

ORDINANCE NO. 28837

An ordinance amending Article 490, "PD 490," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code; amending the yard, lot, and space, off-street parking and loading, and landscaping regulations in Sections 51P-490.107, 51P-490.108, 51P-490.110, and 51P-490.112 of Article 490; providing a new Section 51P-490.103.1, "Exhibits;" providing a new Section 51P-490.112.1, "Traffic Management Plan;" providing a new development plan; providing a new landscape 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 the Dallas City Code; and

WHEREAS, the city council finds that it is in the public interest to amend Article 490 as specified in this ordinance; Now, Therefore,

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

28837

SECTION 1. That Article 490, "PD 490," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

**"ARTICLE 490.**

**PD 490.**

**SEC. 51P-490.101. LEGISLATIVE HISTORY.**

PD 490 was established by Ordinance No. 23336, passed by the Dallas City Council on November 12, 1997. Ordinance No. 23336 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. Ordinance No. 23336 was amended by Ordinance No. 23515, passed by the Dallas City Council on May 13, 1998; Ordinance No. 24074, passed by the Dallas City Council on October 27, 1999; Ordinance No. 24560, passed by the Dallas City Council on March 28, 2001; and Ordinance No. 24817, passed by the Dallas City Council on January 9, 2002.

**SEC. 51P-490.102. PROPERTY LOCATION AND SIZE.**

PD 490 is established on property generally located at the southeast corner of Ferguson Road and Peavy Road. The size of PD 490 is approximately 21.79 acres.

**SEC. 51P-490.103. 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 nonresidential zoning district.

**SEC. 51P-490.103.1. EXHIBITS.**

The following exhibits are incorporated into this article:

(1) Exhibit 490A: development plan.

(2) Exhibit 490B: landscape plan.

- (3) Exhibit 490C: traffic management plan.

**SEC. 51P-490.104. DEVELOPMENT PLAN.**

Development and use of the Property must comply with the development plan (Exhibit 490A). In the event of a conflict between the provisions of this article and the development plan, the provisions of this article control.

**SEC. 51P-490.105. MAIN USES PERMITTED.**

The only main use permitted is a private school.

**SEC. 51P-490.106. ACCESSORY USES.**

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

**SEC. 51P-490.107. 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 [~~contained~~] in Division 51A-4.400. In the event of a conflict between this section and Division 51A-4.400, this section controls.)

- (a) Front, side, and rear yard. Minimum front, side, and rear yards are as shown on the development plan.
- (b) Floor area. Floor area is as shown on the development plan.
- (c) Height. Maximum structure height is 50 feet.
- (d) Lot coverage. Maximum lot coverage is 25 [20] percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.
- (e) Lot size. No minimum lot size.
- (f) Stories. Maximum number of stories is two.

**SEC. 51P-490.108. OFF-STREET PARKING AND LOADING.**

Off-street parking must be provided in accordance with Section 51A-4.204(17), but in no event may there be less than 479 [404] off-street parking spaces which must be provided in the locations shown on the development plan. Consult the off-street parking regulations (Divisions 51A-4.300) for information regarding off-street parking generally.

**SEC. 51P-490.109. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**SEC. 51P-490.110. LANDSCAPING.**

- (a) Landscaping must be provided as shown on the landscape plan (Exhibit 490B).
- (b) No certificate of occupancy may issue for a structure in Area B [~~the Phase 1~~] or Area C [~~Phase 2 Additions~~] shown on the development plan until Subsection (a) is complied with. Area B and Area C can be treated as artificial lots for the purposes of compliance with the landscape regulations.
- (c) Plant materials must be maintained in a healthy, growing condition.
- (d) Landscaping must be completed in accordance with Section 51A-10.127.

**SEC. 51P-490.111. SIGNS.**

- (a) Except as provided in Subsection (b), all signs must comply with the provisions for non-business zoning districts [~~contained~~] in Article VII.
- (b) A detached premise sign is permitted as shown on the development plan.

