703, all of said Official Public Records; said 16.386 acre tract being more particularly described as follows:

BEGINNING, at "V" cut in concrete found for corner at the intersection of the southwest right-of-way line of Malcolm X Boulevard (a variable width right-of-way, by use and occupation, of said Deed Records and as shown on survey plat) and the northwest right-of-way line of Grand Avenue (a variable width right-of-way, by use and occupation and as shown on survey plat);

THENCE, departing the said southwest line of Malcolm X Boulevard and along the said northwest line of Grand Avenue, the following six (6) calls:

South 44 degrees, 34 minutes, 06 seconds West, a distance of 1178.81 feet to a 1/2-inch iron rod found for corner at an angle point in the said northwest line of Grand Avenue;

North 45 degrees, 13 minutes, 10 seconds West, along an offset in the said northwest line of Grand Avenue, a distance of 2.00 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found for corner at angle point in the said northwest line of Grand Avenue;

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South 44 degrees, 34 minutes, 06 seconds West, a distance of 99.63 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found at an angle point;

South 45 degrees, 38 minutes, 30 seconds West, a distance of 63.50 feet to a "+" cut in concrete found at an angle point;

South 46 degrees, 04 minutes, 53 seconds West, a distance of 148.48 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found at an angle point;

South 44 degrees, 34 minutes, 06 seconds West, a distance of 110.38 feet to a "+" cut in concrete found for corner at the east end of a right-of-way corner clip at the intersection of the said northwest line of Grand Avenue and the northeast right-of-way line of South Good Latimer Expressway (a variable width right-of-way, Volume 88, Page 356 of said Deed Records and as shown on survey plat);

THENCE, North 78 degrees, 16 minutes, 44 seconds West, departing the said northwest line of Grand Avenue and along the said corner clip, a distance of 33.05 feet to a "+" cut in concrete found for corner in the said northeast line of South Good Latimer Expressway; said point being the west end of said corner clip;

THENCE, in a northwesterly direction, departing said corner clip and along the said northeast line of South Good Latimer Expressway, the following five (5) calls:

North 22 degrees, 46 minutes, 10 seconds West, a distance of 39.33 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found at an angle point;

North 25 degrees, 55 minutes, 13 seconds West, a distance of 39.36 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found at an angle point;

North 45 degrees, 25 minutes, 54 seconds West, a distance of 20.04 feet to a "+" cut in concrete found for corner at the beginning of a non-tangent curve to the left;

Along said curve to the left, having a central angle of 09 degrees, 31 minutes, 18 seconds, a radius of 809.08 feet, a chord bearing and distance of North 31 degrees, 31 minutes, 46 seconds West, 134.30 feet, an arc distance of 134.46 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found at the end of said curve;

North 36 degrees, 17 minutes, 25 seconds West, a distance of 116.55 feet to a "+" cut in concrete found for corner; said point being at the intersection of the said northeast line of South Good Latimer Expressway and the southeast right-of-way line of Clarence Street (a variable width right-of-way, 50 feet wide at this point, Volume 106, Page 149 of said Deed Records);

THENCE, North 53 degrees, 42 minutes, 35 seconds East, departing the said northeast line of South Good Latimer Expressway and along the said southeast line of Clarence Street, a distance of 444.00 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found for corner at the intersection of the said southeast line of Clarence Street, a northeast line and the southwest line of the abandoned portion of the fourth referenced alley; said point being the beginning of a non-tangent curve to the right;

THENCE, in a southeasterly direction, departing the said southeast line of Clarence Street and along a northeast line of the abandoned portion of the fourth referenced alley, the following two (2) calls:

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Along said curve to the right, having a central angle of 28 degrees, 56 minutes, 11 seconds, a radius of 27.00 feet, a chord bearing and distance of South 50 degrees, 45 minutes, 31 seconds East, 13.49 feet, an arc distance of 13.64 feet to a 1/2-inch iron rod with 3-inch aluminum disk stamped "BILLY DADE MIDDLE SCHOOL-PACHECO KOCH" set at the end of said curve;

