

ORDINANCE NO. 29010

An ordinance changing the zoning classification on the following property:

BEING Lots 1 and 2 in City Block 5544 located at the southwest corner of Walnut Hill Lane and Inwood Road; and containing approximately 2.2 acres,

from an R-1ac(A) Single Family District to Planned Development District No. 385; amending Article 385, "PD 385," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code to reflect the expansion of the planned development district; providing a new permitted use of competitive athletic field; providing new requirements for the new permitted use; providing a new development plan, competitive athletic field landscape plan, and 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 the rezoning of the property described in this ordinance and this amendment to the Dallas City Code; and

WHEREAS, the city council finds that it is in the public interest to change the zoning classification and amend Article 385 as specified in this ordinance; Now, Therefore,

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

SECTION 1. That the zoning classification is changed from an R-1ac(A) Single Family District to Planned Development District No. 385 on the following property:

BEING Lots 1 and 2 in City Block 5544 located at the southwest corner of Walnut Hill Lane and Inwood Road; and containing approximately 2.2 acres.

SECTION 2. That Article 385, "PD 385," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"ARTICLE 385.

PD 385.

SEC. 51P-385.101. LEGISLATIVE HISTORY.

PD 385 was established by Ordinance No. 21788, passed by the Dallas City Council on August 25, 1993. Ordinance No. 21788 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended.

SEC. 51P-385.102. PROPERTY LOCATION AND SIZE.

PD 385 is established on property generally located on the south line of Walnut Hill Lane, west of Inwood Road. The size of PD 385 is approximately 25.747 [~~23.547~~] acres.

SEC. 51P-385.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions contained in Chapter 51A apply to this article. In this article: COMPETITIVE ATHLETIC FIELD means an athletic field used for scheduled soccer and lacrosse games and practices where one of the teams using the athletic field is comprised of athletes that attend the private school on the Property.

(b) Unless otherwise stated, all references to code articles, divisions, or sections in this article refer to articles, divisions, or sections in Chapter 51A.

(c) Section 51A-2.101, "Interpretations," applies to this article.

(d) The following rules apply in interpreting the use regulations in this article:

(1) The absence of a symbol appearing after a listed use means that the use is permitted by right.

(2) The symbol *[SUP]* appearing after a listed use means that the use is permitted by specific use permit only.

(e) For purposes of determining the applicability of regulations in this article and in Chapter 51A triggered by adjacency or proximity to another zoning district, and for purposes of interpreting the DIR and RAR requirements of Division 51A-4.800, this district is considered to be a residential zoning district.

SEC. 51P-385.104. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 385A: development plan.
- (2) Exhibit 385B: landscape plan.
- (3) Exhibit 385C: competitive athletic field landscape plan.
- (4) Exhibit 385D: traffic management plan.

SEC. 51P-385.105. DEVELOPMENT PLAN.

Development and use of the Property must comply with the development plan (Exhibit 385A). Prior to the issuance of a building permit for any other development, a development plan that complies with the requirements of Section 51A-4.702 must be submitted to and approved by the city plan commission. [~~Note: Exhibit 385A was erroneously stamped with Ordinance No. 21787 rather than Ordinance No. 21788.~~]

SEC. 51P-385.106[5]. USE REGULATIONS IN GENERAL.

The private school, theater, and private recreation center, club, or area may be used only for school-sponsored functions.

SEC. 51P-385.107[6]. MAIN USES PERMITTED.

- (a) Institutional and community service uses.
 - Church.
 - Convent or monastery.
 - Private school.

(b) Recreation uses.

- Competitive athletic field. [SUP required if field is illuminated; otherwise, by right.]
- Private recreation center, club, or area.

(c) Residential uses.

- Handicapped group dwelling unit. [SUP required if spacing component of Section 51A-4.209(3.1) is not met.]
- Single family.

(d) Retail and personal service uses.

- Theater.

(e) Utility and public service uses.

- Local utilities.

SEC. 51P-385.108[7]. 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-385.109[8]. 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 yard.

(1) In general. Except as provided in this section, m[M]inimum front yard along Inwood Road and Walnut Hill Lane is 50 feet. All other front yards must comply with the setbacks indicated on the approved development plan.

(2) Competitive athletic field. Lighting, retaining walls, protective athletic field netting with supporting poles, and goals are permitted in the front yard.

(b) Side and rear yard. Minimum side and rear yard is 40 feet unless otherwise shown on the development plan.

(c) Dwelling unit density. Maximum dwelling unit density is one dwelling unit per net acre.

(d) Floor area ratio. Maximum floor area ratio is 0.3.

(e) Height.

(1) Residential proximity slope. Except for competitive athletic field lighting standards and competitive athletic field netting and support poles, if any portion of a structure is over 36 feet in height, that portion may not be located above a residential proximity slope, as defined by Section 51A-4.412. The angle of projection of the slope must be set forth on the approved development plan. The extent of the slope is infinite. Exception: Structures listed in Section 51A-4.408(a)(2) may project through the slope up to 12 feet above the slope.

(2) Maximum height. Maximum structure height is:

(~~A~~i) 80 feet for the theater;

(~~B~~ii) 46 feet for the bell tower;

(~~C~~iii) 44 feet for the gymnasium; ~~and~~

(~~D~~iv) 25 feet for competitive athletic field netting and support poles, inclusive of any retaining wall.

(~~E~~) 45 feet above finished grade of the field for light standards used in conjunction with a competitive athletic field, as measured to the top of the fixture; and

(~~F~~) 36 feet for all other structures.

(f) Lot coverage. Maximum lot coverage is 60 percent. No more than two-thirds of the permitted coverage may be for residential, convent or monastery, and private school structures, and no more than one-third of the permitted coverage may be for accessory structures. Parking lots are not considered as main or accessory structures for purposes of lot coverage. Aboveground parking structures and surface parking lots are included in maximum lot coverage calculations; underground parking structures are not.

(g) Lot size. Minimum lot size is one acre.

(h) Stories. Maximum number of stories above grade is three.

SEC. 51P-385.110[9]. OFF-STREET PARKING AND LOADING.**(a) Parking.**

~~[(4)]~~ Required off-street parking:

~~(1[A])~~ Two spaces for each single family dwelling and handicapped group dwelling unit.

