

9-04-15

29856

ORDINANCE NO. _____

An ordinance amending Ordinance No. 19870, passed by the Dallas City Council on February 24, 1988, as amended by Ordinance No. 20289, passed by the Dallas City Council on April 26, 1989, which amended the zoning ordinances of the City of Dallas, and granted Specific Use Permit No. 1007 for a public school; permitting the following additional property, which is presently zoned as a TH-3(A) Townhouse District:

BEING a Tract in City Block 8721; fronting approximately 1467.37 feet along the north line of Wheatland Road; and containing approximately 47.797 acres,

to be used under Specific Use Permit No. 1007 for a public school; amending the conditions in Section 2 of that ordinance; providing a revised site plan; providing a revised landscape plan; providing a new property description; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding this amendment to Specific Use Permit No. 1007; and

WHEREAS, the city council finds that it is in the public interest to expand and amend Specific Use Permit No. 1007, as amended; Now, Therefore,

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

SECTION 1. That the zoning ordinances of the City of Dallas are amended to allow the property described in Exhibit A, which is attached to and made a part of this ordinance, (the "Property"), which is presently zoned as a TH-3(A) Townhouse District, to be used under Specific Use Permit No. 1007 for public school.

SECTION 2. That the conditions in Section 2 of Ordinance No. 19870, as amended, are amended to read as follows:

1. SITE PLAN. Use and development of the [øf] Property must comply with the attached site plan.
2. USES. The only use authorized by this specific use permit is a public school [~~This specific use permit authorizes a public school on the Property~~].
3. LANDSCAPING. Landscaping must be provided [~~on the Property~~] in accordance [~~compliance~~] with the attached landscape plan. [~~Landscaping must be installed in accordance with Article X, "Landscape Regulations," of the Dallas Development Code, as amended.~~] [All] P[~~p~~]lant materials must be maintained in a healthy, growing condition [~~at all times~~].
4. [~~MAXIMUM~~] FLOOR AREA. The maximum floor area for the junior high/middle school [~~Phase I~~] is 181,364 [~~131,075~~] square feet. The maximum floor area for the elementary school is 95,550 square feet.
5. TIME LIMIT. This specific use permit has no expiration date.
6. [~~MAXIMUM NUMBER OF~~] CLASSROOMS. The [A] maximum number of classrooms is 43 [~~classrooms are permitted~~] for a junior high/middle school [~~in Phase I~~]. The maximum number of classrooms is 35 for an elementary school.
7. DRIVE. Driveways must be provided for the off-street loading and unloading of students in accordance with the attached site plan.
8. HEIGHT. The maximum height of any structure on the Property is 38 [~~35~~] feet. No more than two stories are permitted on the Property.
9. COVERAGE. The maximum lot coverage [~~for Phase I~~] is 10 [~~15~~] percent.

10. TRAFFIC MANAGEMENT PLAN.

- A. In general. Operation of the public school must comply with the attached traffic management plan.
- 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.
- i. 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, 2018. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 1st each year.
 - ii. 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.
 - iii. 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.

- i. A traffic management plan may be amended using minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.
- ii. 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.

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

12[+0]. GENERAL REQUIREMENTS. Use of the Property must comply with the requirements of all applicable ordinances, rules, and regulations of the City of Dallas.

13[+4]. LIGHTING. Lighting of the baseball practice field and the football and track practice field is prohibited.”

SECTION 3. That the site plan attached to Ordinance No. 19870, as amended, is replaced by the site plan attached to this ordinance.

SECTION 4. That the landscape plan attached to Ordinance No. 19870, as amended, is replaced by the landscape plan attached to this ordinance.

SECTION 5. That the property description attached to Ordinance No. 19870, as amended, is replaced with Exhibit A (legal description) attached to this ordinance.

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 all paved areas, permanent drives, streets, and drainage structures, if any, on the Property must be constructed in accordance with standard City of Dallas specifications, and completed to the satisfaction of the City of Dallas.