South 36 degrees, 17 minutes, 25 seconds East, a distance of 23.00 feet to a 1/2-inch iron rod with 3-inch aluminum disk stamped "BILLY DADE MIDDLE SCHOOL-PACHECO KOCH" set for corner; said point being a reentrant corner of the abandoned portion of the fourth referenced alley;

THENCE, North 53 degrees, 42 minutes, 35 seconds East, along a northwest line of the abandoned portion of the fourth referenced alley, a distance of 10.63 feet to a 1/2-inch iron rod with 3-inch aluminum disk stamped "BILLY DADE MIDDLE SCHOOL-PACHECO KOCH" set for corner in the northeast line of the 14-foot wide alley across said Block H/868, as originally platted; said point being a north corner of the abandoned portion of the fourth referenced alley;

THENCE, North 36 degrees, 17 minutes, 25 seconds West, along the northeast line of the 14-foot wide alley across said Block H/868, as originally platted, a distance of 36.06 feet to a 3/8-inch iron rod found for corner at the intersection of the said southeast line of Clarence Street and the northeast line of the 14-foot wide alley across said Block H/868, as originally platted;

THENCE, North 53 degrees, 42 minutes, 35 seconds East, departing the northeast line of the last said alley and along the said southeast line of Clarence Street, a distance of 11.37 feet to a 1/2-inch iron rod with 3-inch aluminum disk stamped "BILLY DADE MIDDLE SCHOOL-PACHECO KOCH" set for corner at the east end of the northeast terminus of said Clarence Street;

THENCE, North 36 degrees, 17 minutes, 25 seconds West, departing the said southeast line of Clarence Street and along said terminus, a distance of 50.00 feet to a 1/2-inch iron rod with 3-inch aluminum disk stamped "BILLY DADE MIDDLE SCHOOL-PACHECO KOCH" set for corner in the northwest right-of-way line of said Clarence Street; said point being at the west end of said terminus;

THENCE, South 53 degrees, 42 minutes, 35 seconds West, departing said terminus and along the said northwest line of Clarence Street a distance of 11.37 feet to a "+" cut in concrete found for corner at the intersection of the said northwest line of Clarence Street and the northeast right-of-way line of a 14-foot wide alley across said Block G/868;

THENCE, North 36 degrees, 17 minutes, 25 seconds West, departing the said northwest line of Clarence Street and along the northeast line of the fifth referenced alley, a distance of 114.62 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found for corner; said point being at the intersection of the northeast line of the fifth referenced alley and the southeast right-of-way line of a 14-foot wide alley across said Block G/868;

THENCE, North 44 degrees, 31 minutes, 40 seconds East, departing the northeast line of the fifth referenced alley and along the southeast line of the sixth referenced alley, at a distance of 262.13 feet passing a 1/2-inch iron rod with "PACHECO KOCH" cap found at the west end of the southeast terminus of Atlanta Street (a 50-foot wide right-of-way, Volume 88, Page 356 of said Deed Records) and the intersection of the southeast line of the sixth referenced alley and the southwest right-of-way line of said Atlanta Street, continuing along the second referenced terminus, at a distance of 312.13 feet passing a 1/2-inch iron rod with "PACHECO KOCH" cap found at the east end of the second referenced terminus and the intersection of the northeast right-of-way line of said Atlanta Street and the southeast

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right-of-way line of a 14-foot wide alley across said Block I/868, then continuing along the said southeast line of the seventh referenced alley in all a total distance of 362.13 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found for corner; said point being at the east end of the northeast terminus of the seventh referenced alley;

THENCE, North 45 degrees, 13 minutes, 10 seconds West, departing the southeast line of the seventh referenced alley and along the third referenced terminus, at a distance of 14.00 feet passing the west end of the third referenced terminus and the east corner of Lot 3 of said Block I/868, continuing along the northeast line of said Lot 3, Block I/868 in all a total distance of 134.00 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found for corner in the southeast right-of-way line of Coombs Street (a variable width right-of-way, Volume \_\_, Page \_\_ of said Deed Records); said point being the north corner of said Lot 3, Block I/868;

THENCE, along the said southeast line of Coombs Street, the following three (3) calls:

North 44 degrees, 31 minutes, 40 seconds East, a distance of 100.00 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found for corner; said point being an angle point in the said southeast line of Coombs Street;

South 45 degrees, 13 minutes, 10 seconds East, along an offset in the said southeast line of Coombs Street, a distance of 4.00 feet to a 1/2-inch iron rod with "RPLS 3963" cap found for corner; said point being an angle point in the said southeast line of Coombs Street;

North 44 degrees, 31 minutes, 40 seconds East, a distance of 448.12 feet to a 5/8-inch iron rod found for corner; said point being the west corner of Lot 22 of said Block 4/866;

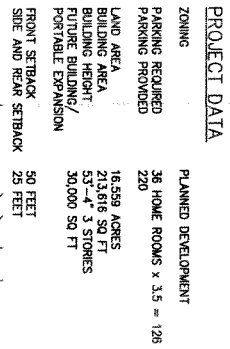
THENCE, South 45 degrees, 20 minutes, 17 seconds East, departing the said southeast line of Coombs Street and along the southwest line of said Lot 22, at a distance of 120.00 feet passing a 1/2-inch iron rod with "DC&A" cap found at the south corner of said Lot 22 and the west corner of Lot 10A, Block 4/866, Replat of Lots 10, 11 & 12, Block 4/866, E. Nitsche's Grand Ave. Add., an addition to the City of Dallas, Texas according to the plat recorded in Volume 90180, Page 1863, then continuing along the southwest line of said Lot 10A in all a total distance of 250.00 feet to a 1/2-inch iron rod with illegible cap found at an angle point; said point being in the said northwest line of Clarence Street (44 feet wide at this point); said point also being the south corner of said Lot 10A, Block 4/866 and at the west end of the southwest terminus of said Clarence Street;

THENCE, South 45 degrees, 28 minutes, 20 seconds East, departing the said northwest line of Clarence Street and along the fourth referenced terminus, a distance of 44.00 feet to a 1/2-inch iron rod with "PACHECO KOCH" cap found for corner in the said southeast line of Clarence Street; said point being at the east end of the fourth referenced terminus;

THENCE, North 44 degrees, 31 minutes, 40 seconds East, departing the fourth referenced terminus and along the said southeast line of Clarence Street, a distance of 153.79 feet to a "+" cut in concrete found for corner at the intersection of the said southeast line of Clarence Street and the said southwest line of Malcolm X Boulevard;

THENCE, South 44 degrees, 52 minutes, 30 seconds East, along the said southwest line of Malcolm X Boulevard, a distance of 300.28 feet to the POINT OF BEGINNING;

CONTAINING, 712,791 square feet or 16.363 acres of land, more or less.