~~(2[B])~~ Six spaces for each classroom of the private school.

~~(3[C])~~ One space for each three residents of the convent or monastery with a minimum of two spaces required.

~~(4[D])~~ No spaces for the other uses.

~~[(2) — Handicapped parking must be provided in accordance with Section 51A-4.305.]~~

(b) Loading. Consult Section 51A-4.303 for requirements regarding off-street loading generally.

SEC. 51P-385.111[0]. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P-385.112[1]. LANDSCAPING.

(a) In general. Except as provided in this section, a[A]ll landscaping must be provided as shown on the landscape plan (Exhibit 385B). Unless otherwise state below, all landscaping must be installed in accordance with Article X. All plant material must be maintained in a healthy, growing condition at all times. [Note: Exhibit 385B was erroneously stamped with Ordinance No. 21787 rather than Ordinance No. 21788.]

(b) For a competitive athletic field, landscaping must be provided as shown on the competitive athletic field landscape plan (Exhibit 385C).

(c) Playing field buffer. One tree must be planted in the playing field buffer shown on the landscape plan for each tree removed during installation of the playing field. The replacement trees must be randomly distributed and each tree must have a minimum caliper of two inches. If the number of replacement trees to be planted exceeds the number the buffer can accommodate in accordance with standard landscaping practices, the excess required trees may be planted elsewhere in the Bachman Branch flood plain on the Property. Native privet and other naturally occurring evergreen materials may be installed.

SEC. 51P-385.113.**TRAFFIC MANAGEMENT PLAN.**

(a) In general.

(1) Private school. Operation of a private school must comply with the traffic management plan-school section of the traffic management plan (Exhibit 385D).

(2) Competitive athletic field. Operation of a competitive athletic field must comply with the traffic management plan-athletic field section of the traffic management plan (Exhibit 385D).

(b) Queuing.

(1) Private school. Except as provided in the traffic management plan-school section, queuing is only permitted inside the Property. Except as provided in the traffic management plan-school section, student drop-off and pick-up are not permitted within city rights-of-way.

(2) Competitive athletic field. Queuing is only permitted inside the Property. Student athlete and spectator drop-off and pick-up are not permitted within city rights-of-way.

(c) Traffic studies.

(1) Private school. The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan-school section. 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) Competitive athletic field. The Property owner shall prepare an update to the traffic management plan-athletic field section of the traffic management plan evaluating the sufficiency of the plan. The initial update of the traffic management plan-athletic field section must be submitted to the director by November 1, 2015. After the initial update, the Property owner shall submit additional updates of the traffic management plan-athletic field section to the director by November 1 of each even-numbered year.

(3) 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.

(4) 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.

SEC. 51P-385.114.

TRAFFIC CIRCULATION IMPROVEMENTS.

Before issuance of a certificate of occupancy for a competitive athletic field or by November 22, 213, whichever occurs first, the following improvements must be completed, with final approval by the Transportation Section of the Streets Department:

(1) Install a no-left-turn sign on westbound Walnut Hill Lane at Driveway A to prevent vehicular traffic from entering the Property through Driveway A;

(2) Install a no-right-turn sign on eastbound Walnut Hill Lane at Driveway A to prevent vehicular traffic from entering the Property through Driveway A;

(3) Install a no-right-turn sign on eastbound Walnut Hill Lane at Driveway C to prevent vehicular traffic from entering the Property through Driveway C;

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(4) Install a no-right-turn sign on southbound Inwood Road at Driveway D to prevent vehicular traffic from entering the Property through Driveway D;

(5) Restripe the existing crosswalks on Walnut Hill Lane at Surrey Oaks Drive and on Driveway B at Strait Lane; and

(6) Adjust existing school zone warning signals on Walnut Hill Lane to coincide with school hours of operation.

SEC. 51P-385.115[2]. SIGNS.

(a) Except as provided in this section, s[~~S~~]igns must comply with the provisions for non-business zoning districts [~~contained~~] in Article VII.

(b) One monument sign with a maximum effective area of 65 square feet and a maximum height of four feet may be located as shown on the development plan.

SEC. 51P-385.116[3]. FLOOD PLAIN.

See Division 51A-5.100.

SEC. 51P-385.117[4]. PLAYING FIELDS.

(a) Other than the playing fields shown on the development plan, no other playing fields may be installed in the Bachman Branch flood plain.

(b) No lighting may be installed or maintained for the playing field.

(c) No school-sponsored activity may be held at the playing field between the end of the spring term and the beginning of the fall term of the private school.

SEC. 51P-385.118.

**ADDITIONAL REQUIREMENTS FOR A COMPETITIVE
ATHLETIC FIELD.**

(a) Loudspeakers and other forms of amplification are prohibited.

(b) One scoreboard is allowed in the area shown on the development plan.

(1) Maximum effective area is 56 square feet.

(2) Maximum height is 14 feet.

(3) Lighting is limited to internal sources to indicate time, score, and other pertinent items related to either soccer or lacrosse matches.

(4) All scoreboard lighting must be turned off by:

(A) 9:00 p.m. for a maximum 20 scheduled athletic games per year.

(B) 7:30 p.m. all other nights.

(5) Advertising, other than the name of the school, field name, or its mascot, is prohibited.

(c) Before the completion of the 20th scheduled athletic game on the Property, the Property owner or operator must provide an analysis to the building official, prepared by a registered engineer, measuring noise generated during a minimum of four scheduled athletic games on adjacent residentially zoned properties north and east of the athletic field. If the director determines that the submitted noise analysis results in levels of noise that exceeds Article VI or otherwise creates a nuisance, the director shall require the Property owner to submit an outline of proposed improvements to mitigate reported noise levels. If the Property owner fails to submit an outline of the required improvements within 30 days after the director's request, the director shall notify the city plan commission. For purposes of this subsection, "scheduled athletic games" are those athletic games published on the official website of the private school located on the Property.

(d) Band practice and band events are prohibited.

(e) Bleachers with a maximum capacity of 50 spectators are permitted in the location shown on the development plan.

SEC. 51P-385.119[15]. ADDITIONAL PROVISIONS [GENERAL REQUIREMENTS].

(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 applicable federal and state laws and regulations, and with all [applicable] ordinances, rules, and regulations of the city.

SEC. 51P-385.120. COMPLIANCE WITH CONDITIONS.

