

6-23-14

ORDINANCE NO. 29384

An ordinance amending Article 306, "PD 306," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code; providing a new development plan; providing a new landscape plan; providing a traffic management plan; providing a penalty not to exceed \$2,000; replacing the property description in Ordinance No. 20220 and the Exhibit A property description in Ordinance No. 27219; 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 306 as specified in this ordinance; Now, Therefore,

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

SECTION 1. That Article 306, "PD 306," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

“ARTICLE 306.**PD 306.****SEC. 51P-306.101. LEGISLATIVE HISTORY.**

PD 306 was established by Ordinance No. 20220, passed by the Dallas City Council on February 22, 1989. Ordinance No. 20220 amended Ordinance Nos. 10962 and 19455, Chapters 51 and 51A of the Dallas City Code, as amended. Ordinance No. 20220 was amended by Ordinance No. 20922, passed by the Dallas City Council on April 10, 1991.

SEC. 51P-306.102. PROPERTY LOCATION AND SIZE.

PD 306 is established on property generally fronting on the west line of Edgefield Avenue between Brooklyn Avenue and Twelfth Street. The size of PD 306 is approximately 9.603 acres.

SEC. 51P-306.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article. In this district, ACCESSORY YOUTH AND FAMILY CENTER means a multi-functional facility sponsored or operated by a school as an accessory use to the school use where a combination of social; recreational; welfare; health; rehabilitation; counseling; educational; referral; or out-patient medical, dental, or optical treatment services are provided to students and family members.

(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-306.103.1. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 306A: development plan.
- (2) Exhibit 306B: landscape plan.
- (3) Exhibit 306C: traffic management plan.

SEC. 51P-306.104. DEVELOPMENT PLAN.

Development and use [Utilization] of the Property must comply with [conform to] the development plan (Exhibit 306A). If there is a conflict between the text of this article and the development plan, the text of this article controls.

SEC. 51P-306.105. LANDSCAPE PLAN.

(a) Landscaping must be provided as shown on the landscape plan (Exhibit 306B). If there is a conflict between the text of this article and the landscape plan, the text of this article controls.

(b) Street trees must be provided along the Brooklyn Avenue frontage as shown on the landscape plan before [prior to] the issuance of a certificate of occupancy for any structure located within 100 feet of the Brooklyn Avenue right-of-way or within the expansion area as shown on the development plan.

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

SEC. 51P-306.106. MAIN USES PERMITTED.

The following uses are the only main uses permitted:

- Public school.
- Community service center.

SEC. 51P-306.106.1. ACCESSORY USES.

(a) 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.

(b) The following accessory use is permitted by right:

- Accessory youth and family center.

SEC. 51P-306.107. DEVELOPMENT STANDARDS.

(a) Setbacks. Setbacks for all structures on the Property must be provided as shown on the development plan.

(b) Maximum floor area.(1) Floor area on the Property is limited to 212,000 [~~210,000~~] square feet.(2) Maximum floor area for an accessory youth and family center is 3,250 square feet [~~in the location shown on the development plan~~].(c) Maximum lot coverage. Maximum permitted lot coverage on the Property is 60 percent.(d) Maximum height. All structures except the stage are limited to a maximum height of 42 [~~40~~] feet. The stage is limited to a maximum height of 70 feet as shown on the development plan.**SEC. 51P-306.108. [MAINTENANCE.**

~~The entire premises must be properly maintained in a state of good repair and neat appearance at all times.]~~

SEC. 51P-306.109.] OFF-STREET PARKING.(a) During all construction phases, a minimum of 150 off-street parking spaces must be provided.(b) Except as provided in Subsection (a), a minimum of 230 off street parking spaces must be provided within six months after the final inspection. [~~A minimum of 174 off street parking spaces must be provided on the Property as shown on the development plan.~~]**SEC. 51P-306.109. FENCING.**

All gates and fences must be provided and maintained in the locations shown in the development plan.

SEC. 51P-306.110. TRAFFIC MANAGEMENT PLAN.(a) In general. The operation of a public school use must comply with the traffic management plan (Exhibit 306C). If the total school enrollment increases by 10 percent or more, a new or revised traffic management plan must be submitted by November 1st of the school-year in which enrollment was increased.

(b) Queuing. Queuing is only permitted inside the property. Student drop-off and pick-up are not permitted within city rights-of-way.

(c) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by November 1, 2016. After the initial traffic study, the Property owner or operator shall submit biennial updates of the traffic study to the director by March 1st of each even-numbered year.

(2) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

(A) ingress and egress points;

(B) queue lengths;

(C) number and location of personnel assisting with loading and unloading of students;

(D) drop-off and pick-up locations;

(E) drop-off and pick-up hours for each grade level;

(F) hours for each grade level; and

(G) circulation.

