8-2-12

ORDINANCE NO. 28736

An ordinance amending Ordinance No. 23299, passed by the Dallas City Council on October 8, 1997, as amended by Ordinance No. 26496, passed by the Dallas City Council on October 25, 2006, which amended the zoning ordinances of the City of Dallas, and granted Specific Use Permit No. 1339 for an open-enrollment charter school; amending the property description in Section 1 of that ordinance; amending the conditions in Section 2 of that ordinance; providing a revised site plan; providing a traffic management plan; 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 this amendment to Specific Use Permit No. 1339; and

WHEREAS, the city council finds that it is in the public interest to amend Specific Use Permit No. 1339; Now, Therefore,

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

SECTION 1. That the property description in Section 1 of Ordinance No. 23299, as amended, is replaced with the property description in the Exhibit A attached to this ordinance.

SECTION 2. That the conditions in Section 2 of Ordinance No. 23299, as amended, are amended to read as follows:

"1. USE: The only use authorized by this specific use permit is an open-enrollment charter school.

2. SITE PLAN: Use and development of the Property must comply with the attached site plan.

3. TIME LIMIT: This specific use permit [~~is approved for a period that~~] expires on August 8, 2022 [~~October 25, 2016~~], but [~~and~~] is eligible for automatic renewal for additional ten-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the P[~~p~~]roperty owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)

4. CLASSROOMS: The maximum number of classrooms is 60 [~~41~~].

5. LANDSCAPING: Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.

6. LOADING AND UNLOADING: Passenger loading and unloading must be provided in the locations shown on the attached site plan and in accordance with the traffic management plan.

7. PARKING: Parking must be located as shown on the attached site plan.

8. TRAFFIC MANAGEMENT PLAN:

   A. In general. The operation of an open-enrollment charter school must comply with the attached traffic management plan.

   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.

      i. 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, 2014. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 1 of each even-numbered year.

      ii. 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.

iii. 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.

i. A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.

ii. 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.

9. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.

10.[8] GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas."

SECTION 3. That the site plan attached to Ordinance No. 26496 is replaced by the site plan attached to this ordinance.

SECTION 4. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed $2,000.

SECTION 5. That the zoning ordinances of the City of Dallas, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 6. 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 7. 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

AUG 08 2012

Passed _____

EXHIBIT A

121961

RYLIE FAMILY FATH ACADEMY
City of Dallas Block 8774
RYLIE RD. at TUFTS RD.
James W. Rylie Survey, Abstract 1245
CITY of DALLAS, DALLAS COUNTY, TEXAS

Field Notes: **28736**

GIS Approved

Being a tract or parcel of land situated in the City of Dallas, Dallas County, Texas, and being part of the James W. Rylie Survey, Abstract 1245, and being a tract of land conveyed to the Rylie Family Faith Academy as recorded in the Deed Records of Dallas County, Texas, and being part of City of Dallas Block 8774, and being more particularly described as follows:

BEGINNING at a point for corner at the southeasterly corner of the said Rylie Family Faith Academy (RFFA) tract, said point also being at the intersection of northerly right-of way line of Rylie Road with westerly right-of way line of Tufts Road;

THENCE South 89°36' West along the southerly line of the said RRFA tract and along the said northerly right-of way line of Rylie Road a distance of 606.60 feet to a point for corner;

THENCE North 01°10 West along the westerly line of the said RFFA tract a distance of 784.00 feet to a point for corner;

THENCE North 89°27' West along the southerly line of the said RFFA tract a distance of 946.80 feet to a point for corner;

THENCE North 01°02' West along the westerly line of the said RFFA tract a distance of 742.20 feet to a point for corner;

THENCE South 72°40' East along the northerly line of the said RFFA tract a distance of 1,076.00 feet to a point for corner;

THENCE North 00°52' East along the westerly line of the said RFFA tract a distance of 276.60 feet to a point for corner in the northerly line of the said RFFA tract, said point being in the southerly line of the Dart railroad right-of-way;

THENCE South 60°18' East along the northerly line of the said RFFA tract a distance of 171.62 feet to a point at the beginning of a curve to the right;