**SEC. 51P-490.112. PARKING RESTRICTIONS ON INADALE AVENUE.**

Parking on the street is prohibited between the hours of 8:00 a.m. and 3:00 p.m., Monday through Friday, along the north line of Inadale Avenue adjacent to the Property, and no certificate of occupancy may issue for any structure in Area A or Area B shown on the development plan [~~the Phase 1 Addition~~] until the Property owner has reimbursed the city for the cost of installing appropriate "No Parking" signs at that location.

SEC. 51P-490.112.1.TRAFFIC MANAGEMENT PLAN.

(a) In general. Operation of a private school must comply with the traffic management plan (Exhibit 490C).

(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, 2014. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 1st 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) Amendment process.

(1) A traffic management plan may be amended using 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-490.113. FENCING.**

A fence must be provided and located as shown on the development plan.

**SEC. 51P-490.114. ATHLETIC FIELD LIGHT POLES.**

Athletic field light poles must be provided and located as shown on the development plan.

**SEC. 51P-490.115. ADDITIONAL PROVISIONS.**

(a) The [~~entire~~] 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-490.116. PAVING.**

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.

**SEC. 51P-490.117. COMPLIANCE WITH CONDITIONS.**

The building official shall not issue a building permit or certificate of occupancy for a use in this PD 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.

**[SEC. 51P-490.118. ZONING MAP.]**

~~PD 490 is located on Zoning Map Nos. H-10 and I-10.]”~~

SECTION 2. That the development plan, Exhibit 490A, and the landscape plan, Exhibit 490B of Article 490, “PD 490,” of Chapter 51P of the Dallas City Code, are replaced by Exhibits 490A and 490B attached to this ordinance.

SECTION 3. That development of this district must comply with the full-scale versions of Exhibit 490A (development plan) and Exhibit 490B (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 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 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 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.

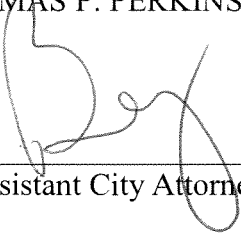
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SECTION 7. That this ordinance shall take effect immediately from and after its passage and publication, in accordance with the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

