

10-16-13

ORDINANCE NO. 29181

An ordinance changing the zoning classification on the following property:

BEING a tract of land in City Block 8155 located northwest of the intersection of Abrams Road and Whitehurst Drive; and containing approximately 18 acres,

from an R-10(A) Single Family District to Planned Development District No. 897; amending Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code by creating a new Article 897; establishing use regulations and development standards for this planned development district; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding the rezoning of the property described in this ordinance; and

WHEREAS, the city council finds that it is in the public interest to establish this planned development district; Now, Therefore,

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

SECTION 1. That the zoning classification is changed from an R-10(A) Single Family District to Planned Development District No. 897 on the property described in Exhibit A, which is attached to and made a part of this ordinance ("the Property").

SECTION 2. That Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended by adding a new Article 897 to read as follows:

"ARTICLE 897.

PD 897.

SEC. 51P-897.101. LEGISLATIVE HISTORY.

PD 897 was established by Ordinance No._____, passed by the Dallas City Council on October 23, 2013.

SEC. 51P-897.102. PROPERTY LOCATION AND SIZE.

PD 897 is established on property located northwest of Abrams Road and Whitehurst Drive. The size of PD 897 is approximately 18 acres.

SEC. 51P-897.103. 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 residential zoning district.

SEC. 51P-897.104. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 897A: development/landscape plan.
- (2) Exhibit 897B: traffic management plan.

SEC. 51P-897.105. DEVELOPMENT PLAN.

(a) For a public school other than an open-enrollment charter school, development and use of the Property must comply with the development/landscape plan (Exhibit 897A). If there is a conflict between the text of this article and the development/landscape plan, the text of this article controls.

(b) For all other uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply.

SEC. 51P-897.106. MAIN USES PERMITTED.

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the R-10(A) Single Family District, subject to the same conditions applicable in the R-10(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R-10(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the R-10(A) Single Family District is subject to DIR in this district; etc.

(b) A public school other than an open-enrollment charter school is permitted by right.

SEC. 51P-897.107. ACCESSORY USES.

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

SEC. 51P-897.108. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the R-10(A) Single Family District apply.

(b) Public school other than an open-enrollment charter school.

(1) Front yard. Minimum front yard is 25 feet.

- (2) Side and rear yard. Minimum side and rear yard is ten feet.
- (3) Floor area. Maximum floor area 131,000 square feet.

SEC. 51P-897.109. OFF-STREET PARKING AND LOADING.

(a) In general. Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) Public school other than an open-enrollment charter school.

(1) A minimum of three spaces for each classroom, with a total of not less than 180 off-street parking spaces, must be provided in the location shown on the development/landscape plan.

(2) Parking may be located in the required yards.

SEC. 51P-897.110. TRAFFIC MANAGEMENT PLAN.

(a) In general. The operation of a public school other than an open-enrollment charter school must comply with the traffic management plan (Exhibit 897B).

(b) Queuing. Queuing within the right-of-way is prohibited unless written approval is obtained from the director of public works and transportation. Queuing within the right-of-way must not impede maneuvering for emergency vehicles.

(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, 2015. 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 odd-numbered year for a total of four updates.

(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.

SEC. 51P-897.111. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P-897.112. LANDSCAPING.

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

(b) Public school other than an open-enrollment charter school.

(1) Landscaping must be provided as shown on the development/landscape plan.

(2) Fencing must be provided as shown on the development/landscape plan. Fencing may be located in the required yards.

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

(d) Tree removal permit. A tree removal permit may be issued by the building official before the issuance of a building permit.

SEC. 51P-897.113. SIGNS.

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

SEC. 51P-897.114. ADDITIONAL PROVISIONS.

(a) The Property must be properly maintained in a state of good repair and neat appearance.

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

SEC. 51P-897.115. COMPLIANCE WITH CONDITIONS.

(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.”

SECTION 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 development of this district must comply with the full-scale version of Exhibit 897A (development/landscape 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.

SECTION 5. That the city attorney is authorized to insert the enrolled number of this ordinance in the legislative history section of Article 897 in Chapter 51P.

SECTION 6. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

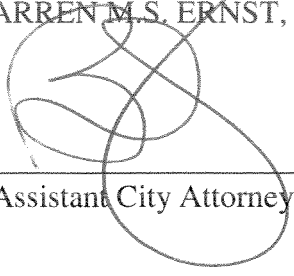
SECTION 7. That the zoning ordinances of the City of Dallas and Chapter 51P of the Dallas City Code, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

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.

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:

WARREN M.S. ERNST, City Attorney

By  _____
Assistant City Attorney

Passed OCT 23 2013

29181

131871

Whereas, Richardson Independent School District (RISD) is the sole owner of a tract of land out of the James M. Houx Survey, Abstract No. 579 of land situated in the City of Dallas, Dallas County, Texas and being all of that certain tract of land conveyed to the Richardson Independent School District by deed as recorded in Volume 915, Page 2448, Deed Records, Dallas County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING at a ½ inch iron rod cap stamped "RPLS 3047" set for corner at the intersection of the north line of Whitehurst Road (a 60.0 foot right-of-way) and the west line of Abrams Road (a variable width right-of-way) same point being the most southerly southeast corner of said RISD tract;

THENCE South 90° 00' 00" West, along the north line of said Whitehurst Road, a distance of 756.12 feet to a City of Dallas Monument, stamped "RPLS 3047" set for corner, said point being the southwest corner of said RISD tract, same point being the southeast corner of a 15 foot alley as recorded in Volume 77020, Page 1034, Map Records, Dallas County, Texas;

THENCE North 00° 23' 00" West, along the common line of said RISD tract and said 15 foot alley, a distance of 949.34 feet to a City of Dallas monument stamped "RPLS 3047" set for corner, said point being the northwest corner of said RISD tract, same point being in the south line of a 15 foot alley as recorded in Volume 74228, page 678, Map Records, Dallas County, Texas;

THENCE North 89° 37' 00" East, along the common line of said RISD tract and said 15 foot alley, a distance of 530.10 feet to a ½ inch rod cap stamped "RPLS 3047" set for corner, said point being the most northerly northeast corner of RISD tract, same point being the northwest corner of Lot 12, Block E/8152, Mill Hollow Estates, an addition to the City of Dallas, according to the plat thereof recorded in Volume 84040, Page 3761, Map Records, Dallas County, Texas;