SECTION 8 That the building official shall not issue a building permit or a certificate of occupancy for a use authorized by this specific use permit on the Property until there has been full compliance with this ordinance, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the City of Dallas.

SECTION 9. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

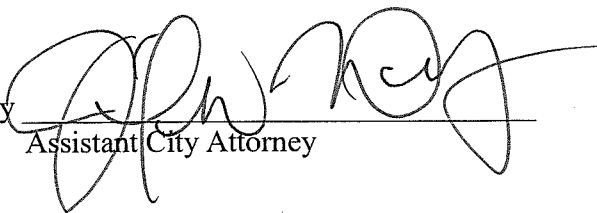
SECTION 10. That the zoning ordinances of the City of Dallas, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 11. 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 12. 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 SEP 09 2015

Exhibit A

LEGAL DESCRIPTION

BEGINNING at a ½ inch iron rod in the North right-of-way line of Wheatland Road (100 foot right-of-way) lying West 795.37 feet from the intersection of the North right of way line of Wheatland Road and the west right of way line of Clark Road;

THENCE along the North right of way line of Wheatland Road as follows:

1. WEST 1,287.69 feet to an iron rod at the beginning of a curve to the left;
2. SOUTHWESTERLY 180.00 feet along said curve to the left having a radius of 868.51 feet, a central angle of 11 degrees 52' 29", and a long chord bearing S 84 degrees 03' 46" W 179.68 feet to an iron rod;

THENCE NORTH 620.00 feet departing said North right of way line of Wheatland Road to an iron rod;

THENCE N 43 degrees 34' 55" E 602.81 feet to an iron rod;

THENCE NORTH 150.00 feet to an iron rod;

THENCE N 80 degrees 32' 15" E 364.97 feet to an iron rod;

THENCE N 64 degrees 53' 06" E 706.73 feet to an iron rod;

THENCE N 85 degrees 05' 09" E 817.46 feet to an iron rod in the West right of way line of Clark Road;

THENCE along the West right of way line of Clark Road as follows:

1. S 01 degrees 04' 02" E 311.85 to an iron rod;
2. S 02 degrees 41' 26" E 208.30 feet to an iron rod;

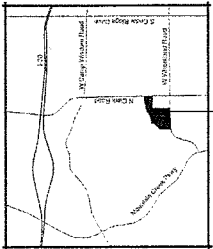
THENCE WEST 950.00 feet departing said West right of way line of Clark Road to an iron rod;

THENCE S 17 degrees 18' 47" E 574.22 feet to an iron rod;

THENCE SOUTH 550.00 feet to return to the POINT OF BEGINNING and containing 47.797 acres of land.

