

ORDINANCE NO. 28863

An ordinance amending Article 578, "PD 578," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code; providing a new development 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 578 as specified in this ordinance; Now, Therefore,

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

SECTION 1. That Article 578, "PD 578," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended by adding a new Section 51P-578.103.1, "Exhibits," to read as follows:

"SEC. 51P-578.103.1. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 578A: development plan.
- (2) Exhibit 578B: traffic management plan."

SECTION 2. That Subsection (d), “Institutional and Community Service Uses,” of Section 51P-578.105, “Main Uses Permitted,” of Article 578, “PD 578,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“(d) Institutional and community service uses.

- Adult day care facility. [SUP]
- Cemetery or mausoleum. [SUP]
- Child-care facility. [~~Limited use with no maximum floor area; separate main entrance permitted with a maximum of 24 attendees.~~]
- Church.
- College, university, or seminary. [SUP]
- Community service center. [SUP]
- Convent or monastery. [SUP]
- Foster home. [SUP]
- Library, art gallery, or museum. [SUP]
- Private school.
- Public school. [SUP]”

SECTION 3. That Section 51P-578.107, “Yard, Lot, and Space Regulations,” of Article 578, “PD 578,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“SEC. 51P-578.107. YARD, LOT, AND SPACE REGULATIONS.

(a) Front yard.

(1) For the [a] private school, private school dormitory, and child-care facility; [~~minimum front yard is as shown on the development plan.~~]

(A) Minimum front yard on Welch Road is:

- (i) 50 feet for temporary construction trailers and temporary classroom buildings; and
- (ii) 150 feet for all other structures.

(B) Minimum front yard on Forest Lane is:

(i) 20 feet for temporary construction trailers, temporary classroom buildings, and the guard station; and

(ii) 91 feet for all other structures.

(C) Minimum front yard on Inwood Road is 35 feet.

(D) Off-street parking located in the Forest Lane Parking Area may extend into the front yard.

(2) For all other uses, minimum front yard is 35 feet.

(b) Side and rear yard.

(1) For the private school, private school dormitory, and child-care facility; [~~minimum side and rear yard is as shown on the development plan.~~]

(A) Minimum side yard is 15 feet.

(B) Minimum rear yard along the southern property line is 15 feet.

(2) For single family uses, minimum side and rear yard is 10 feet. [~~Minimum side yard for single family structures is 10 feet; minimum side yard for other permitted structures is 15 feet; minimum rear yard for single family structures is 10 feet; and, minimum rear yard for other permitted structures is 20 feet.~~]

(3) For all other permitted uses:

(A) Minimum side yard is 15 feet.

(B) Minimum rear yard is 20 feet.

(c) Density. No maximum dwelling unit density.

(d) Height.

(1) For the private school, private school dormitory, and child-care facility; [~~maximum structure height is as shown on the development plan.~~]

(A) Except as provided, maximum structure height is 50 feet.

(B) Maximum structure height for the windowless fine arts wing fly tower is 70 feet.

- (C) Maximum structure height for the wind turbine is 65 feet.
- (D) Maximum height for tennis court light standards is 50 feet.
- (E) Maximum height for the field lights is 60 feet.
- (F) Maximum height for the areas outside of the Campus Core as is 36 feet.

(G) Maximum height for an elevator penthouse serving the Trent Dormitory Hall and Morgan Dormitory Hall is seven feet above the occupied floor area.

(2) Except as provided in Section 51A-4.408, maximum structure height for all other uses is 30 feet.

(e) Lot coverage.

(1) ~~[For a private school, private school dormitory, and child care facility, maximum lot coverage is as shown on the development plan.]~~

(2) ~~For all other uses, m]~~Maximum lot coverage is 40 percent for residential structures and 25 percent for nonresidential structures.

(2[3]) Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(f) Lot size. Minimum lot size for single family uses is 16,000 square feet.

(g) Stories.

(1) For the private school, private school dormitory, and child-care facility, maximum number of stories is three ~~[as shown on the development plan].~~

(2) For all other uses, no maximum number of stories.

(h) Floor area.

(1) For the private school, private school dormitory, and child-care facility, maximum floor area is 550,000 ~~[410,000] square feet[, and the floor area must be as shown on the development plan].~~

(2) For all other permitted uses, no maximum floor area.”