(3) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.

(A) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.

(B) If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

(d) Amendment process.

(1) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3).

(2) In amending the traffic management plan, the Property owner or operator must provide data showing the number of students who live within walking distance of the school, how many students actually walk to school, and how many students use public transportation.

(3) The city plan commission shall authorize changes in the traffic management plan, if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

SEC. 51P-306.111. 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-306.112[0]. COMPLIANCE WITH CONDITIONS [GENERAL REQUIREMENTS].

(a) ~~[Use of the Property must comply with all applicable federal and state laws and regulations and with the requirements of all other applicable ordinances, rules, and regulations of the city.~~

(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 director of public works and transportation.

(b[e]) The building official shall not issue a building permit or certificate of occupancy for a use in this PD until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other applicable ordinances, rules, and regulations of the city.

[SEC. 51P-306.111. ZONING MAP.

~~PD 306 is located on Zoning Map No. L-6.]”~~

SECTION 2. That the development plan and landscape plan, Exhibits 306A and 306B of Article 306, "PD 306," of Chapter 51P of the Dallas City Code, are replaced by the Exhibits 306A and 306B attached to this ordinance.

SECTION 3. That development of this district must comply with the full-scale versions of Exhibits 306A (development plan), 306B (landscape plan), and 308C (traffic management plan) attached to this ordinance. Reduced-sized versions of these plans shall be provided in Chapter 51P. Permits shall be issued based on information provided on the full-scale versions of the plans.

SECTION 4. That the property description in Ordinance No. 20220 and the Exhibit A property description in Ordinance No. 27219 is replaced with the Exhibit A attached to this ordinance;

SECTION 5. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.


SECTION 6. 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 7. 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 8. 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 JUN 25 2014

EXHIBIT A

WHEREAS, Dallas Independent School District, is the owner of a 9.603 acre tract of land situated in the John B. Robinson Survey, Abstract No. 1215, Dallas County, Texas; said tract being all of Lot 1, Block A/3533, W.E. Greiner Middle School, an addition to the City of Dallas, Texas according to the Final Plat recorded in Volume 90056, Page 1464 of the Deed Records of Dallas County, Texas; part of Lots 1-7 and all of Lots 8-10 and a portion of a 20-foot wide alley, Block C/3536 of L.R. Smith's Subdivision of a Part of John P. Gillespie's Addition, an addition to the City of Dallas, Texas according to the plat recorded in Volume 2, Page 185 of the Map Records of Dallas County, Texas and part of Windomere Avenue as abandoned by Ordinance No. 1623 of the City of Dallas, Texas; all of that certain tract of land described in Confirmation Deed to Dallas Independent School District recorded in Volume 89220, Page 3363 of said Deed Records; all of that certain tract of land described in Deed without Warranty to Dallas Independent School District recorded in Volume 2005116, Page 619 of said Deed Records; part of W. Page Street and a 15-foot alley abandoned by Ordinance No. 20194 recorded in Volume 89051, Page 864 of said Deed Records; and all of those certain tracts of land described in the following Warranty Deeds to Dallas Independent School District: Volume 80102, Page 403, Volume 87078, Page 680, Volume 87078, Page 682, Volume 87078, Page 684, Volume 87110, Page 1015, Volume 87120, Page 612, Volume 87120, Page 5306, Volume 87123, Page 4931, Volume 87159, Page 210, Volume 87159, Page 212, Volume 87176, Page 901, Volume 87207, Page 75, Volume 88053, Page 3352 and Volume 88220, Page 1655, all of said Deed Records; said 9.603 acre tract being more particularly described as follows ((bearing system based on a bearing of South 00 degrees, 00 minutes, 24 seconds West for the west right-of-way line of S. Edgefield Avenue according to said plat of W.E. Greiner Middle School):

BEGINNING, at a "+" cut in concrete found for corner at the intersection of the south right-of-way line of W. 12th Street (a variable width right-of-way; 60-feet wide at this point) with the west right-of-way line of S. Edgefield Avenue (a 60-foot wide right-of-way); said point being the northeast corner of said Lot 1 in City Block A/3533;

THENCE, South 00 degrees 00 minutes 24 seconds West, along the said west line of S. Edgefield Avenue, a distance of 878.50 feet to a 5/8-inch iron rod found for corner at the intersection of the said west line of S. Edgefield Avenue with the north right-of-way line of W. Brooklyn Avenue (a 50-foot wide right-of-way);

THENCE, South 89 degrees 54 minutes 50 seconds West, departing the said west line of S. Edgefield Avenue and along the said north line of W. Brooklyn Avenue, at a distance of 332.45 feet passing a 1/2-inch iron rod found at the most southerly west corner of said Lot 1, Block A/3533, continuing in all a total distance of 536.71 feet to a "+" cut in concrete found at the southwest corner of said 9.603 acre tract);