(a[b]) 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 city [director of public works and transportation].

(b[e]) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of [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 [applicable] ordinances, rules, and regulations of the city.

[SEC. 51P-385.116. ZONING MAP.]

~~PD 385 is located on Zoning Map Nos. F-6 and F-7.]”~~

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

SECTION 4. That the development plan, Exhibit 385A of Article 385, “PD 385,” of Chapter 51P of the Dallas City Code is replaced by the Exhibit 385A attached to this ordinance.

SECTION 5. That development of this district must comply with the full-scale versions of Exhibit 385A (development plan) and Exhibit 385C (competitive athletic field 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 a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

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

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

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

APPROVED AS TO FORM:

THOMAS P. PERKINS, JR., City Attorney

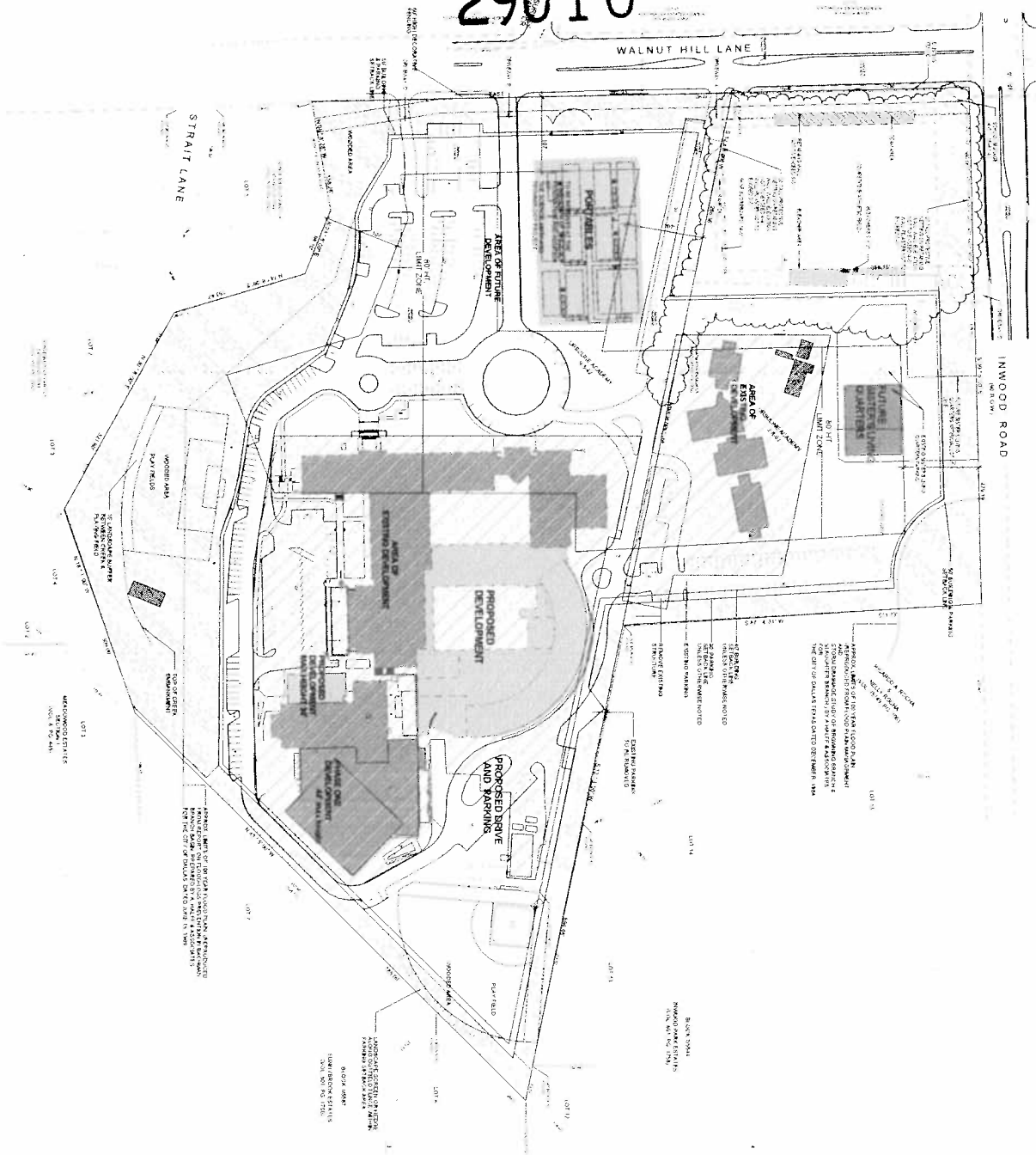
By _____
Assistant City Attorney

Passed MAY 22 2013

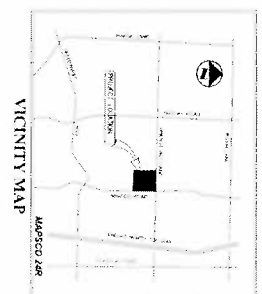
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Planned Development
District No. 385