THENCE South 00° 16' 00" East, along the common line of said RISD tract and said Mill Hollow Estates, a distance of 208.70 feet to a ½ inch iron rod cap stamped "RPLS 3047" set for corner, said point being the southwest corner of Lot 13, Block E/8152, Mill Hollow Estates, an addition to the City of Dallas, according to the plat thereof recorded in Volume 84040, Page 3761, Map Records, Dallas County, Texas;

THENCE North 89° 37' 00" East, along the common line of said RISD tract and said Mill Hollow Estates, a distance of 417.40 feet to a ½ inch iron rod cap stamped "RPLS 3047" set for corner, said point being the most easterly northeast corner of said RISD tract, same point being in the west line of said Abrams Road;

THENCE South 00° 16' 00" East, along the west line of said Abrams Road, a distance of 37.60 feet, to a ½ inch iron rod cap stamped "RPLS 3047" set for corner, said point being the beginning of a curve to the right, a radius of 1879.86 feet, a delta angle of 11°49'03", a chord bearing and distance of South 05° 39' 49" West, 387.07 feet;

THENCE in a southwesterly direction along said curve to the right and along the west line of said Abrams Road, an arc distance of 387.16 feet to a ½ inch rod cap stamped "RPLS 3047" set for corner;

29181

131871

THENCE South 11° 34' 00" West, continuing along the west line of Abrams Road, a distance of 249.29 feet, to a ½ inch iron rod stamped "RPLS 3047" set for corner, said point being the beginning of a curve to the right, with a radius of 100.00 feet, a delta angle of 78° 26' 00", a chord bearing and distance of South 50° 47' 00" West, 136.89 feet;

THENCE in a southwesterly direction along said curve to the right and continuing along the west line of said Abrams Road, an arc distance of 126.45 feet to the POINT OF BEGINNING and containing 784,049 square feet or 18.00 acres of land.

131871

29181

TRAFFIC MANAGEMENT PLAN

**Richardson ISD
Forest Meadow Junior High
Dallas, Texas**

August 12, 2013

Prepared for
Richardson ISD

Planned Development
No. 897
Exhibit 897B



Stephen M. Moore
08/12/13

Approved
City Plan Commission
September 26, 2013



1201 North Bowser Road
Richardson, Texas 75081

Firm Registration No. 312

Executive Summary

Halff Associates, Inc. (Halff) conducted a Traffic Management Plan on behalf of the Richardson Independent School District (RISD) for proposed improvements to their Forest Meadow Junior High School campus. The campus, which serves approximately 700 7th and 8th grade students, is located on the northwest corner of the Abrams Road / Whitehurst Drive intersection in Dallas. The RISD plans to add 8 new classrooms to the campus in order to accommodate the projected enrollment growth to approximately 1,100 students over the next 8 to 10 years.

Halff conducted AM and PM peak period observations and traffic counts at the campus to identify current traffic patterns and estimate current trip generation for the site. The campus has a one-way loop drive along the front (south) side of the school, accessed from Whitehurst Drive, which is shared by school buses and parents. In the AM peak, buses and parents drop off students in the front loop. In the PM peak, buses queue up and load in the front loop, and parents are prohibited from entering the loop drive until the buses exit the site. Parents also drop off and pick up students in the staff parking lot on the east side of the site, accessed from a driveway along Abrams Road, and along Echo Valley Drive and Whitehurst adjacent to the school.

Based on the traffic counts and observations, Halff estimated the maximum queuing demand for the school to be 95 vehicles, occurring just after the release bell at 3:30 pm. Using a straight-line projection, the projected “maximum” queue demand once the school reaches its maximum enrollment is approximately 149 vehicles in the PM peak period.

As part of the campus improvements, the RISD will be constructing a new bus drop off / pick up area on the back (north) side of the school building and will be adding approximately 94 new parking spaces on the site, a new staff parking lot on the northwest side of the building and a new visitor parking lot on the southeast side of the building (the campus currently has 88 designated parking spaces). This will provide separate areas for the buses and parents to drop off and pick up students, and will allow parents to queue up in the front loop in the PM peak.

It would be desirable if all parent drop off / pick up activities associated with Forest Meadow Junior High could be accommodated entirely on the school campus and out of any City of Dallas right-of-way (ROW). However, even with the proposed improvements in place, it is expected that some queuing will occur on Whitehurst Drive and Echo Valley Drive, primarily during the PM peak period. (It is important to note that queuing *currently* occurs on these two streets during the PM peak period.) The queuing that occurs on Whitehurst Drive today does not appear to significantly impact the through traffic on the road; as Whitehurst is a four-lane undivided road, the two inside lanes (one in each direction) still provide adequate capacity to accommodate through traffic in the school PM peak period. Whitehurst Drive and Echo Valley Drive, *which are both areas in which parents currently queue during the PM peak period*, should provide adequate queuing space to accommodate the projected demand once the school reaches its projected maximum enrollment. Furthermore, by opening the front loop for passenger car queuing, and by making more efficient use of the available queuing space in the east staff lot and the available parking spaces on the site, the on-street queuing should not significantly increase from what it is today.

Halff recommends the following measures to help facilitate the safe, efficient movement of traffic into and out of the Forest Meadow Junior High School campus:

- School staff should monitor the front loop in the AM and PM peak periods to encourage parents to pull in as far to the end (west) as possible, in order to make full use of the loop drive. (The front door to the school is located on the east side, near the entrance to the loop drive, and parents were observed stopping directly at the front door to drop off students.)
- Consideration should be given to opening the doors on the west end of the front of the school building during the morning peak period to help encourage parents to pull up all the way to the west end of the front loop.
- School staff should also monitor the staff parking lot on the east side of the campus to ensure that the available stacking space and open parking spaces are being used efficiently.
- Stripe the right (inside) lane of the front loop drive for "Drop Off / Pick Up Only." Stripe the left (outside) lane for "Thru Traffic Only."
- Restrict parking and standing on the north side of Whitehurst Drive from 50 feet east of the loop drive exit to 50 feet west of the alley just west of the school's west driveway, in order to provide adequate visibility for vehicles exiting the school's west driveway and loop driveway onto Whitehurst Drive.
- Enforce the "No Parking or Standing" restrictions on the north side of Whitehurst Drive just west of Abrams Road, and on the south side of Whitehurst from west of Echo Valley Drive to Abrams Road.
- Widen the school's west driveway approach to Whitehurst Drive to provide adequate space for buses to turn into and out of the driveway. (If space allows, it would be desirable to provide two egress lanes and one ingress lane.)
- Install a sign for "Buses / Parking / Deliveries" at the entrance to the school's west driveway.
- Install a sign for "Parent Drop Off / Pick Up / Visitor Parking" at the front loop entrance drive off of Whitehurst Drive.
- Install a sign for "Visitor Parking" at the entrance to the new parking lot accessed from the front loop.
- Install a sign for "Exit Only" at the front loop exit drive.