THOMAS P. PERKINS, JR., City Attorney

By  \_\_\_\_\_  
Assistant City Attorney

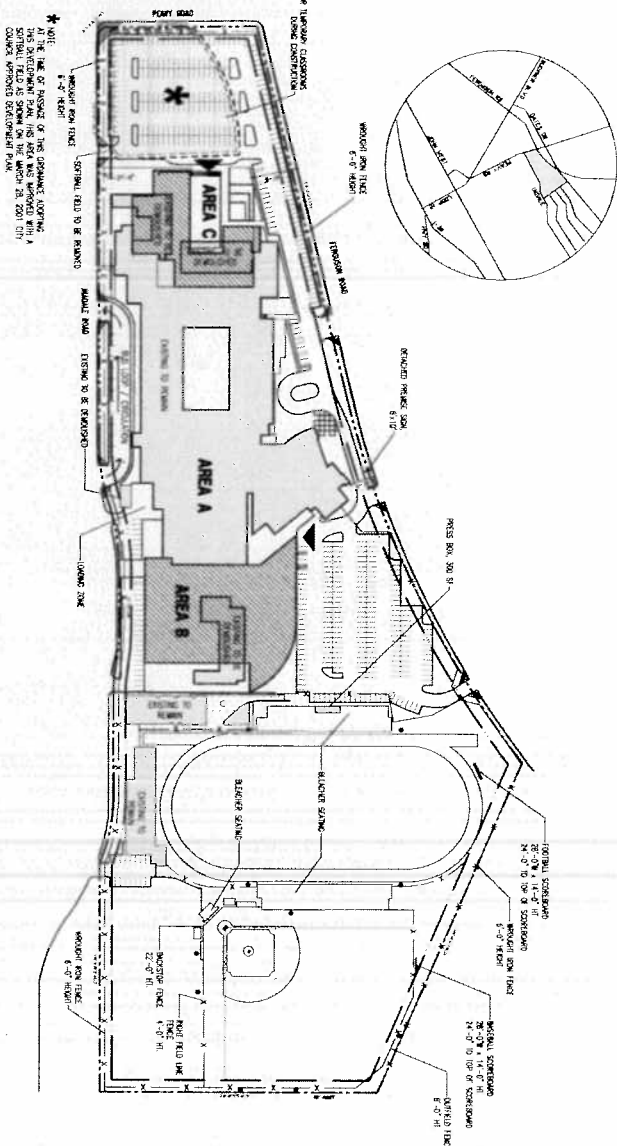
NOV 14 2012

Passed \_\_\_\_\_



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 $1' \approx 10'$ [illegible]

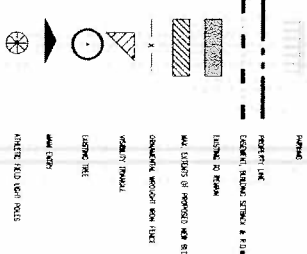
NOTES:

1. CURRENT PARKING COUNT EXCEEDS THE REQUIRED PARKING COUNT.
2. 22 CLASSROOMS WILL BE ADDED AND THERE WILL BE 15 CLASSROOMS DEMOLISHED BRINGING THE NET CLASSROOMS ADDED TO 7.



**SITE INFORMATION**  
BRIDGE LITTLE HIGH SCHOOL  
9750 FERGUSON ROAD  
DALLAS, TX 75228  
LOT 2  
BLOCK A/284  
CITY OF DALLAS  
DALLAS DEVELOPMENT CODE 51A-4.204.17.02

LEGEND



THE  
+ WILLY

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Culpeper, VA 22620  
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HIGH SCHOOL  
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EXPANSION**

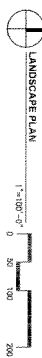
9750 Ferguson Road  
Dallas, TX 75228

## DEVELOPMENT PLAN




[illegible]

**ZONING CASE NUMBER: 2112-271 (R)**

122790



BE SELECTED FROM THE  
ARTICLE X APPROVED

3. CARRIER FREEES TO  
 BE SELECTED FROM THE  
 ARTICLES APPROVED FREE LIST

3. CARRIER FREEES TO  
 BE SELECTED FROM THE  
 ARTICLES APPROVED FREE LIST

DATE	1985
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Approved  
City Plan Commission  
October 18, 2012

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**BISHOP SCHOOL  
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CAMPUS  
EXPANSION**

9750 Ferguson Road  
Dallas, TX 75228

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**Traffic Management Plan and Queuing Analysis  
Bishop Lynch High School Z112-271  
9750 Ferguson Road, Dallas, TX  
August 21, 2012**

**Introduction:**

The Bishop Lynch High School (BLHS) is a private Catholic high school located on the southeast corner of Ferguson Road and Peavy Road. The school has been in operation on the current site since 1963. For the 2012-2013 school year the school has approximately 1,114 students in grades 9 through 12, along with 135 staff members. The following table shows the approximate distribution of students for the 2012-2013 school year:

Grade	Approx. Number of Students
9 <sup>th</sup> Grade	267
10 <sup>th</sup> Grade	281
11 <sup>th</sup> Grade	267
12 <sup>th</sup> Grade	299
<b>Total</b>	<b>1,114</b>

BLHS is proposing to amend PD 490 to change the development plan to include a gymnasium addition, a classroom addition, and parking lot modifications. Classrooms on the site would increase by 7 to a total of 58. Enrollment, which will remain at approximately current levels, so there would be no significant change in the typical daily traffic volumes, or in the specific morning drop-off and afternoon pick-up volumes which have been present for many years.