THENCE, North 00 degrees 37 minutes 56 seconds East, departing the said north line of W. Brooklyn Avenue and along the east line of said 9.603 acre tract, a distance of 499.73 feet to a "+" cut in concrete found at the northwest corner of said 9.603 acre tract; said point also being on the south right-of-way line of W. Page Street (a 50-foot wide right-of-way);

GIS_Approved

THENCE, North 89 degrees 52 minutes 48 seconds East, along the said south line of W. Page Street, a distance of 131.26 feet to a "+" cut in concrete found for corner in the east right-of-way line of Windomere Avenue (a 50-foot wide right-of-way) at the east terminus of said W. Page Street;

THENCE, North 00 degrees, 00 minutes, 24 seconds East, along the said east line of Windomere Avenue, a distance of 378.50 feet to a "+" cut in concrete found for corner at the intersection of the said east line of Windomere Avenue with the said south line of W. 12th Street;

THENCE, North 89 degrees, 52 minutes, 48 seconds East, departing the said east line of Windomere Avenue and along the said south line of W. 12th Street, a distance of 400.00 feet to the POINT OF BEGINNING;

CONTAINING, 418,306 square feet or 9.603 acres of land, more or less.



SHWGROUP
 ARCHITECTS | ENGINEERS | PLANNERS
 5110 GLENDALE AVENUE, SUITE 100
 PLANO, TEXAS 75074
 972.442.8200

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FOR PERMIT ONLY
 VANDANA NAYAK



29384
 05.06.2014
 DALLAS ISD
 OUR SUSTAINABLE FUTURE

GREINER EXPLORATORY
 ARTS ACADEMY
 ADDITION
 BP 109 ORG 049
 DALLAS, TEXAS

DRAWN: [Name]
 CHECKED: [Name]
 SCALE: [Scale]
 DATE: [Date]

SHEET TITLE:
 DEVELOPMENT PLAN
 PD306

Z134-149
 4/11/2013

VICINITY MAP
 501 S. EDGEFIELD AVE., DALLAS, TX 75208

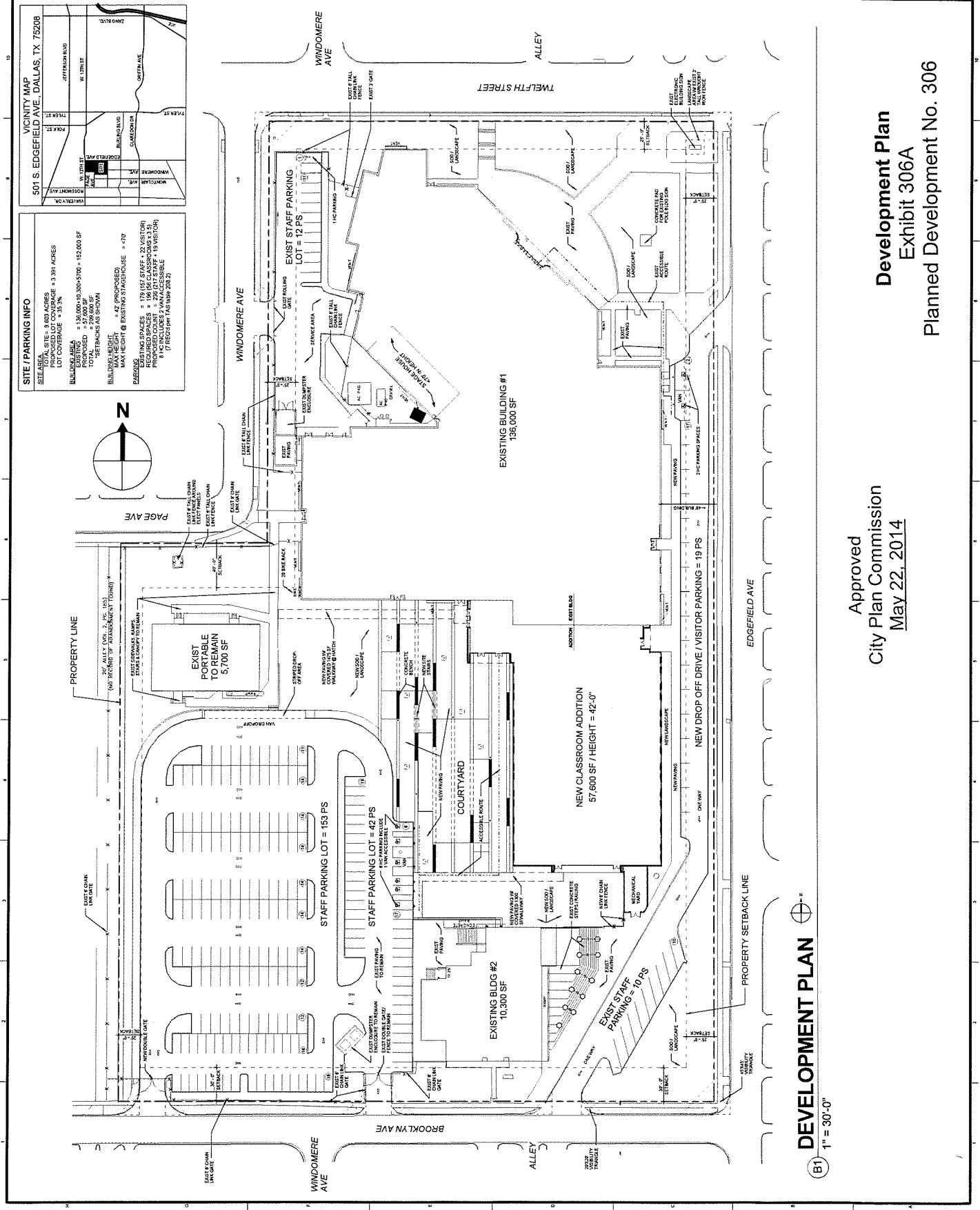
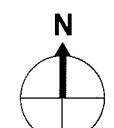
SITE / PARKING INFO