- Replace the “No Parking or Standing Here to Corner” sign located on the south side of Whitehurst Drive just west of Abrams Road. (The sign is very faded.)
- Repaint the existing crosswalk across Whitehurst Drive on the east side of the front loop entrance drive, and install new crosswalk signs (S1-1) with downward-pointing arrow plaques (SW16-7P) on each side of the crosswalk. Stationing a crossing guard at this crosswalk would be desirable for directing students to cross to / from the south side of Whitehurst Drive
- All school staff should be encouraged to park on the site at all times.

Table of Contents

Executive Summary	i
Table of Contents	iv
I. Introduction	1
II. Purpose and Methodology	2
III. Existing Roadway Conditions	2
IV. Future Roadway Conditions	2
V. Existing School Traffic Operations	3
VI. Traffic Count Data and Queuing Observations	4
VII. Proposed Campus Improvements	5
VIII. Projected Queuing and Parking Demand	5
IX. Staff Assistance	7
X. Recommendations	8
XI. Conclusion	9
Appendix	A

I. INTRODUCTION

Halff Associates, Inc. (Halff) conducted a Traffic Management Plan on behalf of the Richardson Independent School District (RISD) to address planned improvements to the district's Forest Meadow Junior High School campus, located on the northwest corner of the Abrams Road / Whitehurst Drive intersection in Dallas, Texas. Figure 1 below is a map showing the school site. A copy of the school site plan has been included in the Appendix as Figure 2.

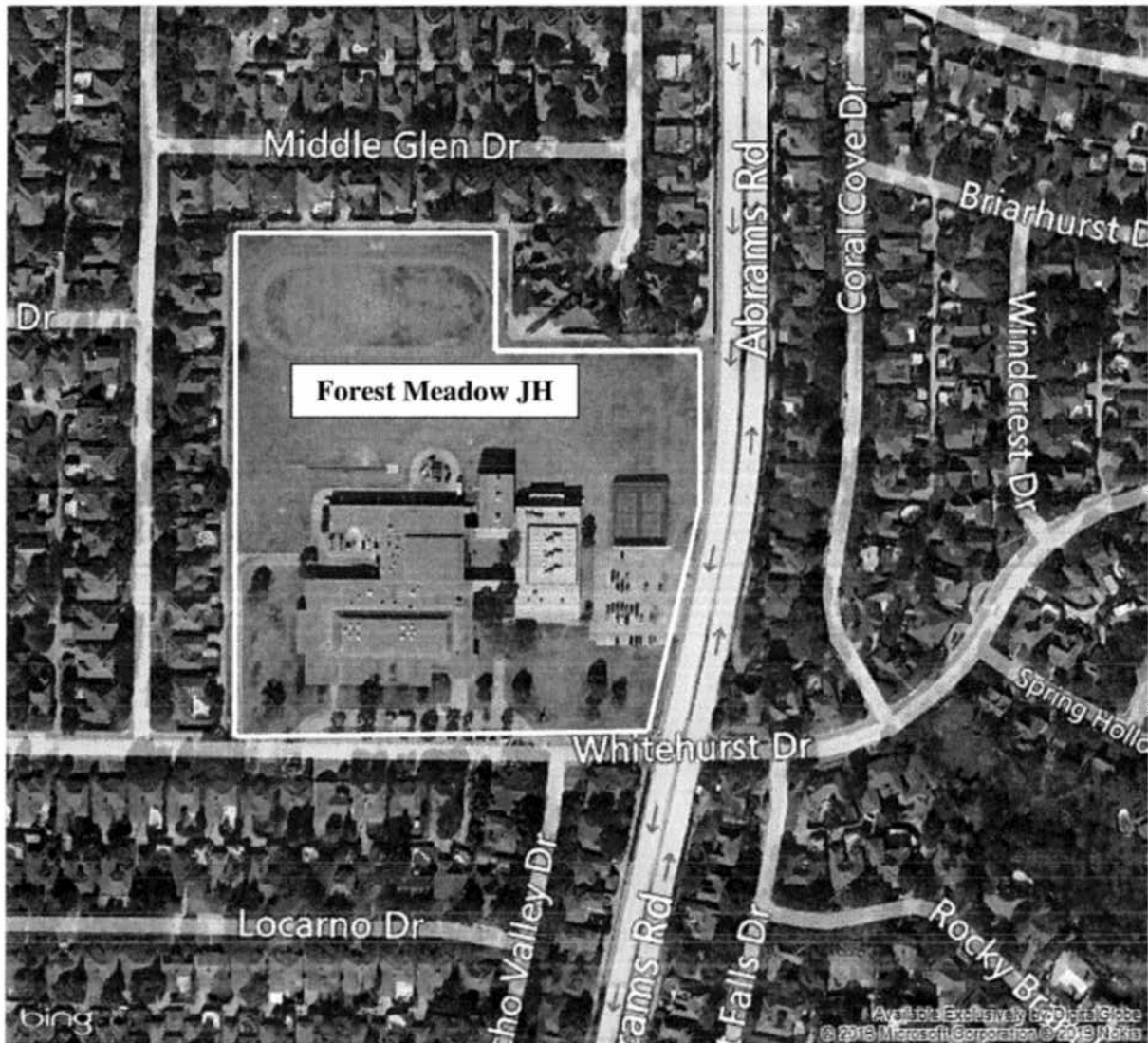


Figure 1 – RISD Forest Meadow JH Location Map

The RISD is planning to add eight new classrooms on the campus in order to accommodate projected enrollment growth over the next 8 to 10 years. The classrooms are expected to be in place by the fall of 2014.