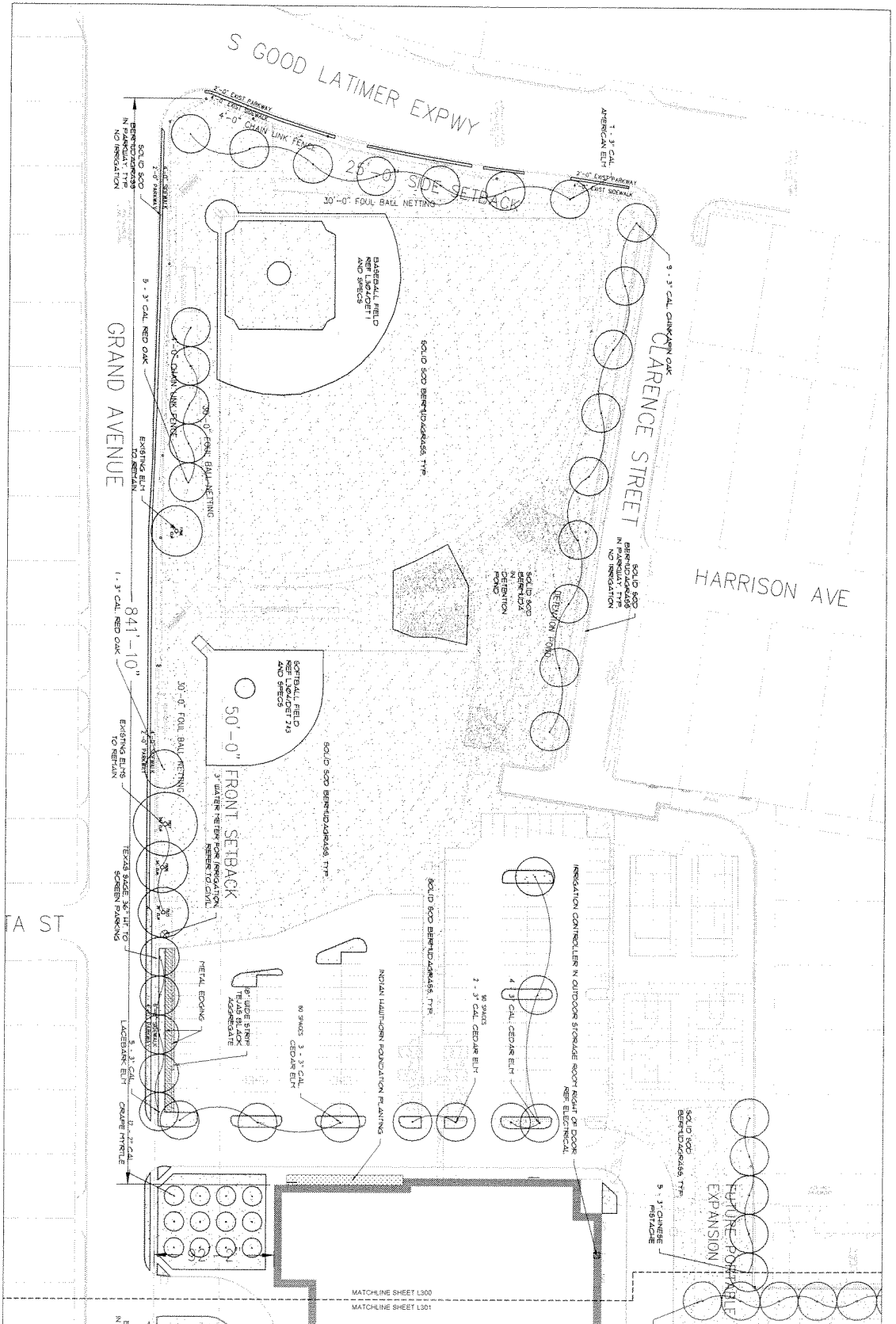


Approved  
City Plan Commission  
June 7, 2012

Planned Development  
District No. 871

Approved  
City Plan Commission  
June 7, 2012

100% CONSTRUCTION DOCUMENTS



1 LANDSCAPE PLAN  
0 15' 30' 60' 120'

**BILLY EARL DADE MIDDLE SCHOOL  
REPLACEMENT**

DALLAS INDEPENDENT SCHOOL DISTRICT

DALLAS, TX



KELL MURPHY TEXAS

PARSONS



2112-214  
LANDSCAPE PLAN

93.0-1-2812  
21118  
LMB

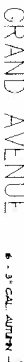
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QUARTERLY COMMUNICATIONS

## GENERAL CONSTRUCTION NOTES

CONTRACTOR IS RESPONSIBLE FOR ADVISING THE LANDOWNER WITH WHICH CONTRACTS INITIALATION AS SHOWN ON THESE DRAWINGS.

- PROPOSED NEW  
MIDDLE SCHOOL  
BUILDING



Approved  
City Plan Commission  
June 7, 2012

**L301**

DALLAS, TX

2/12-214

CELL MURDOZ KAITEXA

PARSONS





<p style="text-align: center;"><b>Traffic Management Plan</b> <b>Billy Earl Dade Middle School</b></p>
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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 8:30 AM and conclude at 3:30 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 Middle 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 35% of the total inbound PM peak hour traffic volume. [NOTE: Since, this TMP is designed for the ultimate scenario, the total enrollment of 1,250 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 "Middle 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 25% (i.e. apply a factor of +1.25).

*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 "Middle Schools".*

For the DISD-Billy Dade Middle School, the following assumptions were employed in the DeShazo Model:

- 1,250 total students
- Up to ten (10) school buses will be used at this location

Trip generation equations/rates for the ITE Land Use Code 522 - Middle School were used in the DeShazo model (excerpts from the ITE *Trip Generation* are provided in **Appendix A**).