SITE AREA:
 TOTAL SITE: 8.853 ACRES
 TOTAL LOT AREA: 4.381 ACRES
 LOT COVERAGE: 49.3%

BUILDING AREA:
 PROPOSED: 57,600 SF
 TOTAL TRUCK TRAIL SPACES: 19

BUILDING HEIGHT:
 MAX HEIGHT: 42' (PROPOSED)
 MAX HEIGHT @ EXISTING STAGEHOUSE: 27'

ZONING:
 REQUIRED SPACES: 19 (19 CLASSROOMS x 3)
 REQUIRED SPACES: 19 (19 CLASSROOMS x 3)
 8' VC INCLUDES 2' MANACCESSIBLE
 (7' RECHARGE TABLES 208.2)



DEVELOPMENT PLAN
 1" = 30'-0"

Approved
 City Plan Commission
 May 22, 2014

Development Plan
 Exhibit 306A
 Planned Development No. 306



Traffic. Transportation Planning. Parking. Design.

400 S. Houston Street, Suite 330

Dallas, TX 75202

ph. 214.748.6740

deshazogroup.com

Technical Memorandum

To: Mr. Karl Crawley — Masterplan
From: Steve E. Stoner, P.E., PTOE — DeShazo Group, Inc.
Date:
Re: Traffic Management Plan for the Greiner Exploratory Arts Academy in Dallas, Texas
DeShazo Project No. 14009

INTRODUCTION

The services of **DeShazo Group, Inc. (DeShazo)** were retained by **Masterplan** on behalf of the **Dallas Independent School District** for Greiner Exploratory Arts Academy ("the school") to provide a requisite traffic management plan (TMP) for the campus located at 501 S. Edgefield Avenue in Dallas, Texas. **DeShazo** is an engineering consulting firm based in Dallas, Texas providing licensed engineers skilled in the field of traffic/transportation engineering.

The school is currently in operation at the subject site with an enrollment of 1,516 students in grades 6th-8th. The school proposes to replace existing modular classrooms with new building construction; however, no increase in student enrollment is anticipated. An existing site plan and a proposed site plan prepared by **SHW Group** are provided in **Exhibits 1A and 1B**, respectively.

The school is currently operating under the regulations provided in Planned Development District No. 306. In order to gain entitlements for the project, amendments to the PD are required. If approved by the City of Dallas, completion of the proposed site improvements is anticipated by 2015.

As part of the approval process for PD amendments, submittal of a TMP to the City of Dallas is required as a record of the preferred strategies to be used by the school to ensure overall traffic safety and efficiency. A TMP is intended to assess the existing and/or anticipated traffic conditions at the school during the morning drop-off and afternoon pick-up peak periods on the basis of satisfying these objectives. By consent of the TMP submittal, the school is agreeing to the strategies presented herein for which the school will be held self-accountable until and unless the City of Dallas deems further measures are appropriate.

TRAFFIC MANAGEMENT PLAN

A Traffic Management Plan (TMP) is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. By properly managing

the vehicular traffic generated during the critical periods, the safety and efficiency of other modes of travel – including walking – will also inherently improve, and the operational impact on the public street system should also be minimized. The TMP should not be considered a comprehensive set of instructions to ensure adequate safety; however, it should be used as a tool to facilitate a safer and more efficient environment.