II. PURPOSE and METHODOLOGY

Halff conducted the study for submittal to the City of Dallas, in order to identify potential traffic impacts associated with the proposed school expansion and to address and improve the existing traffic flow around the school. Halff used standard transportation engineering practices in conducting the study. Halff conducted AM and school PM peak period traffic counts at the school driveways along Whitehurst Drive and Abrams Road, and along Whitehurst Drive and Echo Valley Drive, on Tuesday and Wednesday, May 7 and 8, 2013, in order to identify the current queuing demands for the school. Halff also conducted parking surveys at the school to determine the current day parking demand. Halff conducted a site visit to identify current roadway conditions around the school and to observe student drop-off / pick-up operations during the AM and school PM peak periods.

Using the data collected at the school and information provided by the RISD, Halff developed queuing and parking demands for the school, assuming full (projected) enrollment. Halff then worked with the RISD to develop infrastructure and operational improvements to facilitate the projected increase in traffic generated by the school.

III. EXISTING ROADWAY CONDITIONS

Forest Meadow Junior High School is bordered on the east side by Abrams Road, on the south side by Whitehurst Drive, and on the north and west sides by single-family residences. Abrams Road is constructed as a six-lane divided road with a posted speed limit of 40 miles per hour (mph). There is a reduced speed school zone (20 mph) on Abrams Road adjacent to the school.

Whitehurst Drive is constructed as a four-lane undivided road with a posted speed limit of 30 mph. There is a reduced speed school zone (20 mph) on Whitehurst Drive adjacent to the school. The Abrams Road / Whitehurst Drive intersection is signalized.

IV. FUTURE ROADWAY CONDITIONS

There are no plans for improvements to either Abrams Road or Whitehurst Drive in the vicinity of the school.

V. EXISTING SCHOOL TRAFFIC OPERATIONS

The school campus has a one-way loop drive, two lanes wide, across the front (south side) of the building, accessed from Whitehurst Drive, with a couple of parking spaces off of the loop drive. There is a staff parking lot on the east side of the school building, accessed from a driveway along Abrams Road. There is also a small staff parking lot on the west side of the school building, in the services / delivery area, access from a driveway on Whitehurst Drive on the far west side of the site. This drive also provides fire lane access to the back (north side) of the building. (Some staff members were observed parking in this area.)

Currently, in the AM peak period students are primarily dropped off in two locations. Buses and parents drop off students in the front loop drive along Whitehurst Drive (the school is served by eight full-size buses and three handicapped / special education buses). Students are also dropped off in the staff parking lot along Abrams Road. A small number of students were also observed being dropped off along both sides of Whitehurst Drive. The school day begins at 8:30 am, but students were observed being dropped off as early as 7:30 am. Drop off activities peaked between 8:00 am and 8:15 am, and was substantially complete by 8:35 am.

In the PM peak period, the front loop drive is restricted to buses only, until the buses are loaded and exit the site approximately 10 minutes after school lets out. Once the buses exited the site, parents began using the front loop to pick up students. Prior to this time, parents queued up along both sides of Whitehurst Drive, and along Echo Valley Drive south of Whitehurst Drive, and students were observed walking to the cars in these areas. Parents also queued up in the staff parking lot along Abrams Road and parked in the empty parking spaces in this lot. Parents began queuing up around 3:00 pm, 30 minutes prior to students being released at 3:30 pm. The afternoon pick up activities were more spread out than at a typical elementary school, with students congregating in front of the school after the release time, waiting to be picked up. Most of the students had been picked up by 3:50 pm.

There are not any parking or standing restrictions in place along the north side of Whitehurst Drive, except near the intersection with Abrams Road, where parking and standing are restricted at all times from Abrams Road to a point approximately 50 feet west of Abrams. On the south side of Whitehurst Drive, parking and standing are restricted at all times between Echo Valley Drive and Abrams Road. Parking and standing are also restricted, from 7:00 – 9:00 am and 2:45 – 4:30 pm on school days, from Echo Valley Drive west approximately 225 feet, in order to provide adequate access and visibility to an alley connection to Whitehurst Drive. (These restrictions did not appear to be enforced on the days that Halff conducted counts and observations.)

VI. TRAFFIC COUNT DATA and QUEUING OBSERVATIONS

Halff conducted AM and school PM peak period traffic counts and observations at the school on Tuesday and Wednesday, May 7 and 8, 2013. Traffic counts were conducted at the following locations:

- Abrams Road / staff parking lot driveway
- Whitehurst Drive / front loop entrance driveway
- Whitehurst Drive / front loop exit driveway
- Whitehurst Drive / school west driveway
- Along both sides of Whitehurst Drive adjacent to the school
- Along both sides of Echo Valley Drive south of Whitehurst Drive

Halff conducted the traffic counts and observations in order to estimate the number of vehicle trips generated by the school at its current enrollment, approximately 700 students. A summary of the observed trip generation is presented in Table 1. The trips shown are comprised of the trips turning into and out of the school driveways and the vehicles observed dropping off or picking up students along Whitehurst Drive and Echo Valley Drive during the AM and PM peak hours of the school (the school hours of operation are 8:30 am to 3:30 pm).

Table 1
 Site-Generated One-Way Trips – Observed

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Observed (700 students)	396	323	719	178	186	364

From the peak hour observations and traffic counts, Halff also identified the time when the maximum number of vehicles were “queued” on or around the school (in this case, “queued” vehicles include vehicles queued or parked on Whitehurst Drive and Echo Valley Drive, vehicles queued in the drive aisles of the staff parking lot on the east side of the site, and vehicles parked in the staff parking lot). As is common at school campuses, the maximum queue was observed in the PM peak hour, just after students were released at 3:30 pm. The number of passenger cars waiting on or around the school campus to pick up students at this time was approximately 95. Eight full size school buses were also queued in the front loop.

Halff also identified the parking demand for the school by counting the parked cars on the site and along the north side of Whitehurst Drive after the morning and afternoon peak periods (according to the school principal, there are some staff members that park on Whitehurst Drive instead of on the site). The maximum observed parking demand for the school was 85 vehicles which occurred after the morning peak period.