Site Plan (Revised)
Specific Use Permit
No. 1007

Approved
City Plan Commission
August 20, 2015



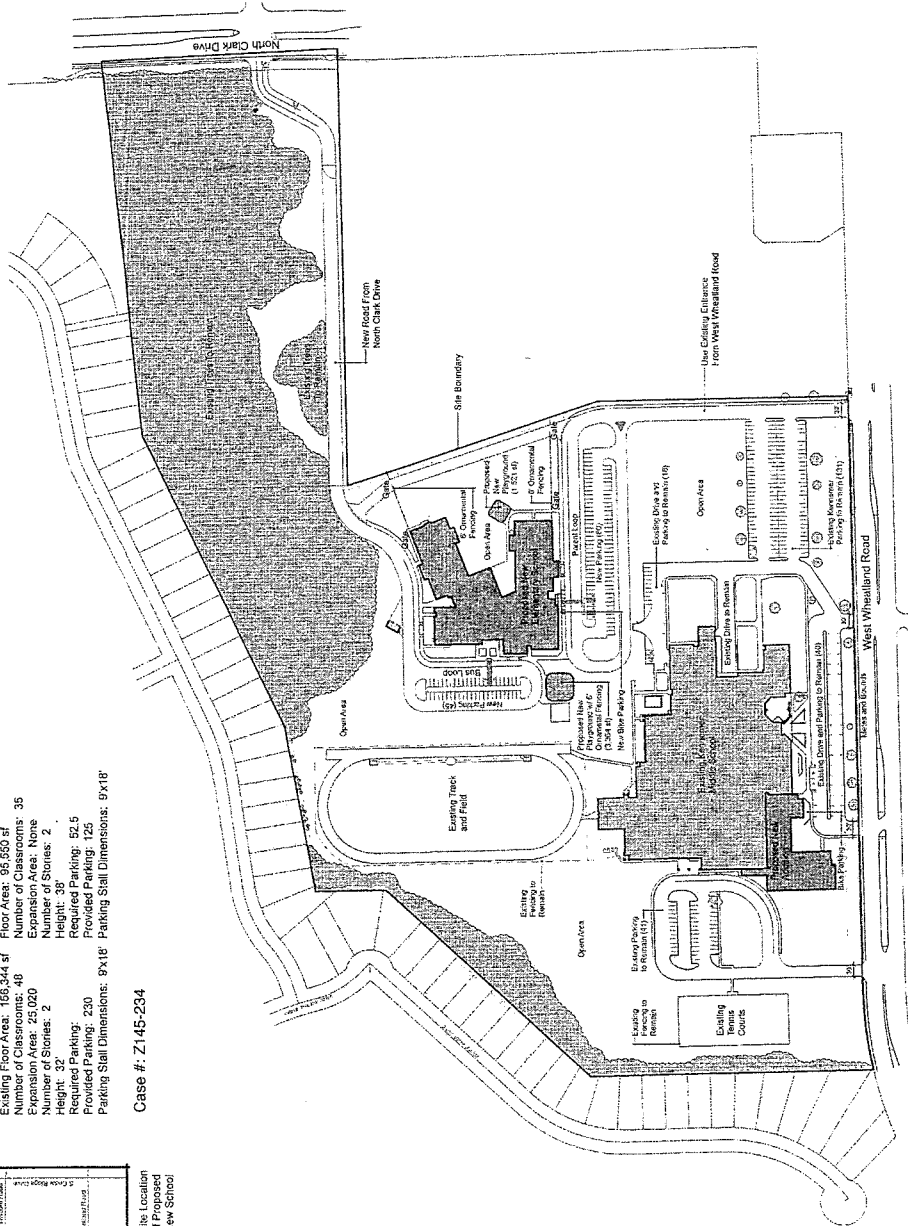
Vicinity Map

Legend
Site: 47.5976 acres
Zoning: TH-3(A) SUPH 1007

Existing Middle School
Floor Area: 100,344 sf
Number of Stories: 2
Expansion Area: 25,020
Number of Stories: 2
Height: 32'
Required Parking: 230
Parking Stall Dimensions: 8'x18'

Proposed New Elementary School
Floor Area: 95,350 sf
Expansion Area: None
Number of Stories: 2
Height: 33'
Required Parking: 52.5
Parking Stall Dimensions: 8'x18'