The analysis summarized below utilizes the proposed school site plan to evaluate aspects such as passenger loading/unloading and vehicle queuing (i.e., stacking) that occur at the school in order to accommodate the observed peak demands within the site. A concerted effort and full participation by the school administration, staff, students, and parents are encouraged to provide and maintain safe and efficient traffic operations. [NOTE: In this report the term “parent” refers to any parent, family member, legal guardian, or other individual who is involved in the pick-up or drop-off of one or more students at the school.]

School Operational Characteristics

Table 1 summarizes the known operational characteristics for Greiner Exploratory Arts Academy assumed in this analysis:

Table 1. School Operational Characteristics

	Existing Conditions	Proposed Conditions
Enrollment (by grade):	6 th Grade - 461 students 7 th Grade - 527 students 8 th Grade - 528 students <i>Total (All grades): 1,516 students</i>	6 th Grade – about 500 students 7 th Grade – about 500 students 8 th Grade – about 500 students <i>Total (All grades): about 1,500 students (i.e., no change)</i>
Daily Start/End Schedule	Grades 6th-8th: >Start: 8:20 AM >End: 3:20 PM	Grades 6th-8th: >Start: 8:20 AM (no change) >End: 3:20 PM (no change)
Approximate Number of Students Travelling by Mode Other Than Drop-off/Pick-up:	By School Bus: \cong 25% By Private Shuttle/Bus: \cong 10% By Walking: \cong 5%	By School Bus: \cong 25% (no change) By Private Shuttle/Bus: \cong 10% (no change) By Walking: \cong 5% (no change)

NOTE #1: To the highest degree practical, the accounts of “existing conditions” presented in this report were based upon actual on-site observations conducted by DeShazo during typical school day(s) conditions and may reflect information provided by school representatives. The analyses and recommendations presented in this report for “proposed” or “future” conditions were based upon evaluations of “existing conditions” and may be supplemented by DeShazo’s professional judgment and experience. “Proposed”/“Future” conditions are intended to reflect the anticipated day-to-day conditions at full occupancy.

NOTE #2: Occasional functions or other events may be held at the school, which generate traffic outside of the traditional peak drop-off and pick-up periods. While some of the measures presented in this report may be applicable in such cases, traffic characteristics other than those directly associated with the primary drop-off and pick-up periods are not the subject of this analysis.

Existing Traffic Conditions

Site Access and Circulation

The subject site currently has multiple driveways on S. Edgefield Avenue and on Brooklyn Avenue, serving an interior staff parking lot and two separate loading areas/visitor lots. A small service area is accessed by a single driveway on S. Windomere Avenue.

Queuing and traffic congestion is appreciably more pronounced during the afternoon period. During the pick-up period, most parents either:

- Load from W. 12th Street (student loading areas are designated), S. Edgefield Avenue, Brooklyn Avenue or parts of other surrounding streets.
- Drive into one of the visitor parking area (along S. Edgefield Avenue) to load

During the morning drop-off period, similar circulation patterns are used.

School buses load/unload from S. Windomere Avenue and W. Page Avenue. S. Windomere Avenue operates as one-way northbound between W. Page Avenue and W. 12th Street. Additionally, a significant number of private vans/shuttles serve the school and are interspersed among the bus and vehicle queues.

Passenger Unloading/Loading and Vehicle Queuing

W.E. Greiner Exploratory Arts Academy & Middle School employs an *unmanaged* protocol during the pick-up period whereby parents may generally queue or park at their location of choice, and students (once released) find their parents on their own. No designated loading areas are provided. School staff members are typically accessible for general supervision and oversight. Once each vehicle is loaded, it individually proceeds to the site egress.

Based upon field observations conducted by DeShazo during typical school-day conditions (on February 4, 2014), the peak number of parent-vehicles on site during the afternoon pick-up period was quantified. The vehicle accumulation count includes all vehicles in queue, or parked on- and off-campus.

Assuming that the number of vehicles generated during the afternoon pick-up period is directly proportional to the number of students enrolled, the peak queue for the future conditions at full occupancy can be estimated. A summary of the peak number of vehicles is provided in Table 2.

*Table 2. Peak Vehicles Parked and In Queue
During Afternoon Pick-Up Period*

	Existing Conditions (Observed)*	Proposed Conditions (Estimated)
Peak Number of Vehicles	Approximately 160 parent vehicles, 16 private vans/shuttles, and 13 school buses (for current enrollment of 1,516 students)	--No change-- (for maximum enrollment of about 1,500 students)

* Includes vehicles on- and off-site at time of peak demand, including vehicles in queue, standing, and/or parked.

NOTE: The total number of vehicles parked and in queue during the morning period is typically substantially less than the afternoon. Therefore, a detailed analysis was not performed for the morning drop-off period with the understanding that solutions proposed for the afternoon will also provide sufficient accommodations for the morning period.