SECTION 4. That Section 51P-578.111, "Signs," of Article 578, "PD 578," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"SEC. 51P-578.111. SIGNS.

(a) Except as provided below, signs must comply with the provisions for non-business zoning districts [~~contained~~] in Article VII.

(b) The detached premise sign [~~currently~~] located at the main entrance on Welch Road may not exceed 200 square feet in effective area and six feet in height, as shown on the development plan.

(c) The detached premise sign [~~to be~~] located at the intersection of Forest Lane and Welch Road, as shown on the development plan, may not exceed 120 square feet in effective area and six feet in height.

(d) The Forest Lane monument sign, as shown on the development plan, may not exceed 60 square feet in effective area, seven feet in height, and 12 words of text.

(e) The future field access monument sign, as shown on the development plan, may not exceed 60 square feet in effective area, seven feet in height, and 12 words of text."

SECTION 5. That Subsection (b) of Section 51P-578.112, "Fences," of Article 578, "PD 578," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"(b) An eight-foot-high fence must be constructed and [~~or~~] maintained along the south Property line, between the front yard setback along Welch Road and the creek, as shown on the development plan[~~, within one year of the date of passage of Ordinance No. 24305~~]."

SECTION 6. That Article 578, "PD 578," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended by adding a new Section 51P-578.113.1, "Traffic Management Plan," to read as follows:

“SEC. 51P-578.113.1. TRAFFIC MANAGEMENT PLAN.

(a) In general. The operation of a public school must comply with the traffic management plan (Exhibit 578B).

(b) Queuing. Except as provided in the traffic management plan, queuing is only permitted inside the Property. Except as provided in the traffic management plan, 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 November 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) 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.”

SECTION 7. That Subsection (d) of Section 51P-578.114, “Additional Provisions,” of Article 578, “PD 578,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is deleted as follows:

~~“(d) The south wall of the central plant must be renovated to become a solid wall within one year of the date of passage of Ordinance No. 24305.]”~~

SECTION 8. That Section 51P-578.116, “Zoning Map,” of Article 578, “PD 578,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is deleted as follows:

~~“[SEC. 51P-578.116. — ZONING MAP.~~

~~PD 578 is located on Zoning Map Nos. D 6, D 7, E 6, and E 7.]”~~

SECTION 9. That the development plan, Exhibit 578A of Article 578, “PD 578,” of Chapter 51P of the Dallas City Code, is replaced by the Exhibit 578A attached to this ordinance.

SECTION 10. That development of this district must comply with the full-scale version of Exhibit 578A (development plan) attached to this ordinance. A reduced-sized version of this plan shall be provided in Chapter 51P. Permits shall be issued based on information provided on the full-scale version of the plan.

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SECTION 11. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

SECTION 12. 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 13. 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 14. 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.