THENCE in a southeasterly direction along the northerly line of the said RFFA tract and along a curve to the right whose tangent bears South 63°13'03" East, having a radius of 3,006.00 feet, a central angle of 7°13'58", and an arc length of 379.46 feet to the end of said curve, and continuing along a curve to the right;

THENCE continuing in a southeasterly direction along the northerly line of the said RFFA tract and along a curve to the right whose tangent bears South 50°28'49" East, having a radius of 175.00 feet, a central angle of 49°51'49", and an arc length of 152.30 feet to the end of said curve to the right, said point being in the easterly line of the said RFFA tract, said point also being in the westerly right-of-way line of Tufts Road;

THENCE South 0°37' East along the easterly line of the said RFFA tract , and along the westerly right-of-way line of Tufts Road a distance of 1,076.80 feet to a point at the Point of Beginning of the herein described tract, and containing 1,375,006 square feet, or 31.5658 acres more or less.

Note: Field notes where not prepared from an on the ground survey, the field notes where prepared from deeds and other information obtained from the Rylie Family Faith Academy and public records.

The deed obtained from Rylie Family Faith Academy, Inc. indicates a boundary area of 34.125 acres, that area includes 60.0 foot right-of-way of Tufts Road, and approximately 60.0 foot right-of-way of Cade Road. And also includes a Save and Except: any part lying in a 30-ft paved road lying Southwesterly along the Southwest right-of-way on the T&NO Railroad.

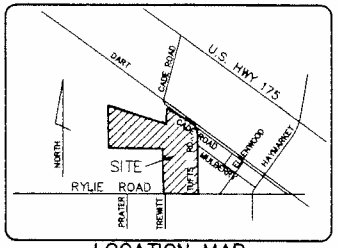
12170 1

Site Plan

28736

Specific Use Permit
No. 1339

Approved
City Plan Commission
July 19, 2012



LOCATION MAP
NOT TO SCALE
MAPSCO 69 Q

DENOTES PROPOSED/FUTURE BUILDING LOCATIONS

PARKING CALCULATIONS

ELEMENTARY (1.5/CLASSROOM) X 24	= 36
PROP. ELEMENTARY (1.5/CLASSROOM)X14	= 21
MIDDLE SCHOOL (3.5/CLASSROOM) X 14	= 49
HIGH SCHOOL (9.5/CLASSROOM) X 8	= 76.4
TOTAL REQUIRED SPACES	= 184.4

TOTAL SPACES PROVIDED: 188 PARKING SPACES (8 HANDICAP SPACES)
FUTURE PARKING SPACES: 29

BUILDING SQUARE FOOTAGE

1	MAIN BUILDING	= 50,829 S.F.
2	PORTABLE BUILDING,	= 2,983 S.F.
3	PORTABLE BUILDING, = 7@ 1,560 S.F.	= 10,920 S.F.
4	PORTABLE BUILDING	= 560 S.F.
5	PORTABLE BUILDING	= 2,856 S.F.
6	PORTABLE BUILDING	= 96 S.F.
7	BUILDING	= 530 S.F.
8	BUILDING	= 2,934 S.F.
9	PORTABLE BUILDING	= 1,600 S.F.
10	PORTABLE BUILDING	= 1,625 S.F.
11	CONCESSION STAND	= 160 S.F.
12	PROPOSED PORTABLE BUILDING 5 @ 1440 S.F.	= 7,200 S.F.
	TOTAL	= 82,293 S.F.

PERCENT BUILDING AREA
BOUNDARY AREA = 1,375,006 SQ. FT. (31.6 AC.)
BUILDING AREA = 82,293 SQ. FT.
82,293 SQ.FT. ÷ 1,375,006 SQ.FT. = 5.98%

ATTENDEE'S AT PICK UP AREA
Pick-Up Area [1] – 2 EACH, MIN.
Pick-Up Area [2] – 2 EACH, MIN.
Pick-Up Area [3] – 2 EACH, MIN.
Pick-Up Area [4] – 2 EACH, MIN.