Approved
City Plan Commission
February 21, 2013



PLANNED DEVELOPMENT DISTRICT No. 385



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LEGEND

- PROPERTY LINE
PARTING SETBACK
BUILDING SETBACK



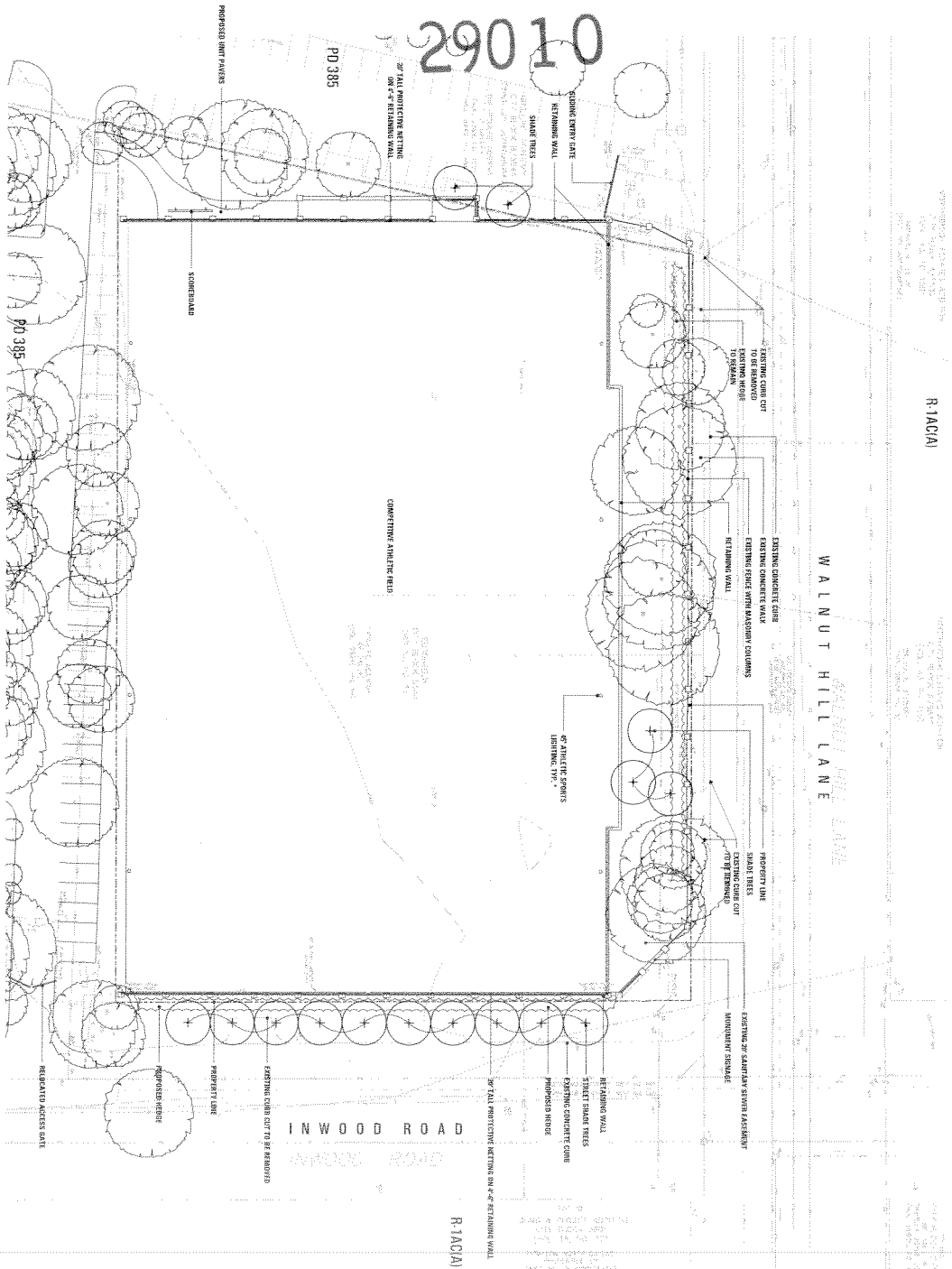
DEVELOPMENT PLAN

PD

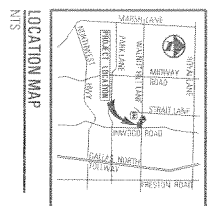
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PD

Planned Development
District No. 385

Approved
City Plan Commission
February 21, 2013

LOCATION MAP
NTS

LAND AREA

IMPERVIOUS COVERAGE
3078 S.E. 96TH AVE. SEED 3-15%

IMPERVIOUS COVERAGE

LEGEND



* = 100%の成績を記録したものを示す。
 結果は2002年と2003年の比較で、
 2003年のほうが高い。



COMPETITIVE
ATHLETIC FIELD
LANDSCAPE PLAN

L1.01

SMITHGROUP LLC

8360 N. CENTRAL, EXPANDED
SUITE 500
CHICAGO, IL 60630
714.569.4854

www.singaporeair.com

1997

1672 São Jacinto, Niterói, RJ
13883, 14000, 25201
1641, 21641, 21910
1946, 21341, 21645

Z112-290 (RB)

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TRAFFIC MANAGEMENT PLAN FOR
URSULINE ACADEMY OF DALLAS
IN DALLAS, TEXAS

Prepared for:
Ursuline Academy of Dallas
4900 Walnut Hill Lane
Dallas, TX 75229

Prepared by:
DeShazo Group, Inc.
Texas Registered Engineering Firm F-3199
Engineers • Planners
400 South Houston Street
Suite 330 • Union Station
Dallas, Texas 75202
Phone 214/748-6740

September 18, 2012

Planned Development
District No. 385

Approved
City Plan Commission
February 21, 2013

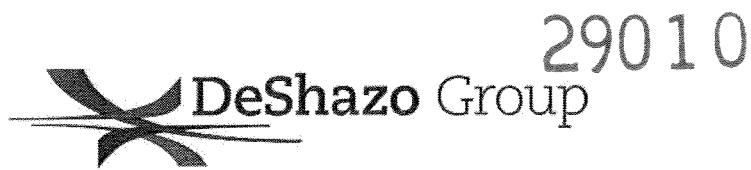


DeShazo #12083.2

Traffic Management Plan for
Ursuline Academy of Dallas
< DeShazo Project No. 12083.2 >

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130887

Traffic. Transportation Planning. Parking. Design.

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deshazogroup.com

Technical Memorandum

To: Sister Margaret Ann Moser — Ursuline Academy of Dallas
Cc: Suzan Kedron — Jackson Walker
From: Steve E. Stoner, P.E., PTOE — DeShazo Group, Inc.
Date: September 18, 2012
Re: **Traffic Management Plan for Ursuline Academy of Dallas and Athletic Field Addition**
DeShazo Project No. 12083.2

INTRODUCTION

The services of DeShazo Group, Inc. (DeShazo) were retained by Ursuline Academy of Dallas (UA) to conduct a traffic management plan (TMP) for their existing campus located at 4900 Walnut Hill Lane in Dallas, Texas. The requirement for this document is precipitated by the proposed addition of an athletic field in the northeast portion of the campus, which is also included in this study.

DeShazo is an engineering consulting firm providing licensed engineers skilled in the field of traffic/transportation engineering.

Background

The existing school has an enrollment of approximately 800 students from grades 9th through 12th. As part of the proposed athletic field entitlements, no changes to the student enrollment are proposed. Operational characteristics of the school will also remain unchanged aside from those directly related to the athletic field as described below.