Case #: Z145-234



Z145-234
North
Scale 1:100
Site Plan

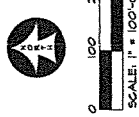
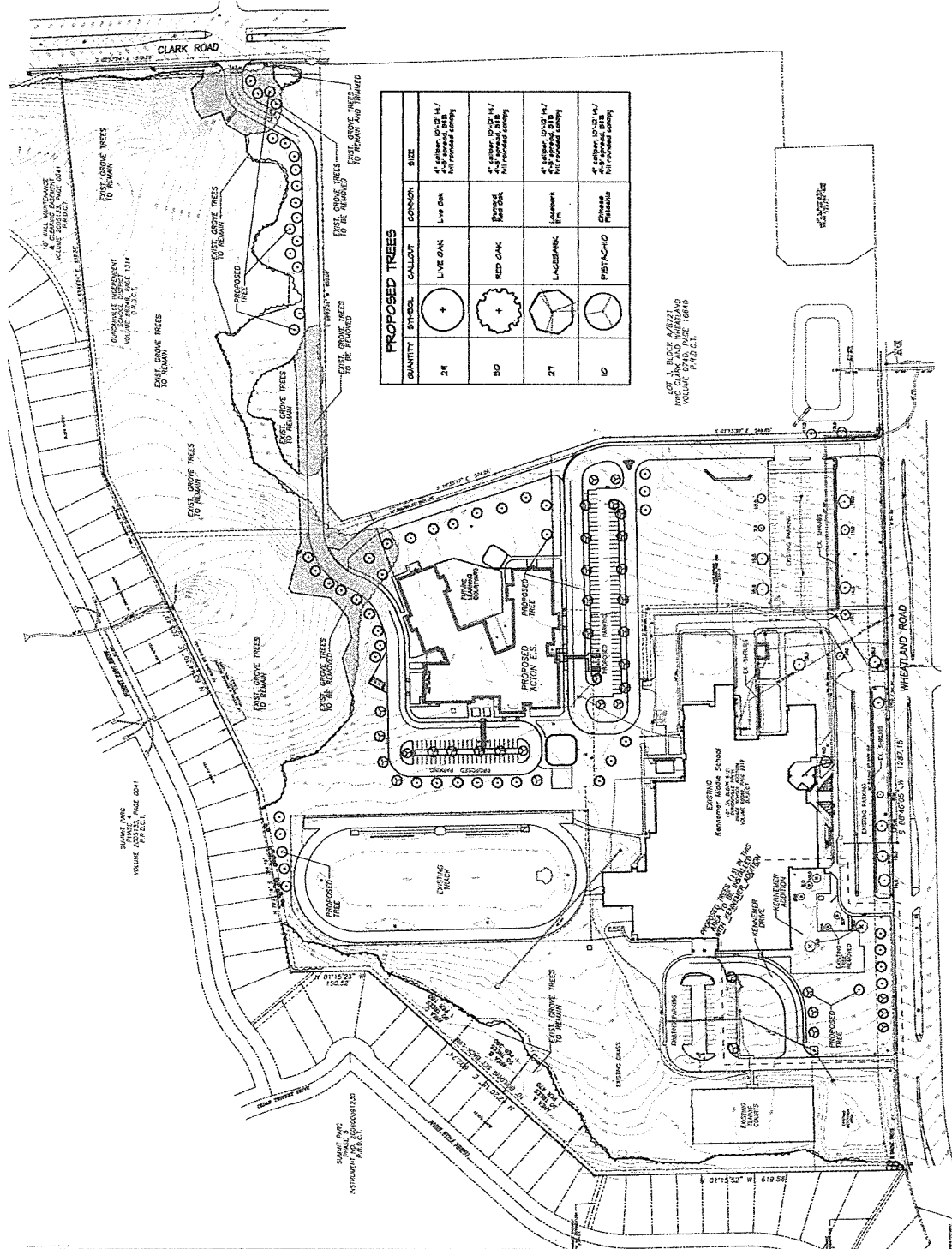
ARTICLE X TABULATIONS

SITE TREES
 1. TREES WITH DBH 4.00' OR GREATER
 2. TREES WITH DBH 3.00' TO 3.99'
 3. TREES WITH DBH 2.00' TO 2.99'
 4. TREES WITH DBH 1.00' TO 1.99'
 5. TREES WITH DBH 0.50' TO 0.99'

STREET TREES
 1. TREES WITH DBH 4.00' OR GREATER
 2. TREES WITH DBH 3.00' TO 3.99'
 3. TREES WITH DBH 2.00' TO 2.99'
 4. TREES WITH DBH 1.00' TO 1.99'
 5. TREES WITH DBH 0.50' TO 0.99'

DESIGN STANDARDS
 1. EXISTING TREES TO BE PRESERVED
 2. EXISTING TREES TO BE REMOVED
 3. EXISTING TREES TO BE RELOCATED
 4. EXISTING TREES TO BE PLANTED
 5. EXISTING TREES TO BE MAINTAINED