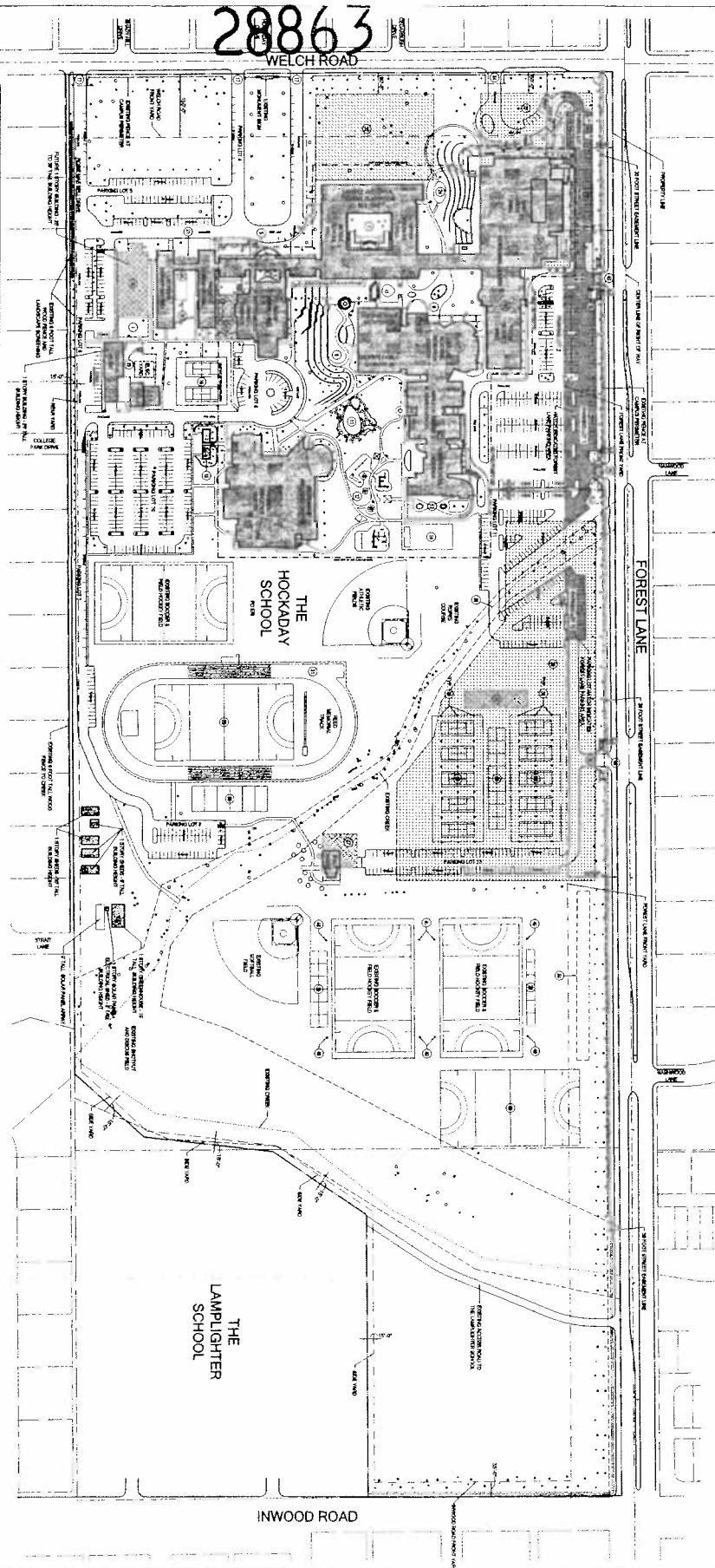
APPROVED AS TO FORM:

THOMAS P. PERKINS, JR., City Attorney

By 
Assistant City Attorney

Passed DEC 12 2012

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References

- [illegible]

Approved
City Plan Commission
October 4, 2012



Z112-258(RB)

THE HOCKADAY SCHOOL
11600 WELCH ROAD
DALLAS, TEXAS



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Dallas, Texas 75201

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DEVELOPMENT PLAN
EXHIBIT 1

Project No. 061964
 Date 06/11/06
 Last Revision 10/29/06
 PD-

Traffic Management Plan and Queuing Analysis
The Hockaday School *Z112-258*
11600 Welch Road, Dallas, TX
June 5, 2012

Introduction:

The Hockaday School is located on the southeast corner of Welch Road and Forest Lane. The school has been in operation since 1913 and on the current site since 1961. The school has approximately 1,165 students in grades Pre-K through 12. Approximately 79 of the students are boarding students who do not commute in and out of the campus on a regular basis. The following table shows the approximate distribution of students for the 2011-2012 school year:

Grade	Approx. Number of Students	Drop-Off Time	Dismissal Time
Pre-K	36	7:30-8:00 AM	2:45 PM
Kindergarten	48	7:30-8:00 AM	2:45 PM
1 st Grade	48	7:30-8:00 AM	3:00 PM
2 nd Grade	48	7:30-8:00 AM	3:15 PM
3 rd Grade	48	7:30-8:00 AM	3:30 PM
4 th Grade	50	7:30-8:00 AM	3:30 PM
Lower School Subtotal	278		
5 th Grade	74	7:30-8:00 AM	3:30 PM
6 th Grade	77	7:30-8:00 AM	3:30 PM
7 th Grade	85	7:30-8:00 AM	3:30 PM
8 th Grade	94	7:30-8:00 AM	3:30 PM
Middle School Subtotal	330		
	+7 Boarders		
9 th Grade	117	7:30-8:00 AM	3:45 PM
10 th Grade	124	7:30-8:00 AM	3:45 PM
11 th Grade	117	7:30-8:00 AM	3:45 PM
12 th Grade	120	7:30-8:00 AM	3:45 PM
Upper School Subtotal	478		
	+72 Boarders		
Hockaday Total	1,086		
	1,165 With Boarders		