LEGEND
[1] Pick-Up Area Location
1 Circulation Path (pass.veh.) Pick-up Area 1
2 Circulation Path (pass.veh.) Pick-up Area 2
3 Circulation Path (pass.veh.) Pick-up Area 3
4 Circulation Path (pass.veh.) Pick-up Area 4
R Reserved Parking Spaces for Student Pick-up Related vehicles
× Temporary Traffic Cones

NOTE:
AREA OF BUILDINGS PROVIDED TO BSM ENGINEERS BY RYLIE FAMILY FAITH ACADEMY.

Z112-252

REVISED: 5-31-12, REVISED PARKING CALCULATION, ADDED % COVERAGE, MOVED TABLE, REVISED LOT AREA, ADDED VISIBILITY TRIANGLE, REVISED BUILDING LINE WIDTH, ADDED ACCESS WIDTH.

BSM

SITE PLAN						
RYLIE RD. & TUFTS RD.						
RYLIE FAMILY FAITH ACADEMY						
BSM ENGINEERS, INC.						
CITY OF DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO
BSM	BSM	3-12	1"=100'	BSM		1202

C:/ANDY/A+SUPREVS-12 926,816,607,42

Traffic Management Plan

TRAFFIC MANAGEMENT PLAN

A Traffic Management Plan (TMP) is important to safely achieve 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 and parking demand needed on site to accommodate the projected peak demands related to student drop-off and pick-up at 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 operates on a uniform daily schedule. Classes on typical school days begin and conclude at following times.

- 1st group of (approximately 26) Pre-K students start at 7:45 AM and end at 11:30 AM
- 2nd group of (approximately 26) Pre-K students start at 12:00 PM and end at 3:20 PM
- All other grades (K through 12th) start at 7:45 AM and end at 3:30 PM

The school indicated that approximately 10%-15% students stay at the school following dismissal for tutoring and extra-curricular activities. While class times are established, 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.

Queue Lengths

A goal for any school should be to accommodate all vehicular queuing and drop-off/pick-up procedures on private property (i.e., not utilize public right-of-way for passenger loading/unloading). At the same time the schools should try to minimize the number of vehicles present on site at any given time in order to minimize potential of vehicles queuing and/or parking in public right-of-way. A standardized technique for projecting necessary queue length does not exist, however DeShazo has collected data at the existing school for use in projecting future peak vehicular queue following the school expansion. Maximum queuing at schools consistently occurs during the afternoon peak period when students are being picked-up by private automobile — traffic queuing during the morning period is typically less significant than the afternoon period since the drop-off activity is more temporally distributed and occurs much more quickly than student pick-up. The data and projections provided in this study represent the peak queue conditions experienced during the afternoon peak period. DeShazo conducted site observations of the afternoon pick-up-related queuing conditions on Thursday, April 19, 2012 at the existing school. The existing school features three designated areas from where the students are released. Pre-K & Kindergarten students are released from the main entrance located adjacent to the administrative offices. Students from Grades 1st & 2nd are released on the east side of the

school building near the playfield. Students from Grades 3rd-12th are released on the north side of the school building. It was observed that the majority of the parents/care takers park their vehicles and either wait in their vehicle and let the student(s) walk up to the vehicle or walk inside the school to pick-up the student(s). During the afternoon peak period, a maximum of 121 personal vehicles were observed to be on site concurrently (NOTE: includes vehicles queued/parked on Rylie Road and Tufts Road). Existing pick-up related queue observations are included in **Appendix**. [NOTE: No students were observed walking to/from the school.

Following the proposed school expansion, Pre-K students will be moved into the new buildings located on the north side of the school site. A designated area (#4) in front of these buildings and a new roadway loop will be provided to facilitate the drop-off/pick-up for Pre-K students from this location.

For the A+ Academy, the following assumptions were employed in the afternoon pick-up related queue calculations:

- 1,500 total students
- No students will be transported via school buses
- No students will be walking to/from the school
- No students will drive themselves to the school

The school indicated that the Pre-K student enrollment is expected to increase to 100 students following the school expansion. The 1st group of approximately 50 Pre-K students will be released at 11:30 AM and will be picked-up prior to the start of afternoon peak period. Therefore, the peak vehicular queue related to pick-up of the 1st group of Pre-K students is not included in this analysis.