NOTE:
 ALL REQUIRED LANDSCAPE AREAS TO RECEIVE AUTOMATIC IRRIGATION SYSTEM



Approved
 City Plan Commission
 August 20, 2015

Landscape Plan (Revised)
 Specific Use Permit
 No. 1007

Z145-234

RAYSEY LANDSCAPE ARCHITECTS, LLC
 11914 WISHAM WELLS CT
 FORT WORTH, TEXAS 76133
 PHONE: (817) 338-0800
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 EMAIL: WRAYSEY@RAYSEY.COM

Huckabee
 LANDSCAPE ARCHITECTS, P.C.
 2000 W. HICKORY AVENUE
 FORT WORTH, TEXAS 76104
 (817) 338-0800

KENNERMERS / ACTON E.S.
 S.U.P.
 FOR DUNCANVILLE I.S.D., DALLAS, TEXAS
 SUP LANDSCAPE PLAN



ISSUES/ REVISIONS

NO.	DATE	DESCRIPTION
1	08/20/15	ISSUED FOR PERMIT

DATE: 08/20/15
 SCALE: 1"=100'

SHEET NO. L1.0

29856

151686

TRAFFIC MANAGEMENT PLAN FOR
ACTON ELEMENTARY SCHOOL
DALLAS, TEXAS

DeShazo Project No. 15053

Prepared for:

Masterplan

900 Jackson Street, Suite 640
Dallas, Texas 75202

Prepared by:

DeShazo Group, Inc.

Texas Registered Engineering Firm F-3199
400 South Houston Street, Suite 330
Dallas, Texas 75202
214.748.6740

August 24, 2015

2145-234



Traffic Management Plan for
Acton Elementary School

~ DeShazo Project No. 15053 ~

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

LIST OF EXHIBITS:

Exhibit 1. Recommended Site Circulation Plan



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: August 24, 2015
Re: Traffic Management Plan for Acton Elementary School in Dallas, Texas
DeShazo Project Number 15053

INTRODUCTION

The services of **DeShazo Group, Inc. (DeShazo)** were retained by Masterplan on behalf of the Duncanville Independent School District to provide a requisite traffic management plan (TMP) for the proposed Acton Elementary School campus to be located behind the existing Kennemer Middle School located at 7101 W Wheatland Road 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 a different site with an enrollment of 520 students in grades PreK - 4th. The school proposes to relocate the current school to the proposed location and accommodate an enrollment of up to 770 students in grades PreK - 5th. A proposed site plan, prepared by **Huckabee**, showing the proposed site is attached for reference.

As part of the approval process for the school, 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 Acton Elementary School assumed in this analysis:

Table 1. School Operational Characteristics

	Existing Conditions	Proposed Conditions
Enrollment:	PreK, Kindergarten - 133 students 1 st Grade - 88 students 2 nd Grade - 85 students 3 rd Grade - 99 students 4 th Grade - 115 students <i>Total (All grades): 520 students</i>	Grades: Kindergarten – 5 th <i>Total (All grades): 770 students</i>
Daily Start/End Schedule	Grades: <i>All</i> >Start: 8:00 AM >End: 3:30 PM	Grades: <i>All</i> >Start: 8:00 AM >End: 3:30 PM NOTE: the Kennemer Middle School hours are 9:00 AM to 4:30 PM
Approximate Number of Students Travelling by Mode Other Than Drop-off/Pick-up:	By Drop-Off/Pick-Up: \cong 65% By School Bus: \cong 25% By Walking/Other: \cong 10%	By Drop-Off/Pick-Up: \cong 65% By School Bus: \cong 25% By Walking/Other: \cong 10%

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 from personal interviews of 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.