Recommendations

The following recommendations are provided by DeShazo to Greiner Exploratory Arts Academy for the management of vehicular traffic generated by the school during peak traffic conditions. [NOTE: Generally, traffic delays and congestion that occurs during the afternoon pick-up period is notably greater than the traffic generated during the morning drop-off period due to the timing and concentration characteristics. In most instances, achieving efficiency during the afternoon period is most critical, while the morning traffic operations require nominal active management. Therefore, except where stated otherwise, the recommendations provided herein pertain specifically to the afternoon period operations.]

General

To maximize personal safety, any passenger loading (or unloading) within the public right-of-way should be avoided at all times.

To minimize liabilities, no persons other than deputized officers of the law should engage or attempt to influence traffic operations in public right-of-way.

To the extent possible, all queuing and parking of parent-vehicles should also be accommodated within the school site boundaries. For circumstances where this cannot be avoided, coordination with the City of Dallas staff members responsible for traffic operations in the area should take place so that appropriate traffic control devices can be installed.

The full cooperation of all school staff members, students, and parents is crucial for the success of a Traffic Management Plan. Proper training of school staff on the duties and expectations pertaining to the Plan is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended.

Site Circulation Plan

Based upon DeShazo's review of the proposed site conditions and the anticipated needs of traffic during peak conditions, the site traffic circulation plan depicted in **Exhibit 2** is recommended. This plan was designed with the intent of, to the extent possible, optimizing the on-site vehicular circulation and retention of vehicle queuing in a manner that promotes safety and operational efficiency.

The proposed site plan provides two key improvements that will increase on-site vehicle queuing and loading. First, the two on-site visitor parking areas along S. Edgefield Avenue will be combined within the site to create a much longer queue lane/loading zone within the site. Second, the staff parking lot will be reconfigured and will provide a loop road and loading area around the perimeter of the lot – a portion of this loop road will be used for a consolidated loading area for private (DISD-contracted) vans/shuttle vehicles, which are currently interspersed with school buses and parents. The remainder of the loop road will be available for use by parent vehicles. In addition to queue area, the new parking lot will add about 41 parking spaces to the site. Unoccupied parking spaces in the new parking lot may be used by parents to park during the student pick-up period. The circulation plan also depicts recommended configuration of temporary traffic control devices (such as traffic cones, etc.) that shall be installed on site on a daily basis when typical traffic conditions are expected. An appropriate number of school staff shall be assigned to fulfill the duties of student supervision, traffic control, and other related duties as generally depicted on the plan.

While this plan represents a significant increase over the amount of existing on-site queuing area, on-street loading will continue to be required. Recommended changes to the on-street traffic control are as follows:

1. Remove the designated loading zone along W. 12th Street (to reduce traffic congestion and improve safety). (Passenger unloading/loading on S. Edgefield Avenue will continue to be prohibited.)
2. Convert Brooklyn Avenue to a part-time one-way (westbound) operation from S. Edgefield Avenue to S. Montclair Avenue during school hours (similar to the application at other schools), and allow loading on both sides of the street.
3. Restrict all vehicles other than school buses from loading on W. Page Avenue east of S. Montclair Avenue.

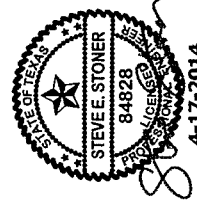
NOTE: The preceding recommendations within public right-of-way have been reviewed and accepted by the Street Services Department.

Implementation of the recommended changes is expected to provide sufficient vehicle capacity to accommodate the peak demand during the morning and afternoon drop-off and pick-up periods.

SUMMARY

This TMP is to be used by W. E. Greiner Exploratory Arts Academy & Middle School to provide safe and efficient transportation of students, staff, and faculty to and from the site. The Plan was developed with the intent of optimizing safety and efficiency and the goal of accommodating vehicular traffic generated by the school at peak traffic periods within the site. The details of the TMP shall be reviewed by the school on a regular basis to confirm its effectiveness.

END OF MEMO



Legend

- Circulation Path
- Passenger Vehicle Queue (1223')
- On-Street Vehicle Queue (1029')
- School Bus Queue (583')
- Shuttle Van Vehicle Queue (409')
- Drop-off/Pick-up Area
- Staff Assistance
- Temporary Traffic Cones
- Parking Spaces Available for Parent Loading/Unloading

NOTE: Spaces in the staff lot will not be designated, but any unoccupied spaces will be available for parent use during the afternoon pick up period.