Purpose

The purpose of this report is to document the existing traffic operations at Ursuline Academy during the morning drop-off and afternoon pick-up hours (to remain unchanged). In addition this report will document the anticipated traffic operations associated with athletic field (visitors) as requested by the City of Dallas—though, as described later in this study, the volume of visitors associated with the athletic field are quite low and only occur on approximately 20 days per year. Where applicable recommendations to traffic operations on public rights-of-way have been provided as needed to

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facilitate safety and minimize impact. The TMP is available for distribution to the City of Dallas staff ("the Staff") for review as to fulfill the associated requirements of the local approval process.

TRAFFIC MANAGEMENT PLAN – SCHOOL

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 following summary depicts the circulation plan, traffic management strategies, and observed queuing (i.e., vehicle stacking) space used on site to accommodate peak demands related to student drop-off and pick-up at the school as well as student drivers. A concerted effort by the school administration and the parents is encouraged to maintain safe and efficient traffic operations.

School Hours

The school operates on a regular schedule. Classes on typical school days begin and conclude at following times.

- Mondays – start: 9:30 AM, end: 3:45 PM
- Tuesdays-Fridays - start: 8:50 AM, end: 3:45 PM

Most peak traffic activity occurs within thirty minutes of the start and end times. A 20-MPH school zone is provided on Walnut Hill Lane adjacent to the school.

According to school representatives, approximately 37% of students park personal vehicles at the school; and, typically, approximately 5-20% of students stay at the school following dismissal for extra-curricular activities. School bus service is not provided.

Access and Circulation

The site provides three driveways on Walnut Hill Road (labeled "A", "B", and "C", on **Exhibit 1**) and one driveway (Driveway "D" on **Exhibit 1**) on Inwood Road. All driveways are secured and/or access-controlled when not in use.

All inbound traffic to the school enters at Driveway B on Walnut Hill Lane. Driveway B is one-way, inbound-only with a full median opening. During the morning peak period, an off-duty police officer is stationed on Walnut Hill Lane at Driveway B to assist entering traffic. Internally, access through Driveway B is monitored by a security guard.

Driveway A is one-way, outbound-only and serves most of the site's outbound traffic. An off-duty police officer controls traffic on Walnut Hill Lane at Driveway A during the afternoon egress peak.

Driveway C is a right-turn-, exit-only driveway serving the student parking lot. The driveway is closed except during the afternoon peak exit period.

Access to Driveway D, on Inwood Road, is controlled by an automatic gate at all times. Any vehicle may exit by pulling up to the gate, but only authorized vehicles are allowed to enter. Overall, Driveway D serves a very low volume of traffic.

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During student drop-off/pick-up periods, parents enter via Driveway B, drive through the student parking lot to the peripheral campus loop road. Most student unloading and loading occurs in the designated loading areas at the southeast of the building. Most traffic exits via Driveway A, though some may opt to use Driveway D.

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.

DeShazo conducted site observations of the afternoon pick-up-related queuing conditions at the school on Thursday, August 30, 2012. The existing school features a one-way loop road around the main school building from which parents may queue and load passengers. All queuing associated with student pick-up occurred in the loop road and did not extend to the public street. Exhibit 1 provides a graphical summary of the observed queue conditions.

Bus Circulation

--Not Applicable (no buses)--

TRAFFIC MANAGEMENT PLAN – ATHLETIC FIELD

By request of the City of Dallas staff, this analysis also provide a summary of the Traffic Management Plan for the proposed athletic field.

Traffic Characteristics

The following summary describes the planned use of the proposed athletic field based upon a phone interview conducted on May 23, 2012 with Mr. Mike Jensen, Athletic Director for UA. Traffic generation associated with the field can be intuitively projected according to the use characteristics.

- The proposed athletic field will be for the exclusive use of UA for school- and athletic-related activities and will not be available for use by unaffiliated persons.
- Specifically, the field will primarily be used for the UA lacrosse and soccer team practices and official games. Secondary uses of the field may include: practice area for other UA sports teams, UA wellness classes, and other UA-related athletic programs.
- The UA lacrosse season lasts from September through early May. Practices generally occur from 4:00-5:30 PM, weekdays. UA lacrosse teams may host up to ten game days per season. Most game days consist of doubleheaders (i.e., Junior Varsity followed by Varsity) and typically start at 5:00 PM and 6:30 PM (or, 5:30 PM and 7:00 PM). Occasionally, play-off games may occur on weekend afternoons (may be Saturday or Sunday), which have different start times. Practices consist of players and coaches who are already on the campus – no

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additional traffic or parking demand is generated (only the time of departure is adjusted, accordingly).

- The UA soccer season lasts from October through mid-March. Practices generally occur two-to-three days per week from 6:30-8:30 AM (to avoid conflict with lacrosse practices). UA soccer teams may host up to ten game days per season. About half of the game are doubleheaders (since not all teams have both Junior Varsity and Varsity squads), which typically start at 6:00 PM and 7:30 PM (or, 6:30 for single games). Occasional play-off games may occur on weekends (Saturday only), which have different start times. Practices consist of players and coaches who would otherwise already be on the campus – no additional traffic or parking demand is generated (only the time of arrival is adjusted, accordingly). Soccer games may attract up to 50 spectators (but, usually less than for lacrosse) from off site.
- Parking for game spectators can easily be accommodated in adjacent parking spaces which have been vacated by school traffic.

Circulation

As with general school traffic, all inbound traffic will enter the site via Driveway B. From the main driveway, vehicles may continue south through the circular driveway and travel toward the athletic field. Sufficient parking will be available immediately surround the field as shown in **Exhibit 2**. Upon exit, motorists may exit via Driveway A or Driveway D.

RECOMMENDATIONS

Exhibit 3 provides a summary of existing traffic signage within public right-of-way in the immediate vicinity of the school. **Exhibit 4** provides a summary of traffic control recommendations, which are listed below:

- I. Install No Left-Turn sign at Driveway A and No Right-Turn signs at Driveways A, C, and D to reduce the risk of wrong-way turning maneuvers.
- II. Restripe the existing crosswalks on Walnut Hill Lane at Surrey Oaks Drive/Driveway B and at Strait Lane to improve their effectiveness.
- III. Consider adjusting the time of the existing school zone operation on Walnut Hill Lane to better coincide with school hours of operation.