The 2nd group of remaining 50 Pre-K students will be released at 3:20 PM -- a little earlier than the Kindergarten-12th grade students -- giving an initial release group of approximately 50 students and a later release of approximately 1,400 students. DeShazo projected the peak queues for the two release groups following the school expansion based upon observed, existing queue at the school. The queue projections resulted in a maximum passenger vehicles queue of **6 vehicles** for Pre-K students and **167 vehicles** for Kindergarten-12th grade students during the afternoon pick-up period. The proposed master plan provides a queuing space for an anticipated maximum queue length of approximately 180 feet (about 9 vehicles @ 20 feet per vehicle) for Pre-K and 2,198 feet (about 109 vehicles @ 20 feet per vehicle) for Kindergarten -12th grade students as shown in **Exhibit 1**. Additionally, the master plan provides approximately 52 reserved/dedicated parking spaces on site available for use by the passenger vehicles picking up Kindergarten-12th grade students.

Circulation

The site contains two driveways on Rylie Road and three driveways on Tufts Road. During the afternoon on-site observations, motorists were observed accessing all driveways with the exception of Driveway C, which is gated allowing pedestrian access only. Driveway B provides one-way inbound only and Driveway A provides one-way outbound only access to the main

parking lot during the afternoon pick-up period. Likewise, Driveway D provides one-way inbound only and Driveway E provides on-way outbound only access during the morning drop-off and afternoon pick-up periods.

The passenger vehicles dropping-off/picking up Pre-K/Kindergarten students from the parking lot near the main entrance (#1) primarily access the school site via Driveways A and B. A private school security guard was observed directing vehicles in and out of Driveways A and B. The passenger vehicles dropping-off/picking-up 3rd-12th grade students on the north side of the school building (#3) access the school site via Driveways D and E. The passenger vehicles dropping off/picking-up 1st-2nd grade students from the east side of the school building (#2) typically do not enter the school site but drop-off/pick-up the students along Tufts Road.

Following re-design of the site, a new separate drop-off/pick-up area (#4) will be provided adjacent to the new buildings on the north side of the school site. A new roadway loop will facilitate one-way counter-clockwise circulation to/from North Road. It is recommended that the drop-off/pickup area #1 be relocated to the north of gymnasium building in order to maximize the available queue space. Driveway C should be open during the drop-off/pick-up periods providing one-way outbound only access to the passenger vehicles dropping-off/picking-up students to/from area #2.

It is recommended that the student loading/unloading at area #2 should start adjacent to the gate. Driveway D should provide two-way access and Driveway E should provide one-way inbound only access to facilitate drop-off/pick-up activities at area #2, area #3, and area #4. Student loading/unloading at area #3 should occur adjacent to the school building (same as existing) in two lanes with a "by-pass (escape) lane". However, it is recommended that the vehicular circulation in this area be reversed in order to facilitate student loading/unloading on the passenger side. (NOTE: It is recommended that student loading/unloading in the "escape lane" be prohibited to prevent traffic congestion from accumulating where traffic flow is needed.)

Passenger vehicles loading/unloading students from area #1 should enter the school site from Driveway B, form two lanes, circulate one-way northbound through the parking lot aisle and either: (a.) enter the loading/unloading area located in the parking aisle along the gymnasium building; or, (b.) park in the dedicated parking spaces for student loading/unloading located in the northwest area of the main parking lot. The designated start of the loading/unloading area is located just north of gymnasium building. [NOTE: A single-queue lane in the loading/unloading area may be adequate during the morning drop-off. However, two queue-lanes are recommended for the afternoon pick-up. It is recommended that vehicles not be allowed to enter the loading/unloading area from the parking lot other than in the manner described above.] To exit, vehicles should circulate through the parking aisle and exit at Driveway A. It is recommended that the parking spaces located adjacent to the gymnasium building remain vacant during pick-up/drop-off periods in order to expedite student loading/unloading.