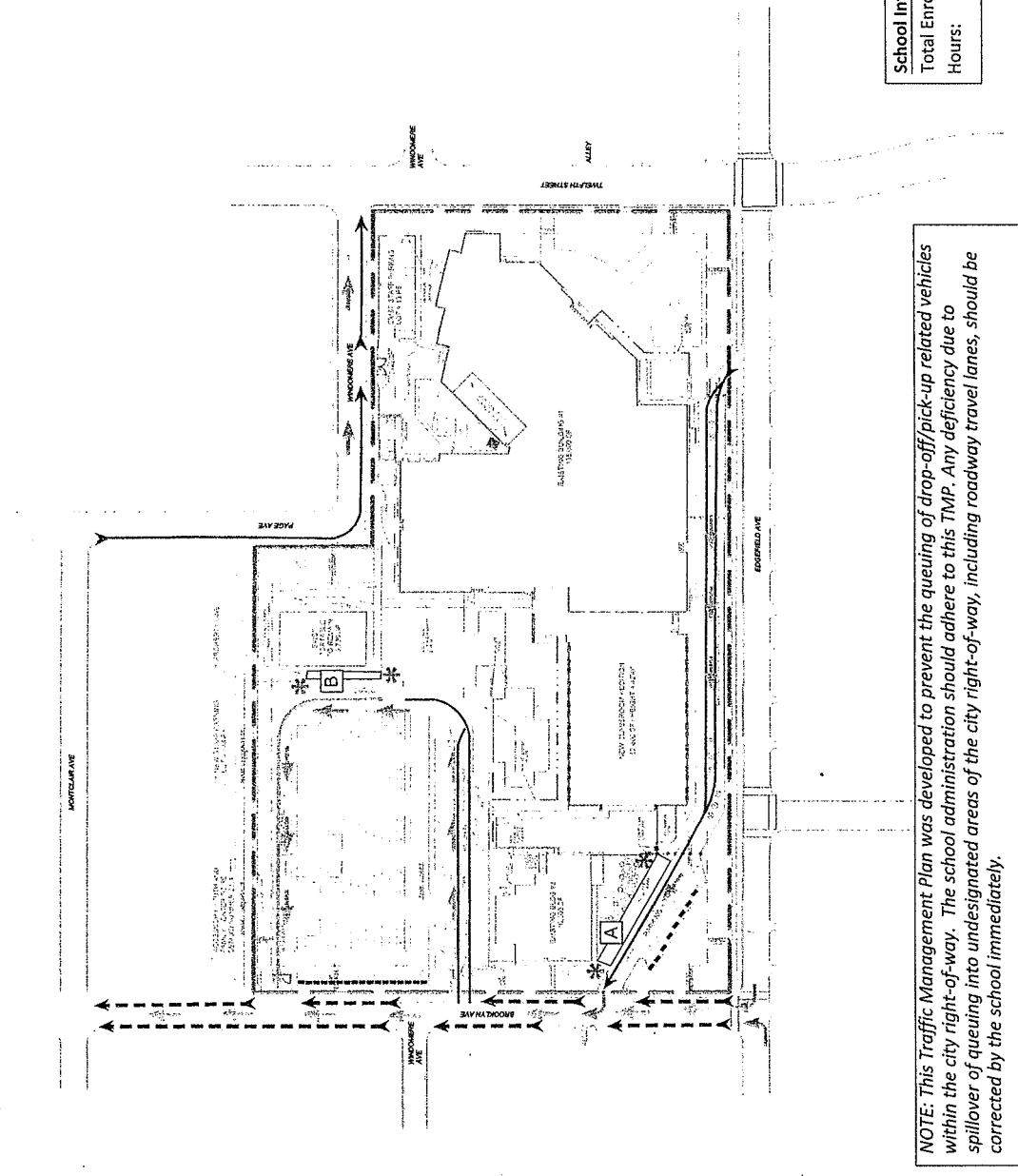
Projected Vehicle Demand At Peak:

	School Buses	Non-School Buses
Total Demand* (Vehicles)	13	160
Total Capacity	13	On-Street: 47 Queue: 88 Total: 135
Parking Spaces	-	25
Total Surplus	+0	+0

** Based upon existing school observations on January 23, 2014.
NOTE: Vehicular queue in linear feet is calculated at 22 ft. per passenger vehicle.*

School Information
 Total Enrollment: 1,500 (6th-8th)
 Hours: 8:20 AM-3:20 PM (All Grades)

NOTE: Site plan (base) obtained from Masterplan 4-17-2014



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. Any deficiency due to spillover of queuing into undesignated areas of the city right-of-way, including roadway travel lanes, should be corrected by the school immediately.