The Hockaday School is proposing to modify PD 578 to make internal site plan improvements including a fine arts wing and modified athletics and surface parking areas. The improvements are not creating any additional enrollment, which will remain at approximately 1,165 students. With no change in the enrollment, there would be no 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 changes to the six current access points to Welch Road and Forest Lane. One additional access point is proposed at an existing median opening on Forest Lane approximately halfway between Welch Road and Inwood Road. This new access point would not be used for the daily drop-off or pick-up vehicle traffic, but would be used for access to the new athletic facilities and for special events.

Current TMP Operation:

The school operates on weekdays with a single drop-off time period from 7:30 to 8:00 AM and a staggered pick-up time period from 2:45 to 3:45 PM. Parent automobile drop-off and pick-up is conducted for the Lower (Pre-K – 4th) and Upper (9 – 12th) Schools in the parking lot adjacent to Forest Lane, using separate loading areas. Middle School auto traffic is conducted separately in the parking lot on Welch Road. Unloading and loading is done through multiple staffed loading stations, with the pick-up period managed in the modern fashion of arriving vehicles being identified with placards and announced to match up students with vehicles.

For the Forest Lane lot in the AM time period, traffic enters at the western driveway and travels generally eastbound through the lot to either the Upper School loading area, the Lower School loading area, or the parking area. Once unloading is completed, the vehicles exit to eastbound Forest Lane via the eastern driveway, which is posted for right-turn only during the peak periods. In the AM time period, a DPD officer controls the entering traffic operation at the western driveway, coordinating the Forest Lane traffic interruptions to match the nearby signal at Welch Road. In the AM traffic pattern, there are approximately 28 queue spaces available on the campus for the Lower School drop-offs before the queue reaches the entry area. When traffic is slow entering the campus, there are intermittent queues on Forest Lane in the westbound left-turn lane in the 7:45-8:00 time period, and less common eastbound right-turning queues.

For the Forest Lane lot in the PM time period, traffic again enters at the western driveway and exits at the eastern driveway. Since pick-up vehicles tend to queue on the site prior to the pick-up times, a number of overlapping queuing areas are actively managed by Hockaday staff to maximize queuing on the site during the staggered pick-up times. Due to the staggered pick-up times, the same queuing area can be used by multiple groups of vehicles. The Hockaday staff is very attentive to the traffic patterns and the drivers are generally well-disciplined. Maximum queues observed for the Forest Lane lot were approximately 43 vehicles for the PreK-K dismissal at 2:45 PM, 25 vehicles for 1st grade at 3:00 PM, 25 vehicles for 2nd grade at 3:15 PM, 42 vehicles for 3-4th Grade at 3:30 PM, and 17 for the Upper School dismissal at 3:45 PM. Upper School pickup is comparatively sparse and spread out due to afternoon athletics and students driving their own vehicles. Queuing prior to the pick-up time dissipates quickly once each loading operation commences.

For the Middle School operations in the Welch Road lot, in both time periods vehicles enter at the southern driveway, travel north through the internal roadway, use the loading area, and then return to Welch Road via the third driveway north of the school's boundary. The second driveway north of the school's boundary and the northernmost driveway are not used during the drop-off or pick-up time periods. The maximum Middle School queue in the pick-up period was approximately 66 vehicles.

Proposed TMP Operation:

The proposed TMP uses the same 7:30-8:00 AM start and staggered PM dismissal and the same matching of students with multiple loading stations, with similar automobile paths to what has been used for many years. However, the internal modifications to the Forest Lane parking lot allow the internal paths to be tweaked to provide additional queuing distance and to separate groups of vehicles. The proposed TMP is shown on the TMP-1 sheet included in the PD amendment packet.