Based on DeShazo's methodology the maximum passenger vehicle queue for the school was estimated to be **76 vehicles** or 1,520 linear feet (@ 20 feet/vehicle). More information and detailed queue calculations are also provided in **Appendix A**.

## **Circulation**

Access to the school, including the primary site ingress ("School Driveway 1") and two minor driveways ("Driveways 2 and 3"), will be located on Grand Avenue; one, egress-only driveway ("School Driveway 4") will be provided on Malcolm X Boulevard and aligned with Clarence Street. A partially one-way internal roadway will connect Driveways 1 and 4 and provide access to the main parking lots and queuing area for parent vehicles during drop-off and pick-up periods. Driveways 2 and 3 will be connected internally by a small loop road and will provide the loading and queuing area for buses during peak drop-off and pick-up periods.

Passenger vehicles dropping-off/picking-up students will enter the school property at Driveway 1 via left turn or right turn from Grand Avenue. Once inside the site, vehicles shall form a single queue line, circulate through the staff parking lot before continuing on to the one-way, clockwise loop road along the northern perimeter of the school building to reach the designated drop-off/pick-up location. The designated loading/unloading area is located on the north side of the school building towards the eastern end of the loop road.

Student loading/unloading should occur from the first 4 to 6 vehicles of the queue lane. A single-lane queue should be sufficient for the morning drop-off activity as it is more temporally distributed. However, for the afternoon pick-up period, a two-lane queue formation is recommended along the loop road between the loading area and the staff parking lot. In this case, the student loading should occur from the first 4 to 6 vehicles from each of the two queue lanes. A two-lane loading procedure described herein would require greater oversight and active management in order to ensure pedestrian safety. The loop road from the start of the loading/unloading area to the northern access point of the staff parking lot is wide enough to accommodate three lanes. This will provide two lanes of queuing with the third (outermost) lane to be used as an “escape lane” between loading/unloading area and the staff parking lot. The remaining portion of the loop road between northern access point of the staff parking lot and Grand Avenue should facilitate two-way circulation. To exit, vehicles should continue straight and use Driveway 4/Clarence Street and turn right or left onto Malcolm X Boulevard.

Detailed illustrations of the proposed circulation plan are provided in **Exhibit 2**.

### **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. 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 as described in this TMP

### **Bus Circulation**

According to information provided by **Kell Muñoz|KAI Texas** architects, up to 10 school buses are planned to serve the peak hour student arrivals and departures for this school.

The site provides a separate, designated school bus drop-off/pick-up area on the south side of the school building. The bus loading area provides approximately 445 ft of queue length, which could accommodate up to ten school buses at a space allocation of 45 feet per bus (40 feet length per bus plus five feet gap between two buses). Buses should enter school bus dropoff/ pick-up area from east/westbound Grand Avenue by left/right-turn on Driveway 3 and exit the school from Driveway 2 on to Grand Avenue. 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.

**School Information**

Enrollment: 1,250 students (max.)  
Academic: 6th - 8th grade  
Hours: 8:30 AM-3:30 PM

**Passenger Vehicles**

Provided Queue: 1,820 LF (91 veh.)  
Projected  
Maximum Queue\*: 1,520 LF (76 veh.)  
Excess Queue: 300 LF (15 veh.)

\*Based on DeShazo TMP Model (see Appendix for details)