Proposed Traffic Conditions

NOTE: The following details are based upon DeShazo's observations at the existing Acton Elementary School, located at 9240 County View Road in Dallas on March

SITE ACCESS AND CIRCULATION

The subject site is proposed to provide two total driveways. "Parent"-traffic will utilize an existing driveway on W Wheatland Road (now serving a parking lot for Kennemer Middle School) that will provide both ingress

and egress. A new driveway will be constructed on Clark Road (aligned with S Royal Oak Drive). This driveway will be used for buses (and private vans, etc.) only using the bus loop. The driveway will accommodate two-way traffic, however it is recommended that outbound traffic be restricted to right-turn maneuver only in order to eliminate potential visibility limitations due to topography of the roadway south of the driveway (if left-turn egress maneuvers are desired, then DeShazo recommends that a sight distance analysis be performed to assess the available sight distance). A new left-turn bay will be constructed in the median of Clark Road to accommodate northbound, left-turn maneuvers by buses.

During the drop-off and pick-up period, parents will enter the campus from the easternmost site driveway on W Wheatland Road and travel to the designated loading area or parking lot on the south side of the school building. The "parent loop" is intended to operate as one-way, counterclockwise flow. Vehicles would then exit the site at the same driveway on W Wheatland Road.

School buses have a separate loading area on the west side of the school. The proposed circulation plan provides separation of parent vehicles and buses, which improves efficiency and safety.

PASSENGER UNLOADING/LOADING AND VEHICLE QUEUING

During the afternoon pick-up period, the school provides a managed "carpool" system whereby students are paired with parent vehicles by actively managing the loading process. School staff are positioned at strategic locations ahead of the loading area(s) and relay the sequence of parent arrival back to the loading area. With the assistance of other school staff stationed at the loading area, several vehicles are loaded simultaneously. After loading, vehicles are cleared by school staff to carefully exit the site along the designated route.

Based upon field observations conducted by DeShazo during typical school-day conditions (on Tuesday, March 17, 2015), 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 65 parent vehicles and 5 school buses (for current enrollment of 520 students)	Approximately 96 parent vehicles and 7 school buses (for maximum enrollment of 770 students)

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

NOTE: Less detailed site observations were also conducted during the morning drop-off period, however the total number of vehicles parked and in queue was substantially less. Therefore, a detailed analysis was not performed for the morning drop-off period.

Recommendations

The following recommendations are provided by DeShazo to Acton Elementary School 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 1** is recommended. This plan was designed with the intent of optimizing the on-site vehicular circulation and retention of vehicle queuing in a manner that promotes safety and operational efficiency.


The recommended plan provides approximately 2,205' linear feet of on-site vehicular queuing (i.e., storage for up to 100 vehicles @ 22 feet per vehicle), plus approximately 80 available on-site parking spaces. This capacity for approximately 180 vehicles within the site is expected to amply accommodate the projected vehicle demand of 96 vehicles at the peak of the afternoon pick-up period.

The plan includes recommended configuration of temporary traffic control devices (such as traffic cones, etc.) that shall be installed 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. Allocating staff to the internal pedestrian crossing and parking lot is recommended to promote pedestrian safety. Use of traffic cones to increase awareness at the pedestrian crossing of the parent loop is also recommended.

Staff directing traffic at the intersecting point of two queue lanes (and other areas, where appropriate) should, in lieu of simple hand gestures, procure and use reversible hand-paddle signs with the messages (and symbols) for STOP and for SLOW (i.e., proceed slowly). Optional additional equipment used by staff may include whistles (for audible warnings) and flashlights (for visual warnings) in order to better-gain the attention of motorists.

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 DeShazo Group
August 24, 2015