SUMMARY

This TMP is provided to summarize the traffic characteristics of Ursuline Academy of Dallas for general school traffic and traffic associated with the proposed athletic field. The Plan is intended to maintain passenger vehicle loading/unloading within the site and to avoid vehicle queuing and passenger loading/unloading within the City right-of-way. The details of the TMP shall be reviewed by the school on a regular basis to confirm its effectiveness and compliance and to consider adjustments as needed to provide overall safety.

END OF MEMO

INWOOD ROAD

WALNUT HILL LANE

STRAIT LANE



School Information

Enrollment: 800 students (approx.)
Academic: 9th - 12th
Hours: 7:45 AM-3:45 PM

Passenger Vehicles (TOTAL)

Estimated Demand* (de facto queue length required by City of Dallas): 2,240 feet (≈122 veh.)
Available Capacity: 3,360 feet (≈178 veh.)
Estimated Surplus Capacity: 1,120 feet (≈56 veh.)

* Based on Existing School Observations

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Legend

- # Pick-Up Area Nomenclature
- Vehicular Circulation Path
- Passenger Vehicle Queue (observed)
- - - Passenger Vehicle Queue (available)
- Ⓐ School Driveway Nomenclature

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

Ursuline Academy Traffic Management Plan

EXHIBIT

1

180887

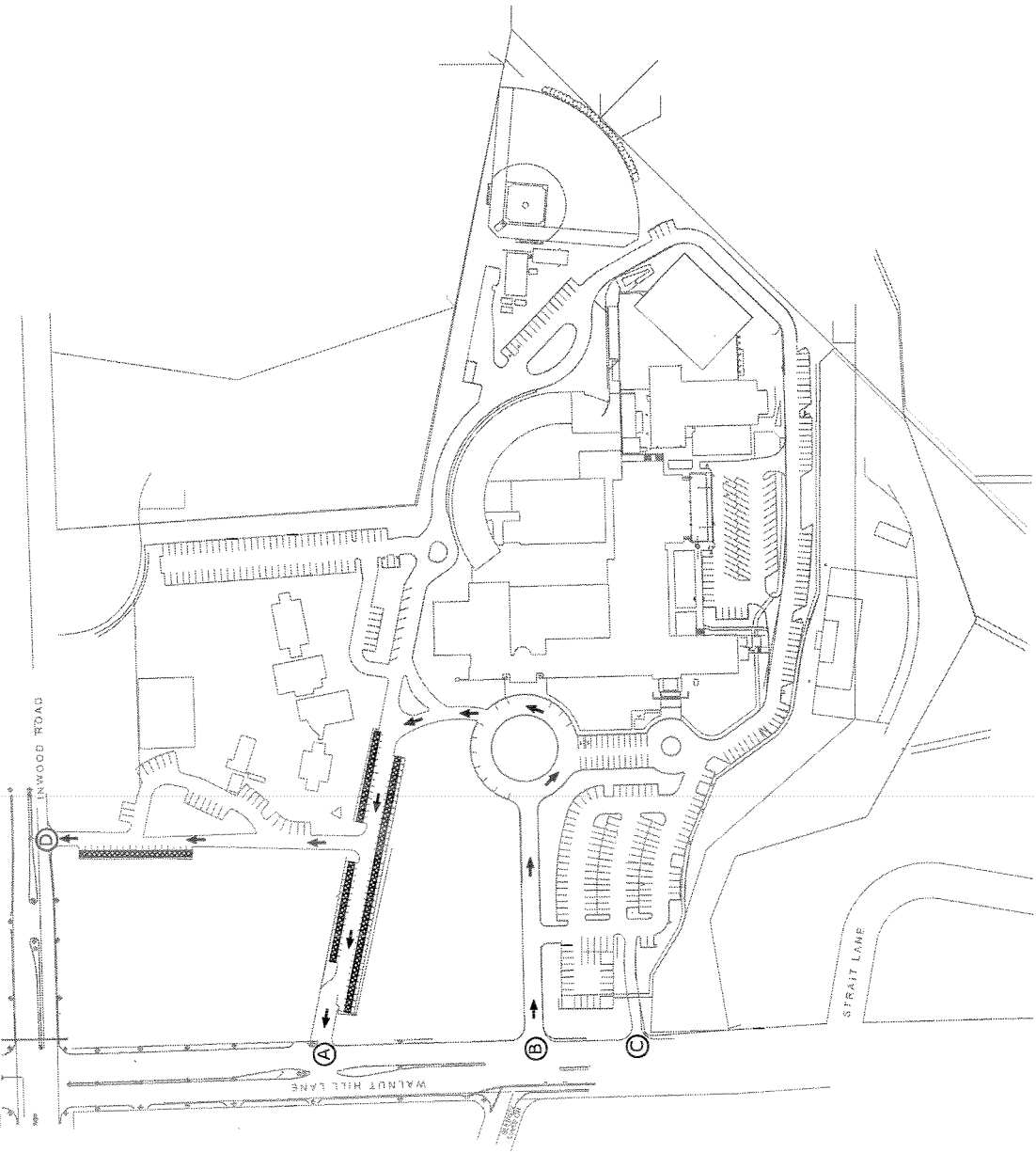


N
NOT TO
SCALE
(Per DALLAS
MAYSCO #24R)

29010

Legend

- Vehicular Circulation Path
- ▨ Athletic Field Parking Area
- Ⓐ School Driveway Nomenclature



TRAFFIC CIRCULATION PLAN (ATHLETIC FIELD)