For the Forest Lane lot in the AM drop-off period, the inbound traffic will separate more definitively when entering the campus at the western driveway. Upper School drop-offs will turn right and have a loading area near the fine arts wing, taking advantage of a new circular drive in that area. Lower School drop-offs will turn left, with an extension of the previous path to the east, resulting in a queue storage of approximately 53 vehicles before impacting the entrance area compared to the 28 vehicles in the current pattern. Vehicles bound for the parking area will go straight when entering the campus, and can reach the parking aisles without crossing the drop-off traffic flows. A three-lane section of aisle parallel to Forest Lane allows the outbound Upper School traffic, the inbound Lower School traffic, and the parking traffic to move simultaneously. The separation of traffic flows upon entry and the additional queue storage within the site will improve entering efficiency and should minimize queuing on Forest Lane. Due to the DPD control of the entry driveway, some transient queuing will naturally occur, but no vehicles should have to queue on Forest Lane due to not being accommodated within the site.

For the Forest Lane lot in the Lower School PM pick-up period, the realignment of parking aisles to parallel Forest Lane allows four distinct areas to be defined, which will hold different groups at different times. Area 1 is the main Lower School drop-off path, providing 1,060' of available queue distance. Areas 2 and 3 are double-stacked queues within the new east-west parking aisles, providing 640' and 660' of queuing distance, respectively. Area 4 is the path to the fine arts wing drop-off circle, providing 1,440' of queuing distance. The total queue distance available in the Forest Lane lot is 3,800', or enough for 190 vehicles. These queuing areas will be actively managed by Hockaday staff, directing inbound vehicles to the area which corresponds to their pick-up interval, and directing the groups to advance when the correct time comes. This procedure is the same as the current pick-up time period, but due to the additional queuing distance available on the site with the new configuration, the need to overlap Lower School queues separated by time will be entirely eliminated.

Exit to Forest Lane will follow the existing condition where only right turns are allowed. The new parking areas east of the Lower School will provide an easier recycle route for vehicles to rejoin later groups when picking up multiple students of different ages. As noted earlier, the Upper School pick-up queue demand is very light, and under the new configuration they can be accommodated within the Group 3 queue area which clears at 3:15 PM, well before the Upper School dismissal at 3:45 PM.

The Middle School procedure in the Welch Road lot will be the same as the existing operations. The Welch Road lot provides 1,520' of queuing distance.

Queuing Analysis:

Based on observations of queuing at other public and private schools in the DFW area, KHA uses a design standard for projecting pick-up queue demands at schools. However, since The Hockaday School has been in operation for many years, queue projections for the school's future operations are based on the queuing behavior observed during this study. That queuing behavior varies significantly between the Lower, Middle, and Upper Schools, and for this analysis the queuing is itemized by grade or group since the groups are accommodated in separate areas and at different dismissal times. In the normal KHA design standard, the expected maximum queue in vehicles is equal to 20% of the largest number of students dismissed at one time. Students using buses 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:

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

For Hockaday, the observed queue accumulation for the Lower School was approximately 50% of the number of students dismissed, Middle School was approximately 20%, and Upper School was approximately 5%. If aggregated, the observed queuing is almost exactly 20% of the total students being dismissed (218 queued out of 1,086 students), nicely matching the usual design standard if the campus was taken as a whole.

As noted, Hockaday has a number of dismissal times. The peak queue for the Lower School pick-up will occur in the early part of the pick-up time period (around 3:00 PM), when the PreK-K, 1st Grade, and 2nd Grade are at or near their peak queues. Assuming these three groups are all at maximum at the same time, with a 50% queue rate this corresponds to 90 queued vehicles, or 1,800' of queue distance. The Areas 1, 2, and 3 in the Forest Lane lot provide an available queue distance of 2,360', which is 560' or 28 vehicles in excess of the expected queue. Even if the 3-4th Grade vehicles are also arriving at this time, Area 4 is open and can accommodate another 72 vehicles in that area's 1,440' queuing distance, well in excess of the 49-vehicle maximum expected for that group.

The projected 24 vehicles of the Upper School pick-up queue for the 3:45 dismissal can be easily accommodated within the 33-vehicle Area 3 after that area has been vacated by the Lower School pick-up that occurs at 3:15.

For the Middle School area on Welch Road, the available 1,520' queue distance can accommodate the projected 66-vehicle or 1,320' queue demand with 200' or 10 vehicles of excess distance.