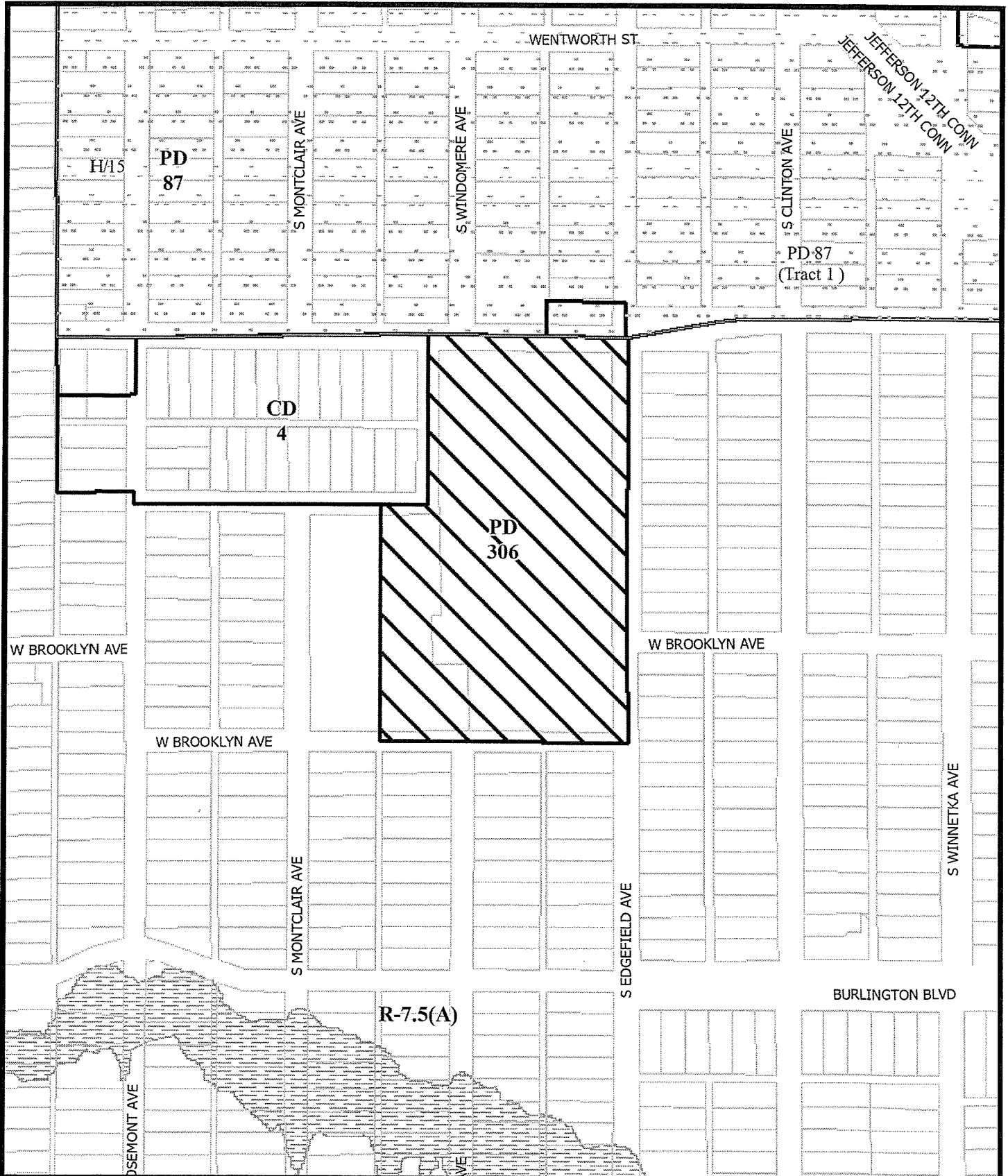
TRAFFIC MANAGEMENT PLAN: Recommended Queue Circulation Plan for Afternoon Pick-up

Z134-149

DISD - Greiner Middle School Traffic Management Plan PROJECT #14009

Approved
 City Plan Commission
 May 22, 2014

Traffic Management Plan
 Exhibit 306C, Page 1 of 2
 Planned Development No. 306

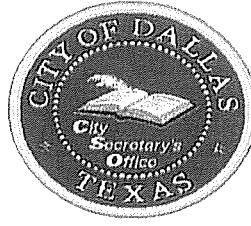


1:3,600

ZONING MAP

Case no: Z134-149

Date: 4/17/2014



PROOF OF PUBLICATION – LEGAL ADVERTISING

The legal advertisement required for the noted ordinance was published in the Dallas Morning News, the official newspaper of the city, as required by law, and the Dallas City Charter, Chapter XVIII, Section 7.

DATE ADOPTED BY CITY COUNCIL JUN 25 2014

ORDINANCE NUMBER 29384

DATE PUBLISHED JUN 28 2014

ATTESTED BY:

A handwritten signature in cursive script, appearing to read "Rose G. Liss".