It is recommended that no vehicles be allowed to enter the school site from Driveway A during the drop-off/pick-up periods in order to reduce traffic congestion within the site and on the adjacent street, and to maintain a structured traffic flow on site that optimizes available queue area. Passenger vehicles loading/unloading students from area #2 should enter the school site

from Driveway D, circulate one-way southbound in a single-lane and enter the loading/unloading area starting near the gate at Driveway C. To exit, vehicles should exit immediately from Driveway C on to Tufts Road.

Passenger vehicles loading/unloading students from area #3 should enter the school site from Driveway E, circulate one-way westbound on North Road to southbound towards the school buildings and either: (a.) enter the loading/unloading area located along the school building; or, (b.) park in the dedicated parking spaces for student loading/unloading located in the north side of the loading/unloading area. [NOTE: A single-queue lane in the loading/unloading area may be adequate during the morning drop-off. However, two queue-lanes are recommended for the afternoon pick-up. It is recommended that a parallel "escape lane" be provided in order to provide a quick exit route for the vehicles parked in the dedicated parking spaces for student loading/unloading.] To exit, vehicles should exit via Driveway D onto Tufts Road.

The school should divide the students from Kindergarten-12th grades in the three loading/unloading areas #1, #2, and #3 according to the queue space available at each of the three areas. Based on DeShazo's calculations (based on existing school data) following the re-design, area #1 could accommodate approximately 80 vehicles (≈700 students) in the queue space and the dedicated parking spaces; area #2 could accommodate up to 18 vehicles (≈160 students) in the queue space; and area #3 could accommodate up to 64 vehicles (≈560 students). Passenger vehicles loading/unloading Pre-K students from area #4 should enter the school site from Driveway E, circulate one-way westbound in a single-lane and enter the new roadway loop from North Road and circulate counterclockwise to enter the loading/unloading area located adjacent to the new portable buildings. To exit, vehicles should circulate counterclockwise, enter North Road, circulate around the portable buildings, travel eastbound on the "escape lane" and exit the schoolsite from Driveway D.

Detailed illustrations of the proposed circulation plan are provided in **Exhibit 1**.

NOTE #1: Vehicular circulation on the two-lane undivided segment of Tufts Road between Rylie Road and Cade Road in the vicinity of the school is restricted to be one-way northbound during school peak periods (7:00-9:00 AM & 2:45-4:30 PM on school days). Once, this TMP is successfully implemented and the school related vehicular queues are off the public streets, removal of the one-way restriction on Tufts Road to make it a (full-time) two-way segment should be evaluated.

NOTE #2: Also see important instructions in the next section: "Staff Assistance".

Staff Assistance

To optimize safety, it is important to have staff from the school present where- and whenever students are dropped-off or picked-up. 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 where pedestrians are present, 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. Placement of

temporary traffic control devices (e.g., traffic cones, barricades, signs, etc.) within the site by school personnel to assist and guide motorists through the intended circulation patterns during peak drop-off and pick-up periods is recommended. Detailed illustrations of the proposed traffic control device placements are provided in **Exhibit 1**.

NOTE: Only deputized officers of the law (including school crossing guards) may place traffic control devices or instruct traffic within public rights-of-way.