Summary:

This TMP defines the drop-off and pick-up procedures for The Hockaday School once the site is modified in accordance with the development plan in the modified PD 578. The proposed TMP provides a significant improvement in on-site queue storage over the existing operations, which will translate to smoother internal operations and fewer conflicts between groups of users. 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. Any queuing that does occur should be minimal and of very limited duration. The property owner/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 The Hockaday 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, The Hockaday School 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:

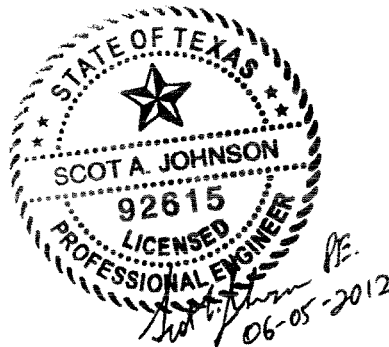
Kimley-Horn and Associates, Inc.

Scot A. Johnson, P.E., PTOE

12700 Park Central Drive, Suite 1800

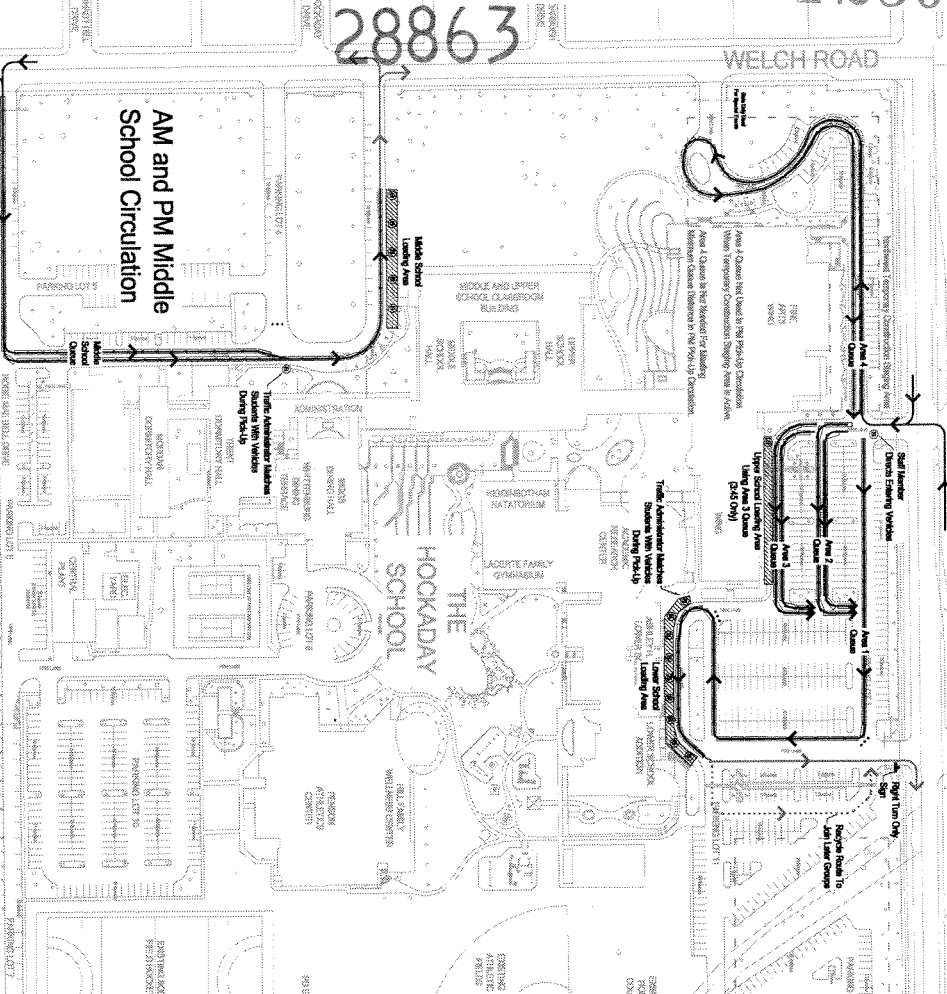
Dallas, TX 75251

(972) 770-1300



PM Forest Lane Pick-Up Circulation

FOREST LANE



Current Enrollment: Approx. 1,100 Day Students

School Hours:

Grade	Approx. Day	Start	End
PK-K	7:30-8:00 AM	7:30-8:00 AM	2:45 PM
1-4	7:30-8:00 AM	7:30-8:00 AM	3:00 PM
5-8	7:30-8:00 AM	7:30-8:00 AM	3:30 PM
Upper School	7:30-8:00 AM	7:30-8:00 AM	3:45 PM

Drop-off/pick-up assignments and times should be actively managed in response to conditions.