VII. PROPOSED CAMPUS IMPROVEMENTS

As mentioned, the RISD plans to add eight new classrooms to the Forest Meadow Junior High School campus. Along with the classroom addition, the RISD is planning to rebuild and improve the driveway on the west and north sides of the school building, in order to bring the drive into compliance with current fire lane codes. The RISD is also improving the area on the northwest side of the site to provide a new bus drop off / pick up area and a new staff parking lot. Additional parking will also be added on the southeast corner of the school building, in a small visitor parking lot accessed from the front loop. These improvements are shown in the concept plan included in the Appendix as Figure 3.

These improvements will add approximately 94 new parking spaces (88 regular spaces and 6 handicapped spaces) to the existing 88 on-site parking spaces (81 regular spaces and 7 handicapped spaces), for a total of 182 parking spaces on the campus. The new spaces will be primarily in the new parking lot on the northwest corner of the site (80 spaces), with the remaining 14 spaces in the new visitor parking lot on the southeast corner of the school building.

These improvements will also allow the bus drop off / pick up area to be separated from the parent drop off / pick up area. All buses will now be routed into the west driveway on Whitehurst Drive to the new drop off / pick up area on the north side of the school building. This will open the front loop to be used exclusively by parents for dropping off students in the morning and picking them up in the afternoon.

VIII. PROJECTED QUEUING and PARKING DEMAND

Halff used a straight-line projection to estimate the queuing demand in the afternoon peak period, once the school reaches its projected maximum enrollment of 1,100 students. The projected queue demand at maximum enrollment is approximately 149 passenger cars in the PM peak period. Also using a straight-line projection, the number of full-size school buses could increase to 12. It is important to note that the actual number of new trips generated by the additional student enrollment, and thus the actual queuing demand for passenger cars and buses, will vary based on where in the school's attendance zone the projected enrollment growth takes place. The current attendance zone includes a number of apartment complexes, and a number of the students living in these complexes are bused to the school. If a large percentage of the new students are drawn from this area and are bused to the school, the queuing demand for passenger cars will be less than what is projected in this report.

The RISD expects to add 10 to 15 new staff members to the campus over the course of the next 8 to 10 years. If each of these new staff members drives their own vehicle, the total projected parking demand for the school will be approximately 100 (current day parking demand of 85 vehicles plus 15 new vehicles).

The new area designated for bus loading and unloading on the back (north) side of the school building will provide more than 600 feet of stacking space, which can accommodate approximately 15 full size school buses (the school is currently served by 8 full size buses).

It would be desirable if all parent drop off / pick up activities associated with Forest Meadow Junior High could be accommodated entirely on the school campus and out of any City of Dallas right-of-way (ROW). However, even with the proposed improvements in place, it is expected that some queuing will occur on Whitehurst Drive and Echo Valley Drive, primarily during the PM peak period. (It is important to note that queuing **currently** occurs on these two streets during the PM peak period.) The queuing that occurs on Whitehurst Drive today does not appear to significantly impact the through traffic on the road; as Whitehurst is a four-lane undivided road, the two inside lanes (one in each direction) still provide adequate capacity to accommodate through traffic in the school PM peak period.

The front loop drive provides approximately 460 feet of stacking space, which can accommodate approximately 23 passenger cars (assuming 20 feet per car). The staff parking lot on the east side of the school building has approximately 720 feet of stacking space (in the drive aisles), which can accommodate approximately 36 passenger vehicles.

With a projected parking demand of 100 vehicles, the site will have approximately 69 regular marked parking spaces available for parents to use during the afternoon pick up period. (Parents were observed parking in open spaces in the staff parking lot on the east side of the campus on the day Halff conducted peak period counts and observations.) If parents fill half of the open parking spaces, this would leave approximately 56 passenger vehicles that would need to queue along either Whitehurst Drive or Echo Valley Drive. The queue distance, at 20 feet per car, would be approximately 1,120 feet. A summary of this calculation is provided below:

Estimated "max" queue demand = 149 passenger vehicles (2,980 feet)

Vehicles queued in the front loop = 23 (460 feet)

Vehicles queued in the east staff lot = 36 (720 feet)

Vehicles parked on the site = 34 (680 feet)

Vehicles queued on Whitehurst Drive or Echo Valley Drive = 56 (1,120 feet)

This space can be distributed between Whitehurst Drive and Echo Valley Drive in the following manner:

- North side of Whitehurst Drive between front loop entrance drive and the existing parking restriction west of Abrams Road = 120 feet
- North side of Whitehurst Drive between front loop entrance drive and proposed parking restriction east of front loop exit drive = 300 feet
- South side of Whitehurst Drive from parking restriction west of Echo Valley Drive to Dove Meadow Drive (west of school site) > 500 feet
- Echo Valley Drive > 200 feet

These areas, *which are all areas in which parents are currently queuing during the PM peak period*, should provide adequate queuing space to accommodate the projected demand once the school reaches its projected maximum enrollment. Furthermore, by opening the front loop for passenger car queuing, and by making more efficient use of the available queuing space in the east staff lot and the available parking spaces on the site, the on-street queuing should not significantly increase from what it is today.

Overall, once the proposed improvements are made, the site will have stacking space to accommodate approximately 59 passenger vehicles and 15 full size school buses, and dedicated parking spaces for approximately 182 passenger vehicles. (As mentioned, the parking spaces not used by school staff can be used by parents in the afternoon when picking up students.) This represents an increase in on-site stacking space of 460 feet (the space gained in the front loop drive by moving the bus drop off / pick up area to the back of the school) and an increase of 94 on-site parking spaces.

Figure 3a in the Appendix shows the existing queuing areas discussed in the report; Figure 3b in the Appendix shows the proposed queuing areas discussed in this section of the report.

IX. STAFF ASSISTANCE

In order to facilitate efficient drop off and pick up activities, it would be desirable for school staff to be present during these times, especially around the front loop drive. To maximize the available space in the front loop drive, staff should encourage parents to pull through to the far west end of the drive, both in the morning and in the afternoon, and should ensure that parents remain in their vehicles at all times. Staff should also encourage students to quickly exit / enter their vehicles so that the parents may exit the drive, opening up space for more parents to drop off / pick up students. Staff assistance in the staff parking lot on the east side of the campus would also be beneficial to ensure that the available stacking space is used efficiently, and that any open parking spaces are used as well.