For daily access to the site, there are no significant changes to the three current access points to Ferguson Road. Along Inadale Road, the existing driveways will remain at the same locations, with only the bus storage area being converted to accommodate the gymnasium addition and a reconfigured surface parking lot. In the future, the bus storage will be provided at other locations.

**Current TMP Operation:**

The school operates on weekdays with a number of pick-up and drop-off times due to activities and varying student schedules. In addition, there are significant numbers of students on the bus system and driving their own vehicles, further reducing the peak drop-off and pick-up vehicle flows. The following table shows the type, times, and approximate 2012-2013 populations of each arrival and dismissal group.

Arrival Type	Arrival Time	Approx. Number of Students (% Of Total)
Early Arrival	7:00 AM	220 (20%)
Buses	8:00 AM	240 (21%)
Normal Arrival	8:20 AM	604 (54%)
Late Arrival	9:30 AM	50 (5%)

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Departure Type	Departure Time	Approx. Number of Students (% Of Total)
Early Dismissal	2:00 PM	100 (9%)
Normal Dismissal	3:30 PM	299 (27%)
Buses	3:50 PM	240 (21%)
After School Practice	6:00-6:30 PM	475 (43%)

The spacing out of significant numbers of arrivals and dismissals away from the traditional drop-off and pick-up time periods results in much less intense peak traffic levels at those times. The school-related traffic is further reduced by the fact that approximately 400 student-driven vehicles are present each day. This represents at least 36% of the enrollment, and probably more since some vehicles will have more than one student. The student-driven vehicles do not further reduce the arrival and dismissal numbers in the above table, but they do reduce the number of vehicles using the loading and unloading areas, and reduce the overall number of vehicle trips in and out of the campus each day.

BLHS currently operates three loading areas. One is circulating counterclockwise in the east parking lot, entering and exiting from the easternmost driveway on Ferguson Road. The second enters at the western driveway on Ferguson Road, unloads/loads at the circle, and exits at the central driveway. The third operates on a one-way loop driveway on the south side of the campus, entering and exiting on Inadale Road. Each loading area operates with staff supervision.

The BLHS bus system currently loads and unloads students at the bus parking area which is reached from Inadale Road. The system operates seven buses and transports approximately 240 students.

In general, the school's traffic operations have little impact on the surrounding roadways. While it is a 6-lane arterial, Ferguson Road handles only moderate traffic volumes (18,500 vehicles per day in a 2009 TxDOT count), so entering and exiting the school's Ferguson Road driveways does not result in excessive delays. Occasional queuing is reported at the western driveway on Ferguson Road, where there is a relatively short queue length between the driveway and the loading area at the circle.

#### **Proposed TMP Operation:**

The proposed BLHS TMP will operate with two loading areas for parent vehicles and a third for the bus system. The current bus parking area is being redeveloped, so the buses will load and unload in the one-way loop on Inadale Road. Buses will now be stored at other locations. The one-way loop provides at least 280' of storage space, which can accommodate the seven buses used for the bus system. The parent vehicles previously using the one-way loop on Inadale Road will use one of the two remaining loading areas.

One row of parking is being removed from the eastern parking lot to accommodate the gymnasium addition. The East Loading Area follows the same circulation pattern as the existing eastern loading area, with the loading area along the face of the new building. Entry and exit is via the eastern driveway to Ferguson Road. The East Loading Area has an available queue distance of 660', or 33 vehicles.

The Central Loading Area is in the same spot as the current location. The revisions to the west side of the campus make it easier to provide a long queue distance, while supporting entry from either Ferguson Road or Inadale Road. When entering from Inadale Road, the queue moves along the building face north and then east towards the Central Loading Area. Vehicles entering from Ferguson Road are directed west through the parking area to join the rear of the queue. Once through the loading area, vehicles will exit to Ferguson Road at the center driveway. The primary queue from Inadale Road to the Central Loading Area is 840', or 42 vehicles. The available queue distance for the secondary queue from the western Ferguson Road driveway back to the end of the primary queue is an additional 920', or 46 vehicles.