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

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

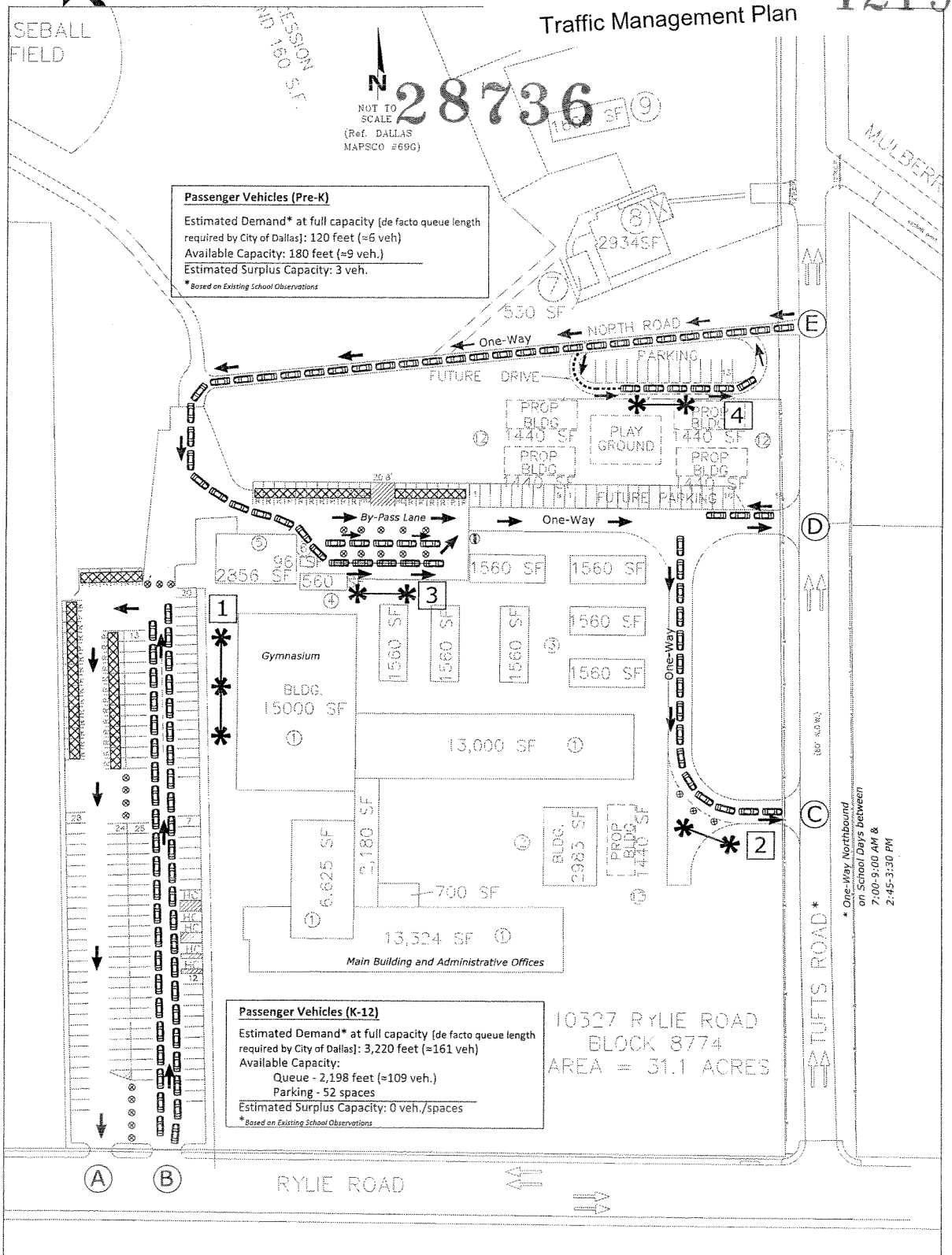
- parking in the queue lanes should be discouraged
- passenger loading and unloading should primarily occur at the curbside and in some cases other areas specially designated for passenger loading/unloading on private property (*NOT* on public right-of-way)

DeShazo Group

121961

Traffic Management Plan

28736



Legend

- # Pick-Up Location Nomenclature
- ✱–✱ Staff Assistance
- → Circulation Path (*pass. veh.*)
- Passenger Vehicle Queue (*estimated*)
- Additional Available Passenger Vehicle Queue
- Ⓐ School Driveway Nomenclature
- Dedicated Parking Spaces for Student Pick-Up
- ⊗ Temporary Traffic Cones
- STOP Sign

School Information

Total Enrollment: 1,500 students
Academic: Pre-K through 12th Grade
Hours: 7:45 AM-3:30 PM

Passenger Vehicles (TOTAL)

Estimated Demand* at full capacity (de facto queue length required by City of Dallas): 3,340 feet (≈167 veh)
Available Capacity:
Queue - 2,378 feet (≈118 veh.)
Parking - 52 spaces
Estimated Surplus Capacity: 3 veh./spaces
*Based on Existing School Observations

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.