There is an existing crosswalk across Whitehurst Drive on the east side of the front loop entrance drive / west side of Echo Valley Drive (the crosswalk needs to be repainted and proper signs should be installed). Stationing a crossing guard or school staff member at this crosswalk would help students to cross to / from the south side of Whitehurst Drive.

X. RECOMMENDATIONS

Halff recommends the following measures to help facilitate the safe, efficient movement of traffic into and out of the Forest Meadow Junior High School campus:

- School staff should monitor the front loop in the AM and PM peak periods to encourage parents to pull in as far to the end (west) as possible, in order to make full use of the loop drive. (The front door to the school is located on the east side, near the entrance to the loop drive, and parents were observed stopping directly at the front door to drop off students.)
- Consideration should be given to opening the doors on the west end of the front of the school building during the morning peak period to help encourage parents to pull up all the way to the west end of the front loop.
- School staff should also monitor the staff parking lot on the east side of the campus to ensure that the available stacking space and open parking spaces are being used efficiently.
- Stripe the right (inside) lane of the front loop drive for "Drop Off / Pick Up Only." Stripe the left (outside) lane for "Thru Traffic Only."
- Restrict parking and standing on the north side of Whitehurst Drive from 50 feet east of the loop drive exit to 50 feet west of the alley just west of the school's west driveway, in order to provide adequate visibility for vehicles exiting the school's west driveway and loop driveway onto Whitehurst Drive.
- Enforce the "No Parking or Standing" restrictions on the north side of Whitehurst Drive just west of Abrams Road, and on the south side of Whitehurst from west of Echo Valley Drive to Abrams Road.
- Widen the school's west driveway approach to Whitehurst Drive to provide adequate space for buses to turn into and out of the driveway. (If space allows, it would be desirable to provide two egress lanes and one ingress lane.)
- Install a sign for "Buses / Parking / Deliveries" at the entrance to the school's west driveway.
- Install a sign for "Parent Drop Off / Pick Up / Visitor Parking" at the front loop entrance drive off of Whitehurst Drive.
- Install a sign for "Visitor Parking" at the entrance to the new parking lot accessed from the front loop.
- Install a sign for "Exit Only" at the front loop exit drive.

- Replace the “No Parking or Standing Here to Corner” sign located on the south side of Whitehurst Drive just west of Abrams Road. (The sign is very faded.)
- Repaint the existing crosswalk across Whitehurst Drive on the east side of the front loop entrance drive, and install new crosswalk signs (S1-1) with downward-pointing arrow plaques (SW16-7P) on each side of the crosswalk. Stationing a crossing guard at this crosswalk would be desirable for directing students to cross to / from the south side of Whitehurst Drive
- All school staff should be encouraged to park on the site at all times.

XI. CONCLUSION

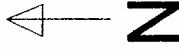
The school will generate more trips due to the proposed expansion, but providing a separate bus drop off / pick up area on the back (north) side of the school building will open up the front loop to be used exclusively by parents for dropping off and picking up students. (Opening the doors on the west end of the front side of the school building will help encourage parents to use the entire front loop.) Separating the buses from the parent traffic will help improve overall traffic flow and safety around the school, and will provide more space for passenger vehicles on the site, especially during the afternoon peak period. School staff should monitor the front loop and the staff parking lot on the east side of the campus during the peak periods to ensure that both locations are functioning efficiently and maximizing the number of passenger cars able to drop off / pick up students on the site and off of the City ROW. By opening the front loop for passenger car queuing, and by making more efficient use of the available queuing space in the east staff lot and the available parking spaces on the site, the on-street queuing should not significantly increase from what it is today.

It is important to note that the actual number of new trips generated by the additional student enrollment, and thus the actual queuing demand for passenger cars and buses, will vary based on where in the school's attendance zone the projected enrollment growth takes place. Halff's queuing and parking demand estimates for when the school reaches its maximum enrollment are based on straight-line projections of the current day demands. The current attendance zone includes a number of apartment complexes, and a number of the students living in these complexes are bused to the school. If a large percentage of the new students are drawn from this area and are bused to the school, the queuing demand for passenger cars will be less than what is projected in this report.

29181

131871

EXHIBIT IS NOT TO SCALE



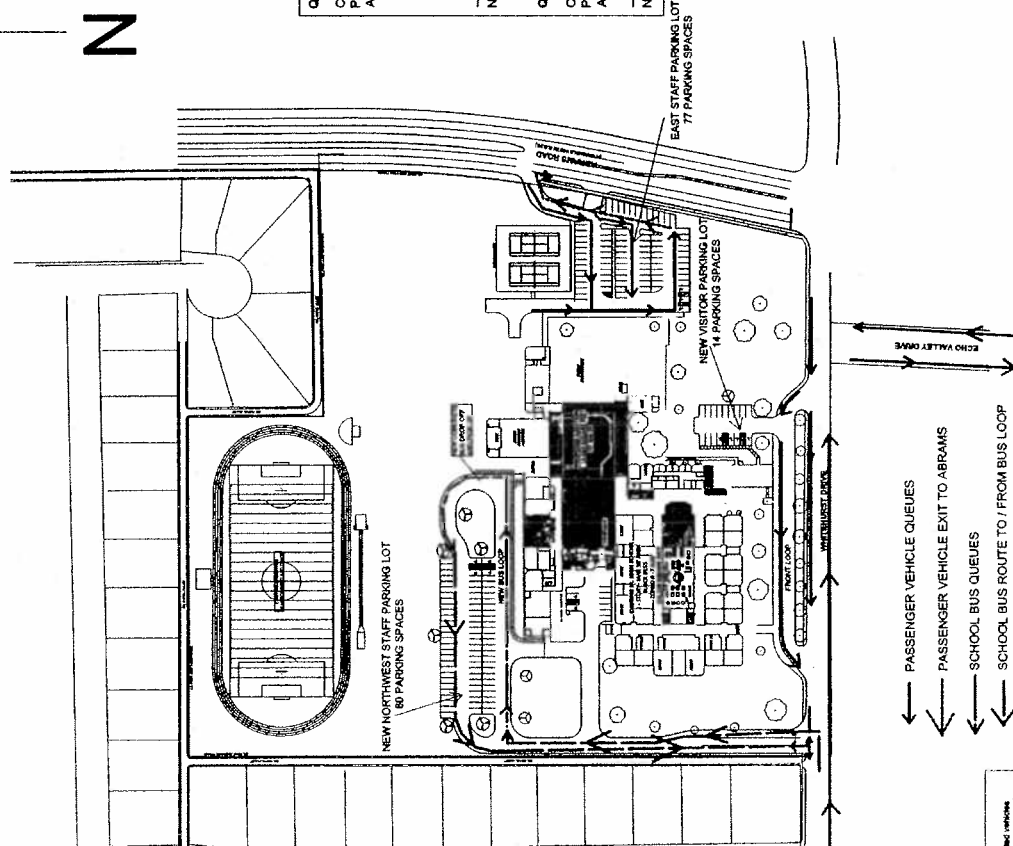
School Information
 Current Enrollment: 698 (January 2013)
 Projected Enrollment: 1,106 (2020 / 2021)
 Academic Hours: 7th and 8th Grades
 Hours: 8:30 am - 3:30 pm