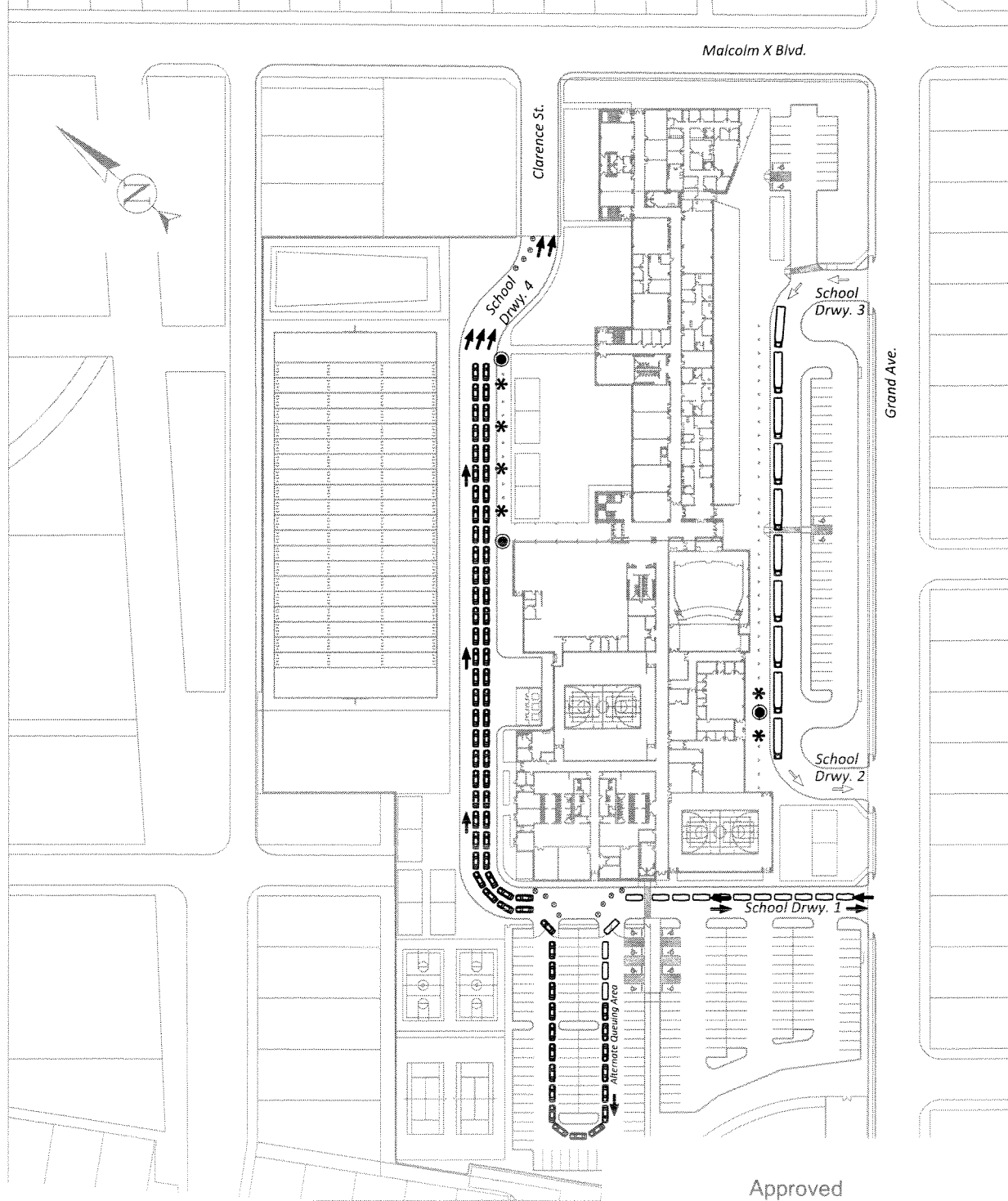
**Buses**

Provided Queue: 445 LF (10 buses)  
Anticipated Queue: 445 LF (10 buses)  
Excess Queue: none

**Legend**

- Staff Assistance
- \* Drop-Off/Pick-Up Locations
- ↑ Circulation Path (pass. veh.)
- ↑ Circulation Path (buses)
- 20-ft long queue (projected)
- 20-ft long queue (extra)
- 40-ft long queue
- × Traffic Cones (drop-off/pick-up)

NOTE: This Traffic Management Plan was developed to prevent the queuing of drop-off/pick-up related vehicles within the city right-of-way. The school administration should adhere to this TMP and any deficiency due to spill over of queuing into undesignated areas of the city right-of-way, including roadway travel lanes, should be corrected by the school immediately.