Available queue distance in the Lower School area is 1,080' (63 vehicles) in the Drop-Off time period. Available queue distance in the Lower School area in the Pick-Up time period is as follows:

Area	Drop-Off (32 vehicles)	Pick-Up (72 vehicles)
Area 1	660'	1,440'
Area 2	660'	1,440'
Area 3	660'	1,440'
Area 4	660'	1,440'
Total	2,640'	5,760'

Available queue distance in the Middle School Queue is 1,500' (78 vehicles) in both time periods.

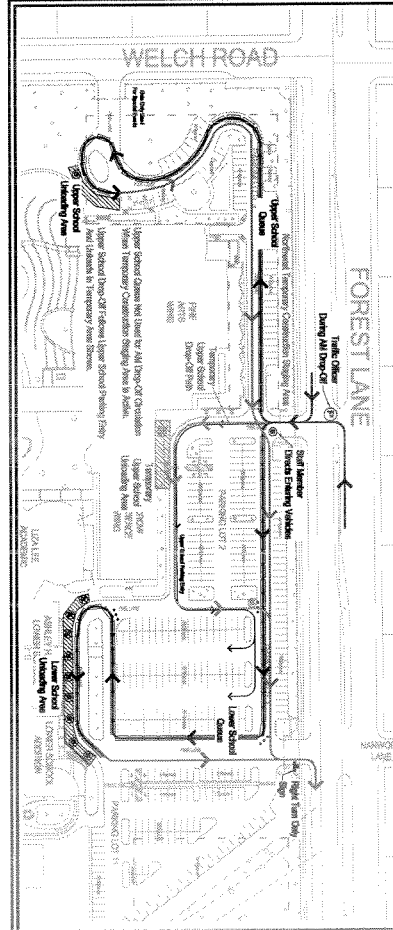
Available queue distance in the Upper School Queue is 820' (41 vehicles) in the Drop-Off time period. In the Pick-Up time period the Upper School Queue area with drop-off/pick-up assignments and times should be actively managed in response to conditions.

Projected maximum queue demand in the Lower School Queue is 1,800' (90 vehicles), occurring during the early part of the Drop-Off time period. The Middle School Queue provides 890' (45 vehicles) in excess of the expected maximum queue.

Projected maximum queue demand in the Middle School Queue is 1,300' (65 vehicles), providing 200' (10 vehicles) in excess of the expected maximum queue.

In order to ensure that all queuing of vehicles is completely accommodated on school property, the Traffic Management Plan (TMP) should be implemented. The TMP should be designed to ensure that the queuing of vehicles is managed in a way that does not impede the flow of traffic on Forest Lane. The TMP should be designed to ensure that the queuing of vehicles is managed in a way that does not impede the flow of traffic on Forest Lane.

AM Forest Lane Drop-Off Circulation



Notes: Temporary Construction Staging Area. Areas shown inside red dashed lines are proposed temporary construction staging areas during vehicle construction process.

The East Temporary Construction Staging Area has no impact on the traffic management plan.

When the Northwest Temporary Construction Staging Area (Area #17 on PD-1 Development Plan) is active, the TMP will adjust as shown in red and described below:

AM Drop-Off Circulation

The Upper School drop-off path is not available for use. The temporary Upper School drop-off path follows the permanent Upper School parking circulation as shown and utilizes the existing (pre-construction) Upper School drop-off path. Since Upper School drop-off path is not available for use, the temporary drop-off path will have no impact on queuing.

PM Pick-Up Circulation

The Area 4 Queue is not available for use. The Area 4 Queue is not needed to meet the expected maximum Lower School Pick-Up queue, which can be accommodated within Areas 1-3. The lack of Area 4 will have no impact on queuing.