QUEUING (Passenger Vehicles)
 Current Demand: 1,900 ft (~95 veh.)
 Projected Demand: 2,960 ft (~149 veh.)
 Available Capacity: 1,000 ft (~50 veh.)
 Queue (Front Loop Drive) - 460 ft (~23 veh.)
 Queue (East Staff Lot) - 720 ft (~36 veh.)
 Queue (North Side of Whitehurst) - 420 ft (~21 veh.)
 Queue (South Side of Whitehurst) - >500 ft (~25 veh.)
 Queue (Echo Valley) - >400 ft (~20 veh.)
 Parking (East Staff Lot, New Visitor Lot, New Northwest Staff Lot) - 860 ft (~34 veh.)
 NET Surplus / Deficiency: 200 ft (~10 veh.)

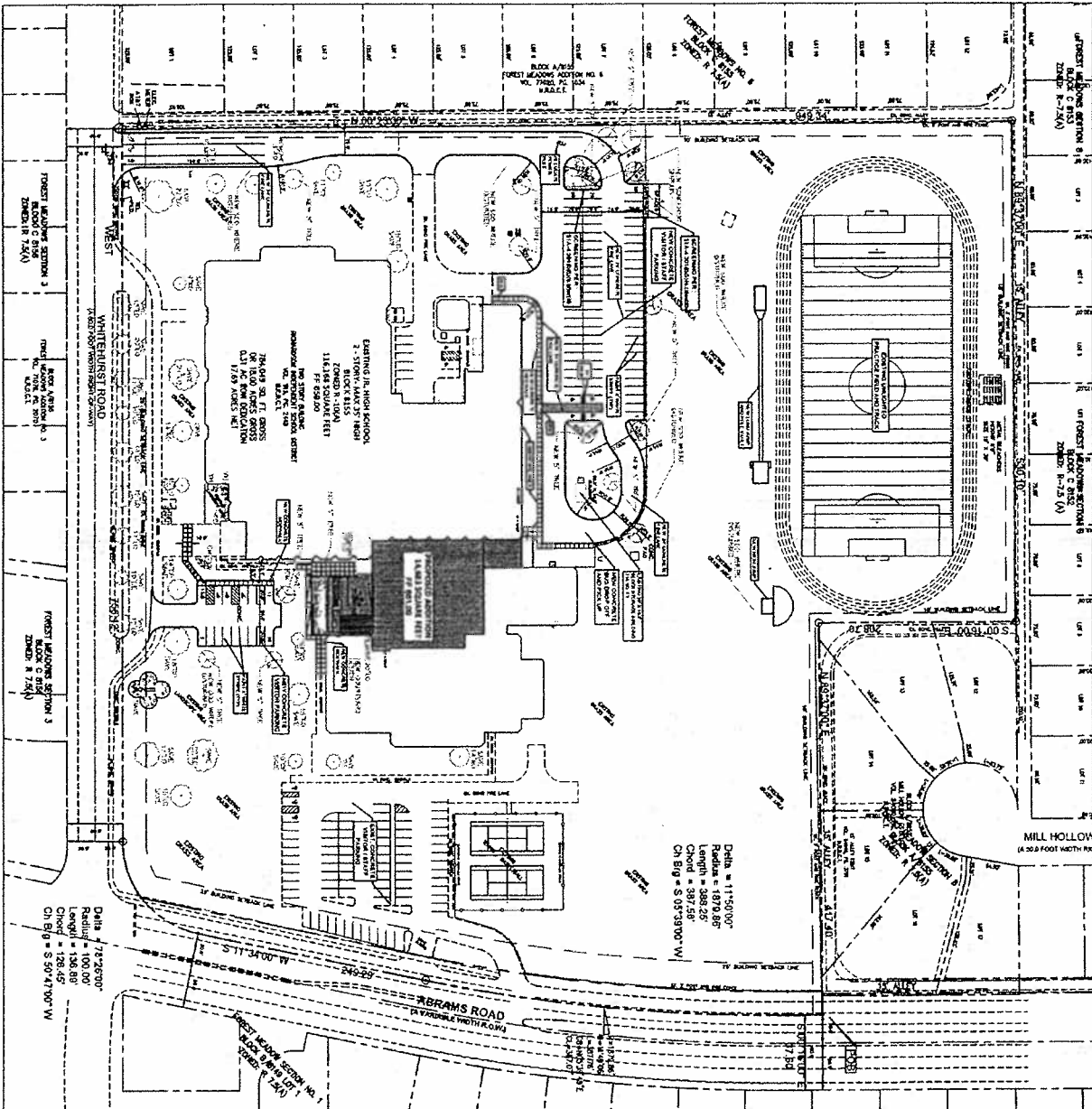
QUEUING (SCHOOL BUSES)
 Current Demand: 320 ft (~8 buses)
 Projected Demand: 600 ft (~15 buses)
 Available Capacity: 0 ft (~0 buses)
 Queue (New Bus Loop) - 600 ft (~15 buses)
 NET Surplus / Deficiency: 0 ft (~0 buses)

HALFF 120 NORTH PARKER ROAD
 ROCKWELL, TEXAS 75087-2275
 TEL (214) 346-6200

FIGURE 3b
 FOREST MEADOW
 JUNIOR HIGH SCHOOL
 TRAFFIC CIRCULATION PLAN
 PROPOSED IMPROVEMENTS AND
 QUEUING AREAS



NOTES
 The Traffic Management Plan was developed to prevent the queuing of drop-off / pick-up related vehicles within the City right-of-way, located in the designated areas. The school administration should adhere to the City right-of-way rules and regulations. The school administration should be responsible for managing the school bus routes and ensuring that the school bus routes are not disrupted. The school administration should be responsible for managing the school bus routes and ensuring that the school bus routes are not disrupted. The school administration should be responsible for managing the school bus routes and ensuring that the school bus routes are not disrupted.