Each of the loading areas will operate with staff supervision. An additional staff member should be stationed near the western driveway on Ferguson Road, to direct inbound vehicles in the appropriate direction. At all locations loading is performed on the passenger side, and no students have to cross vehicle paths.

#### **Queuing Analysis:**

Based on observations of queuing at other public charter schools in the DFW area, KHA uses a design standard for projecting queue demands at similar sites. The expected maximum queue in vehicles is equal to 20% of the largest number of students dismissed at one time. Students using buses, driving themselves, or walking/biking are deducted from the student number since they do not attract personal vehicles to the campus. This method accounts for the differences in how schools divide up the pick-up time period, as some dismiss all students in one group and therefore have higher vehicle demands in a short time period, while some spread out the dismissals over two or more groups. The projected queue formula can be stated as:

$$(\text{Students dismissed in time period} - \text{Students using other modes}) * 0.20 = \text{Number of vehicle in queue}$$

With the BLHS dismissal traffic spread out between 2:00 PM and 6:30 PM and having a sizeable bus system, the loading areas will need to handle only 299 students in the normal peak dismissal time at 3:30 PM. This number is further reduced by the fact that a percentage of those students will be departing using their own vehicles. However, to maintain a conservatively high analysis, the queuing analysis will assume all 299 students are being picked up. Therefore, the projected maximum queue length is:

$$299 \text{ net students dismissed} * 0.20 = 60 \text{ vehicles in queue}$$

The projected queue of 60 vehicles translates to 1,200' of queuing distance which needs to be provided in the loading areas. This distance corresponds well with the recommended values for equivalent Texas schools found in the Texas Transportation Institute (TTI) research report 0-4286 *Operations and Safety Around Schools* published in January 2004.

The two loading areas have an available queue distance of 1,500', or 300' in excess of the projected maximum queue demand. This 300' distance would accommodate an additional 15 vehicles over the projected 60-vehicle maximum queue.

Additionally, the secondary queue serving the Central Loading Area provides 920' of queue distance which is available but is not expected to be used. With this additional space leading to the Central Loading Area, there should be no chance for the inbound traffic to queue back to Ferguson Road.

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**Summary:**

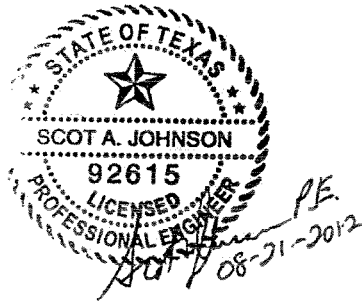
This TMP defines the drop-off and pick-up procedures for Bishop Lynch High School once the site is modified in accordance with the development plan in the modified PD 490. The proposed TMP uses the same basic principles as the existing operation, while adding usable queue distance to the Central Loading Area. The TMP vehicle routes provide an available queue distance within the site that is greater than the projected maximum expected queue for the school's operations. With the TMP operating as shown, the school traffic should not need to queue vehicles in the ROW of any City street. The school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle queue on the City streets. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Scot A. Johnson, P.E. #92615, certify that the results indicate that no queuing of vehicles dropping off or picking up students at Bishop Lynch High School will extend onto City of Dallas rights-of-way as a result of internal queuing constraints.

In order to ensure that all queuing of vehicles is completely accommodated on school property, BLHS administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

Prepared by:

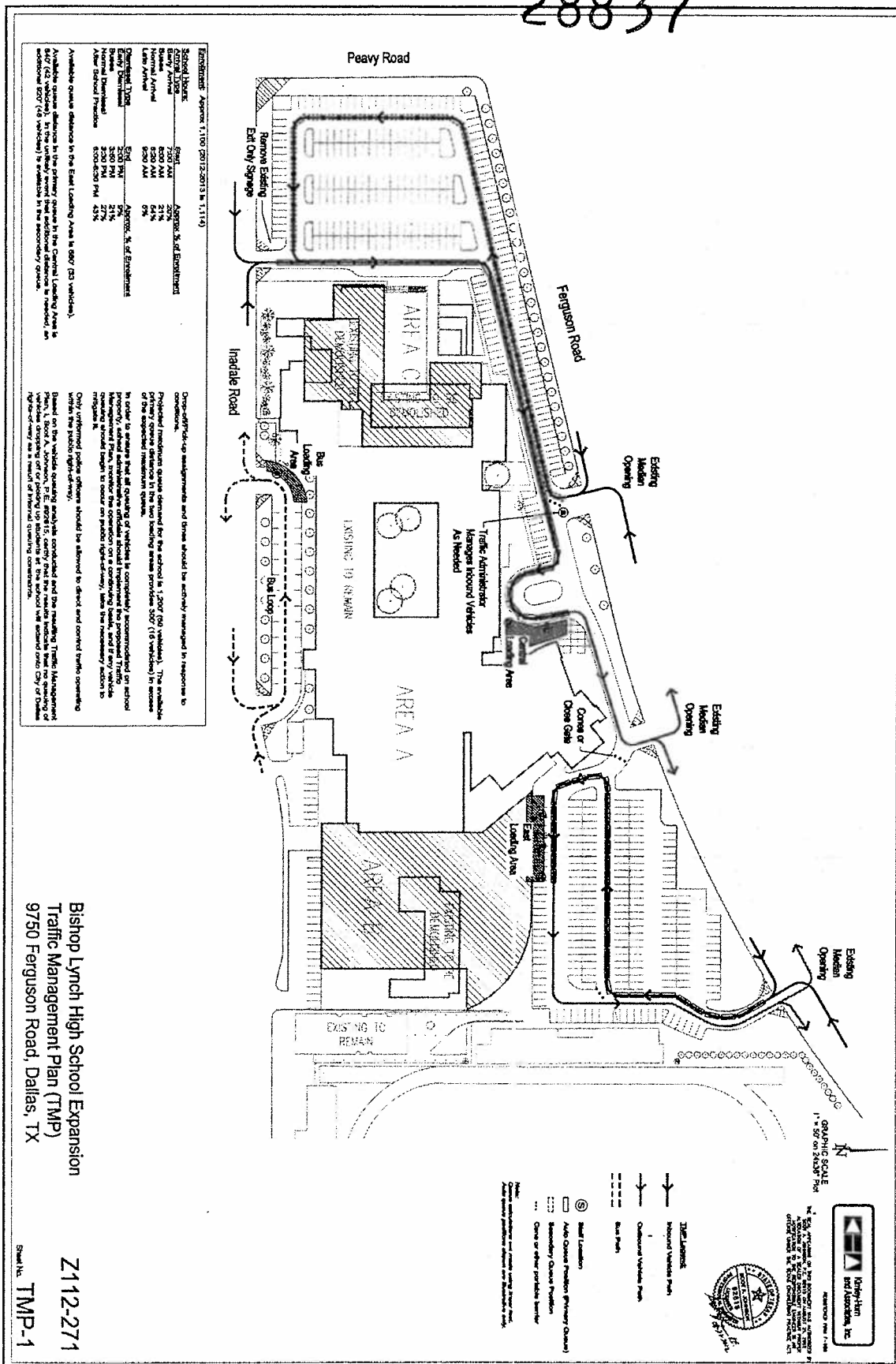
**Kimley-Horn and Associates, Inc.**  
Scot A. Johnson, P.E., PTOE  
12700 Park Central Drive, Suite 1800  
Dallas, TX 75251  
(972) 770-1300



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Planned Development  
District No. 490