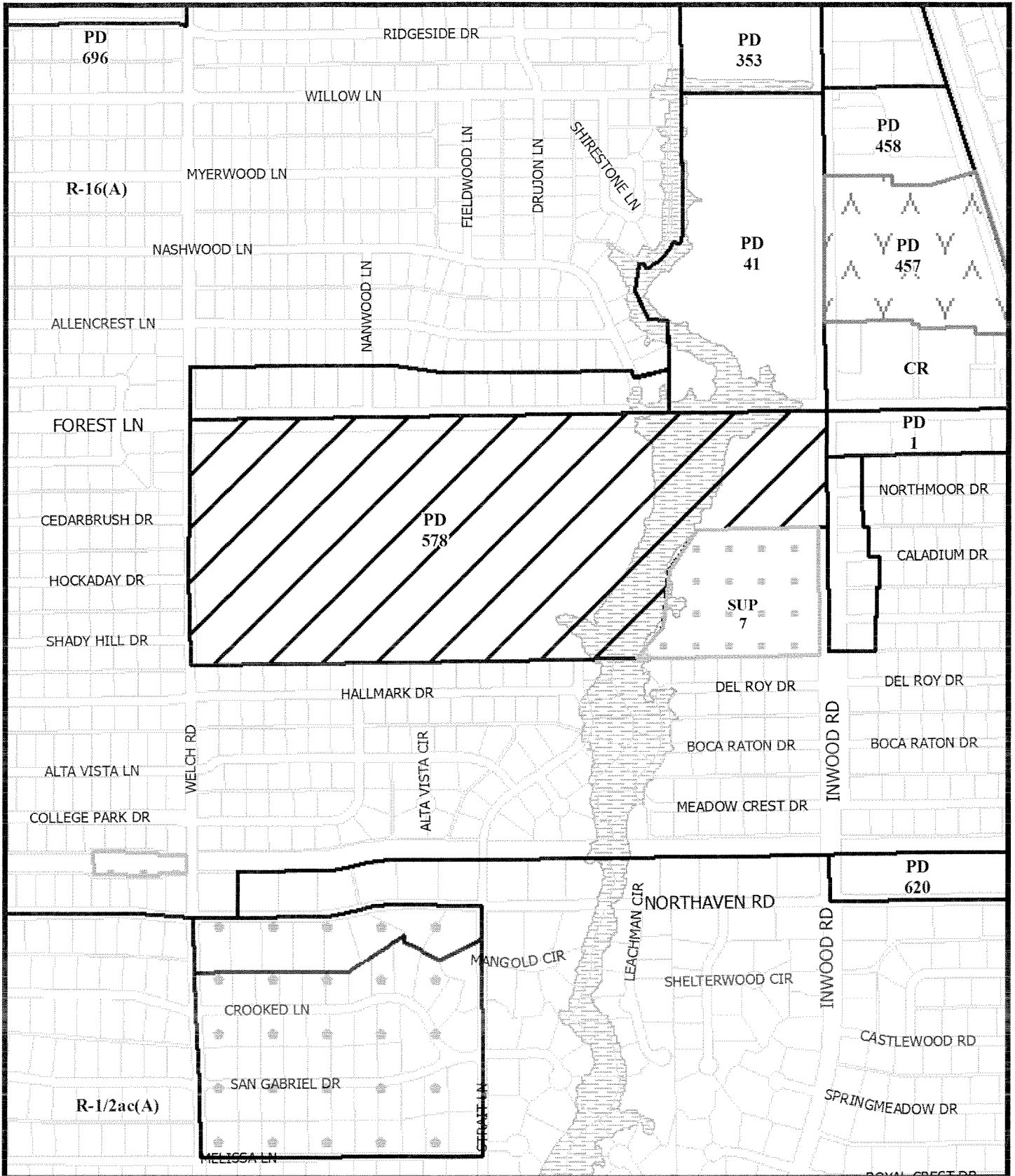
THE CITY OF DALLAS, TEXAS, HAS APPROVED THE TMP FOR THE HOCKADAY SCHOOL PD 578 AMENDMENT. THE TMP IS A PART OF THE PD 578 AMENDMENT. THE TMP IS A PART OF THE PD 578 AMENDMENT. THE TMP IS A PART OF THE PD 578 AMENDMENT.

Approved
City Plan Commission
October 4, 2012

Traffic Management Plan (TMP)
The Hockaday School PD 578 Amendment
14600 Welch Road Dallas, TX
Z112-258(RB)
TMP-1

28863

123032



1:8,400

ZONING AND LAND USE

Case no: **Z112-258**
Date: **10/22/2012**