Planned Development  
District No. 871

rd on 09-20-2011

Approved  
City Plan Commission  
June 7, 2012

**Traffic Management Plan**

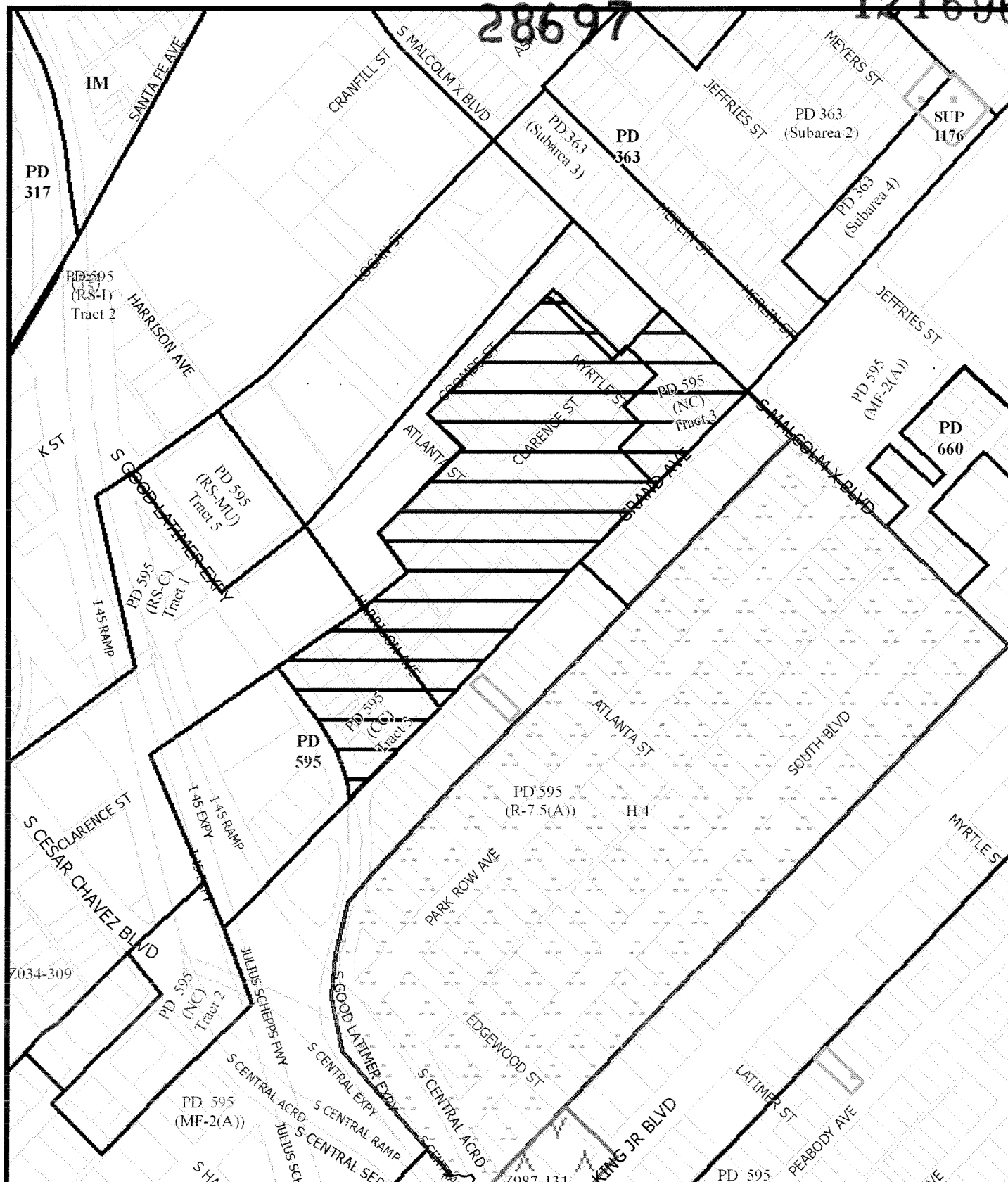
DISD-Billy Dade Middle School Traffic Management Plan

Site Plan Provided by Client on September 2, 2011



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# **ZONING AND LAND USE**

Case no: **Z112-214**

Date: **5/3/2012**