Approved  
City Plan Commission  
October 18, 2012



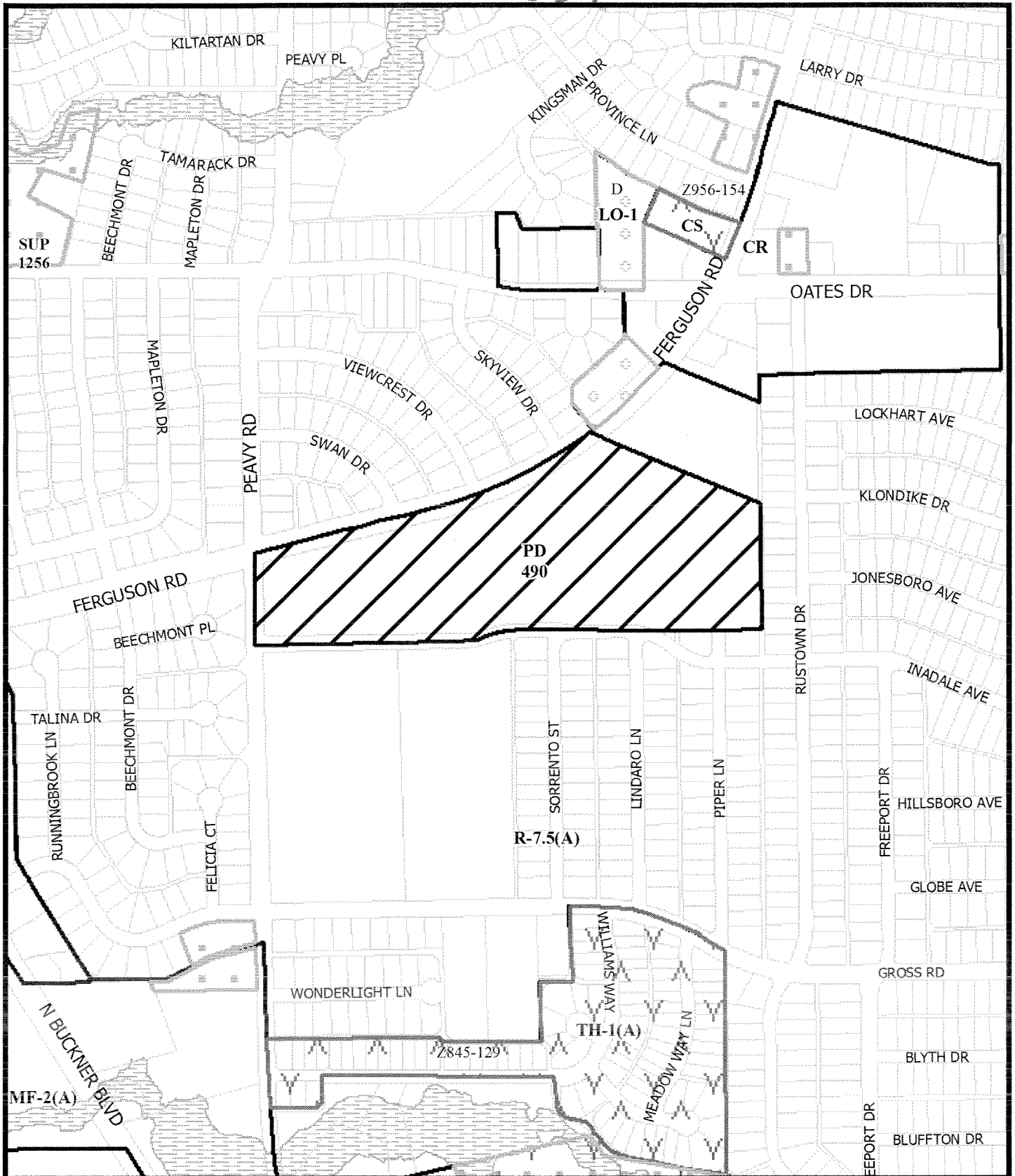
Bishop Lynch High School Expansion  
Traffic Management Plan (TMP)  
9750 Ferguson Road, Dallas, TX

Z112-271  
TMP-1

Traffic Management Plan  
Circulation Plan

28837

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## ZONING AND LAND USE

Case no: **Z112-271**

Date: **10/22/2012**