Traffic Management Plan

A+ Academy Traffic Management Plan

EXHIBIT 1

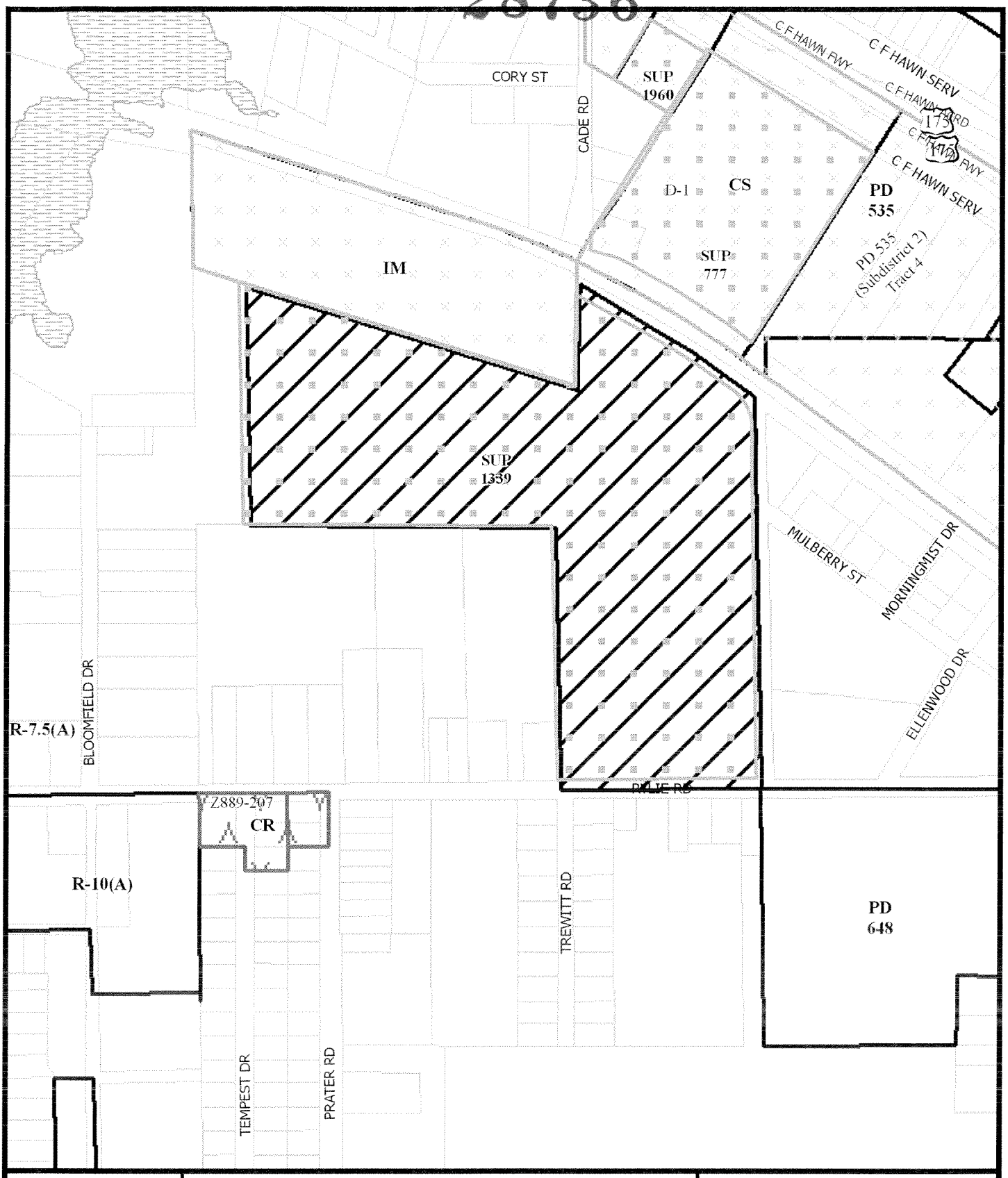
Specific Use Permit No. 1339

Approved City Plan Commission July 19, 2012

DeShazo Group, Inc Job No. 12056 Exhibit Created on 05-23-2012

28736

121961



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ZONING AND LAND USE

Case no: Z112-252

Date: 6/28/2012