LAND USE:
USE: PUBLIC SCHOOL, OTHER THAN OPEN
ENVIRONMENT OR WATER SCHOOL.

LOT CALCULATIONS:

TOTAL LAND AREA = 770,659 SQ. FT. OR 17.59 AC.
TOTAL BUILDING AREA = 30,851 SQ. FT.
BUILDING 1 (2 STORY BLDG.) = 35'-0"
TOTAL PROPOSED CLASSROOMS = 60

FLOOR TO AREA RATIO
BUILDING AREA / LOT AREA
130,851 SQ. FT. / 770,659 SQ. FT. = 16.9% LOT COVERAGE

PARKING:
PROVIDED - 60 CLASSROOMS @ 3.0 = 180 PARKING SPACES

LANDSCAPE:
ALL NEW LARGE TREES ARE PER ARTICLE X

ARCHITECT:
ORION ASSOCIATES, INC.
401 W. HUNT ST. SUITE 200
DALLAS, TEXAS 75201
(214) 762-2000

OWNER:
FOREST MEADOW JUNIOR HIGH SCHOOL
401 S. GREENWICH AVE.
DALLAS, TEXAS 75201
(469) 250-2000

ENGINEERING:
GLENN ENGINEERING
1232 E. PAPER STREET, SUITE 100
DALLAS, TEXAS 75201
(469) 250-2000

Scale 1" = 30'

FOREST MEADOW JUNIOR HIGH SCHOOL
DEVELOPMENT / LANDSCAPE PLAN
Z123 - 316 (RB)
JOB 13114 0000
DATE 09.05.2013
SHEET

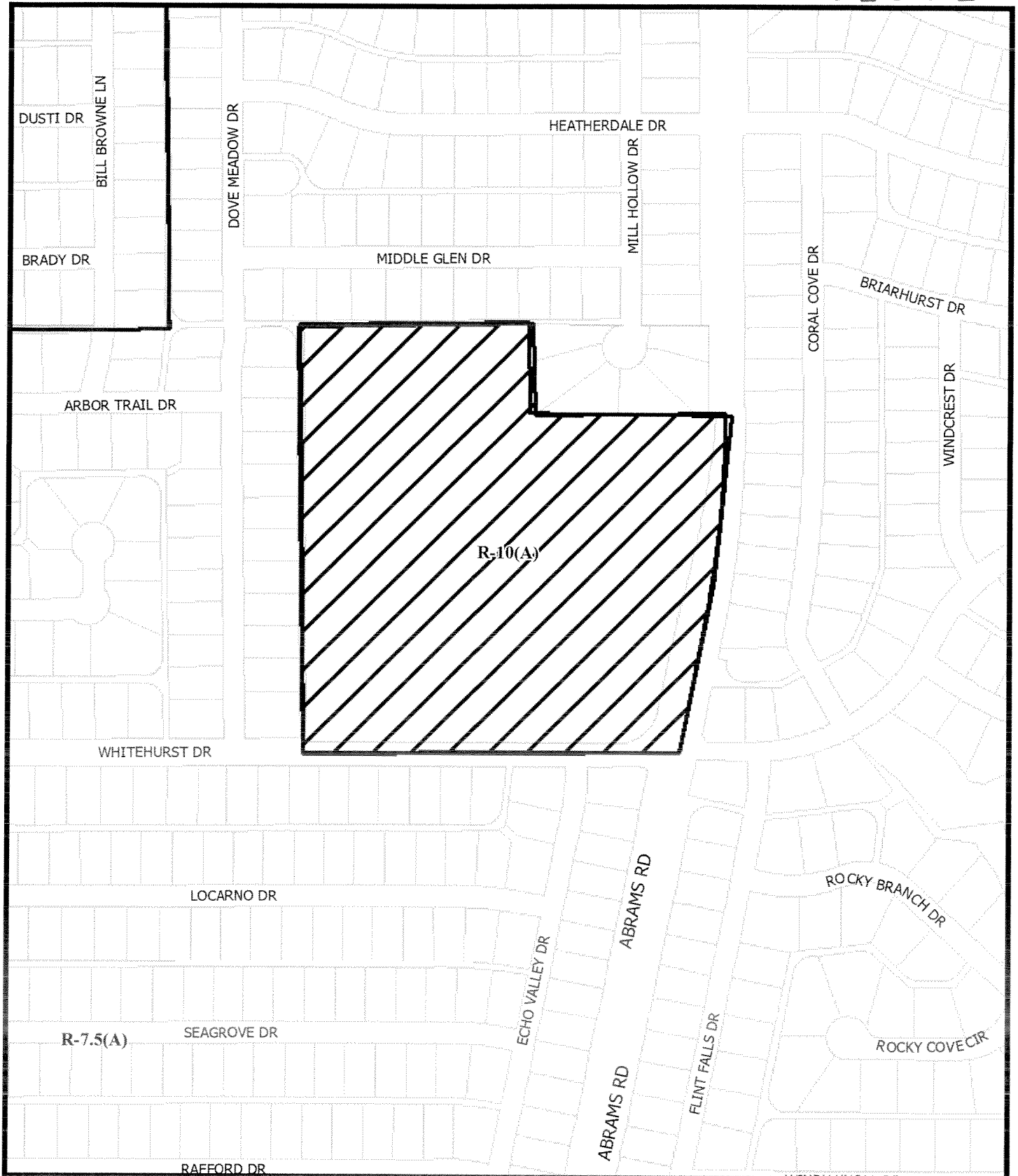
CS 1.01

Forest Meadow Junior High School
9373 Whitehurst Dr.
DALLAS, TEXAS, 75243

Development/Landscape Plan
Planned Development No. 897
Exhibit 897A

29181

131871



1:3,600

ZONING MAP

Case no: Z123-316

Date: 10/9/2013