Ursuline Academy Traffic Management Plan

INWOOD ROAD

WALNUT HILL LANE

STRAIT LANE

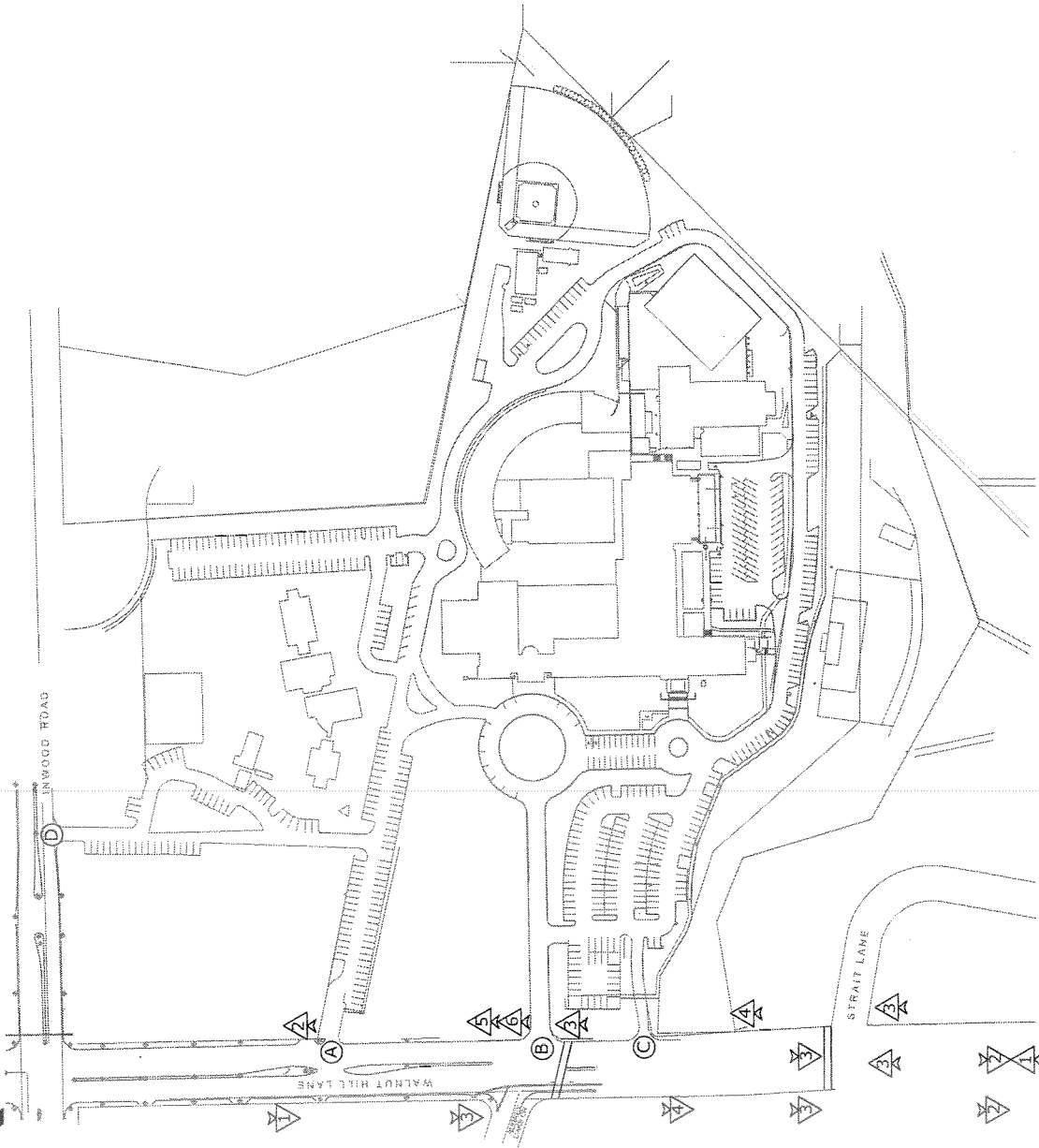


Legend

- △ Existing Signs (△ = Sign Face Orientation)
- Ⓐ School Driveway Nomenclature
- Existing Crosswalk

Sign Legend

- 1 School Speed Limit 20 MPH (When Flashing)
- 2 Resume Speed Limit 35 MPH
- 3 School Crossing
- 4 No Parking (Any Time)
- 5 No Parking (7-9 AM & 2:45-4:30 PM School Days)
- 6 Signal Ahead



TRAFFIC SIGNAGE - EXISTING

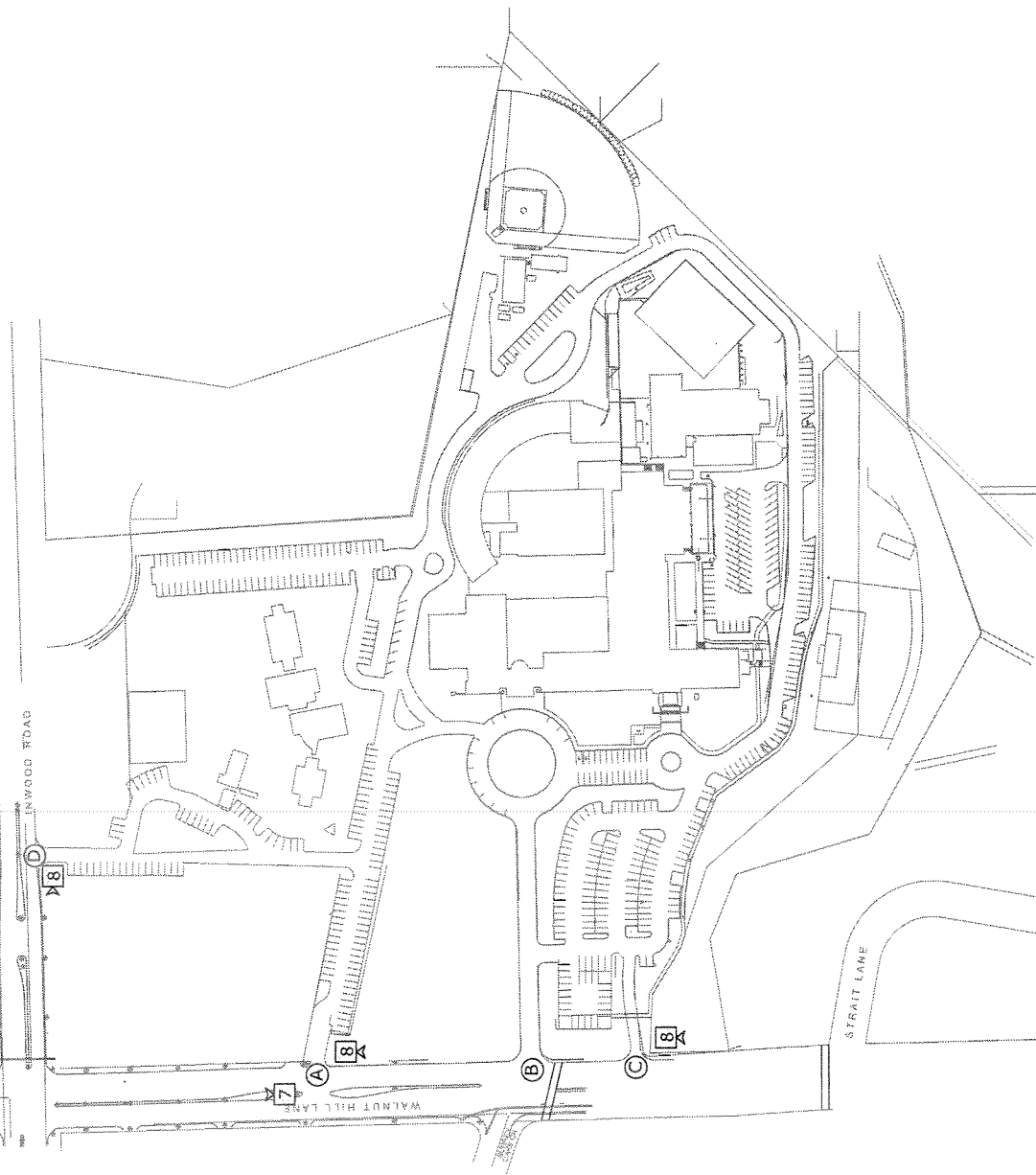
Ursuline Academy Traffic Management Plan

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EXHIBIT 3

WATWOOD ROAD



NOT TO
SCALE
(Ref. DALLAS
MAPSCO #2418)

Legend	
<input type="checkbox"/>	Recommended Signs (A = Sign Face Orientation)
<input type="checkbox"/>	School Driveway Nomenclature
<input type="checkbox"/>	Existing Crosswalk

Sign Legend

- 7 No Left Turn
- 8 No Right Turn

Other Recommendations

- II. Restripe the existing crosswalks on Walnut Hill Lane at Surrey Oaks Drive/Driveway B and at Strait Lane to improve visibility.
- III. Consider adjusting the time of the existing school zone operation on Walnut Hill Lane to better coincide with school hours of operation.

RECOMMENDATIONS

Ursuline Academy Traffic Management Plan

EXHIBIT

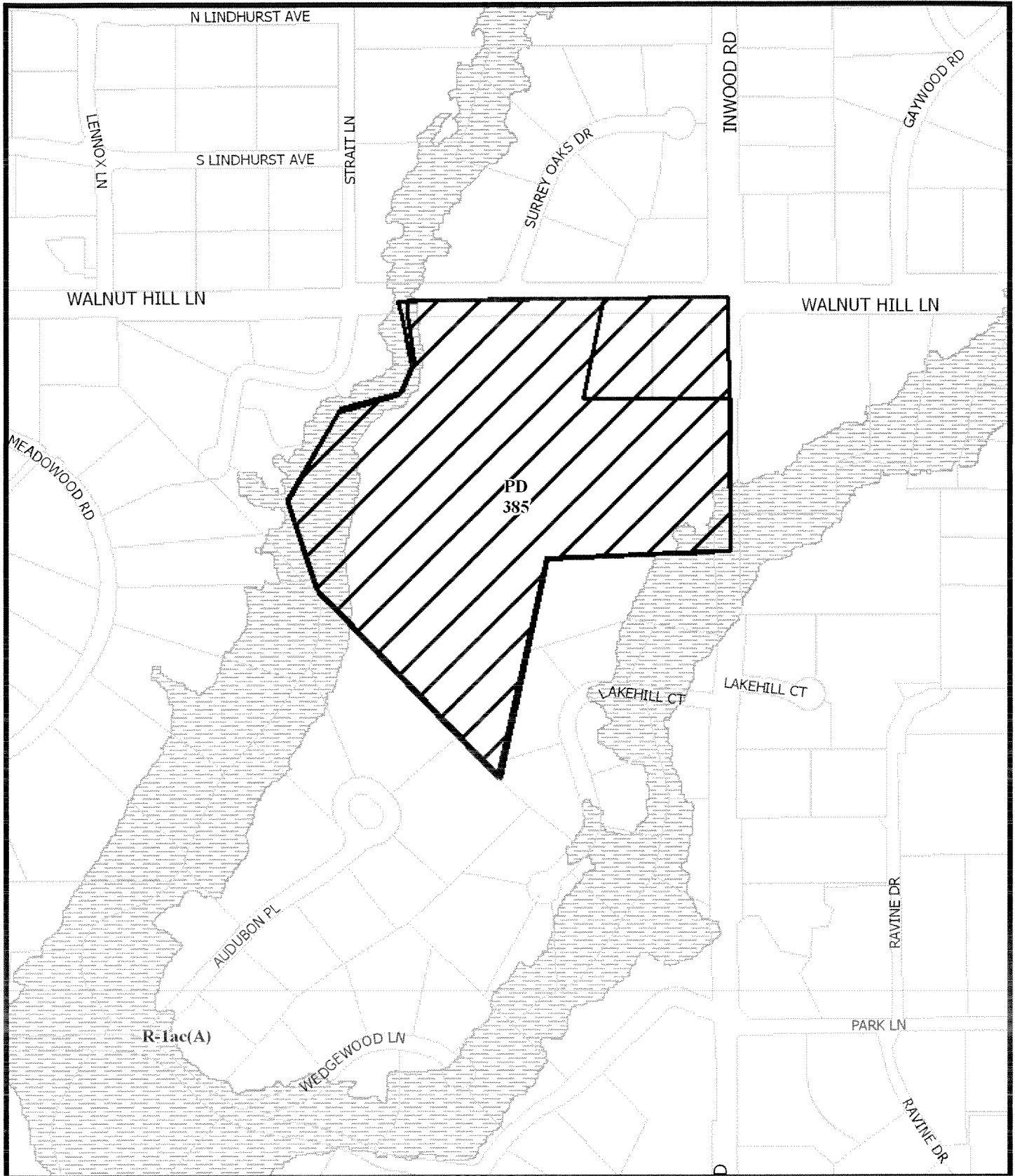
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ZONING AND LAND USE

Case no: Z112-290

Date: 1/11/2013