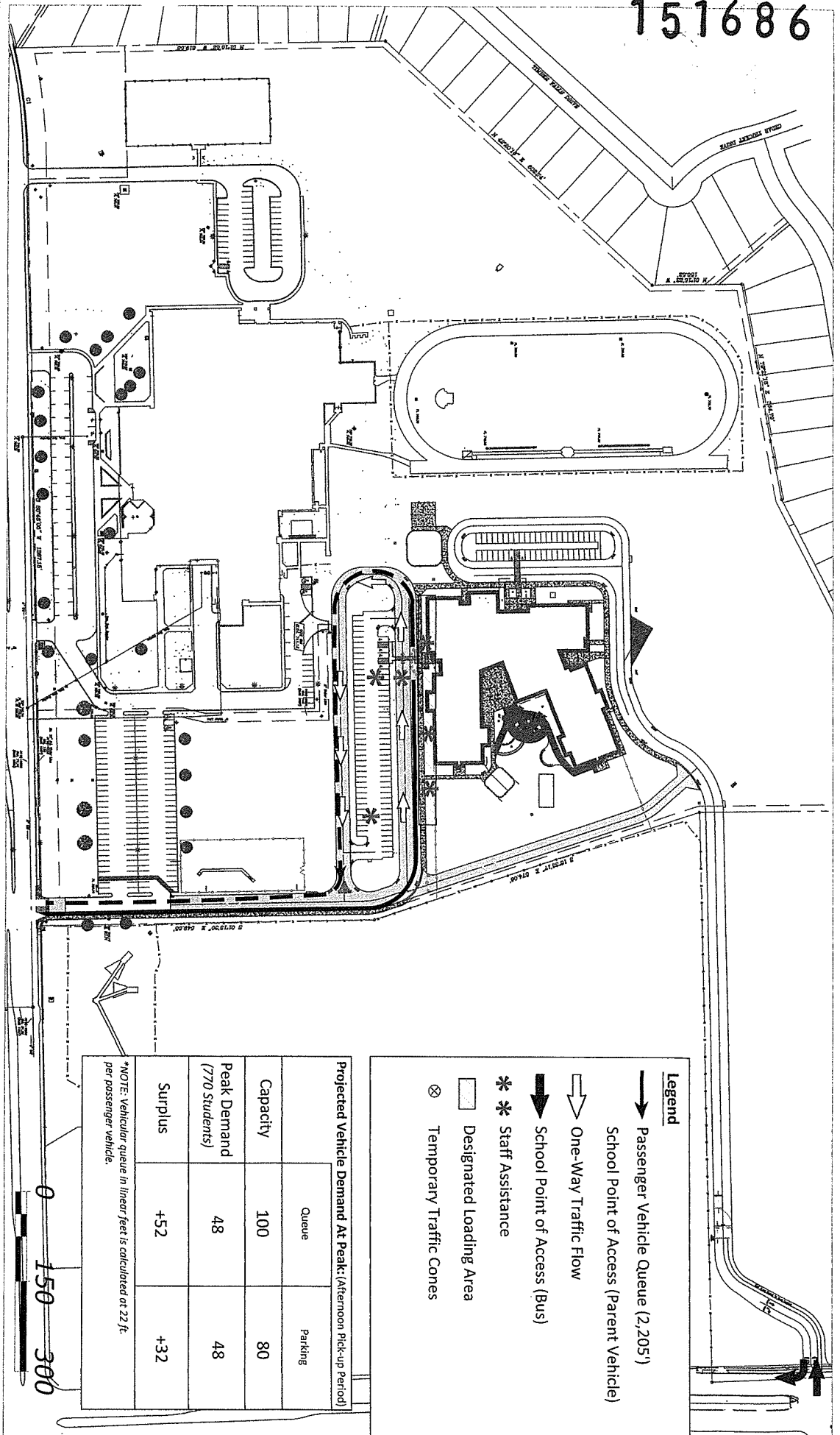
SUMMARY

This TMP is to be used by Acton Elementary 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

151686

29856



Legend

- Passenger Vehicle Queue (2,205')
- School Point of Access (Parent Vehicle)
- ↔ One-Way Traffic Flow
- School Point of Access (Bus)
- * Staff Assistance
- ▭ Designated Loading Area
- ⊗ Temporary Traffic Cones

Projected Vehicle Demand At Peak: (Afternoon Pick-up Period)	
Queue	Parking
Capacity	100
Peak Demand (770 Students)	80
Surplus	48
	+52
	+32

*NOTE: Vehicular queue in linear feet is calculated at 22 ft. per passenger vehicle.

Circulation Plan 2145-234

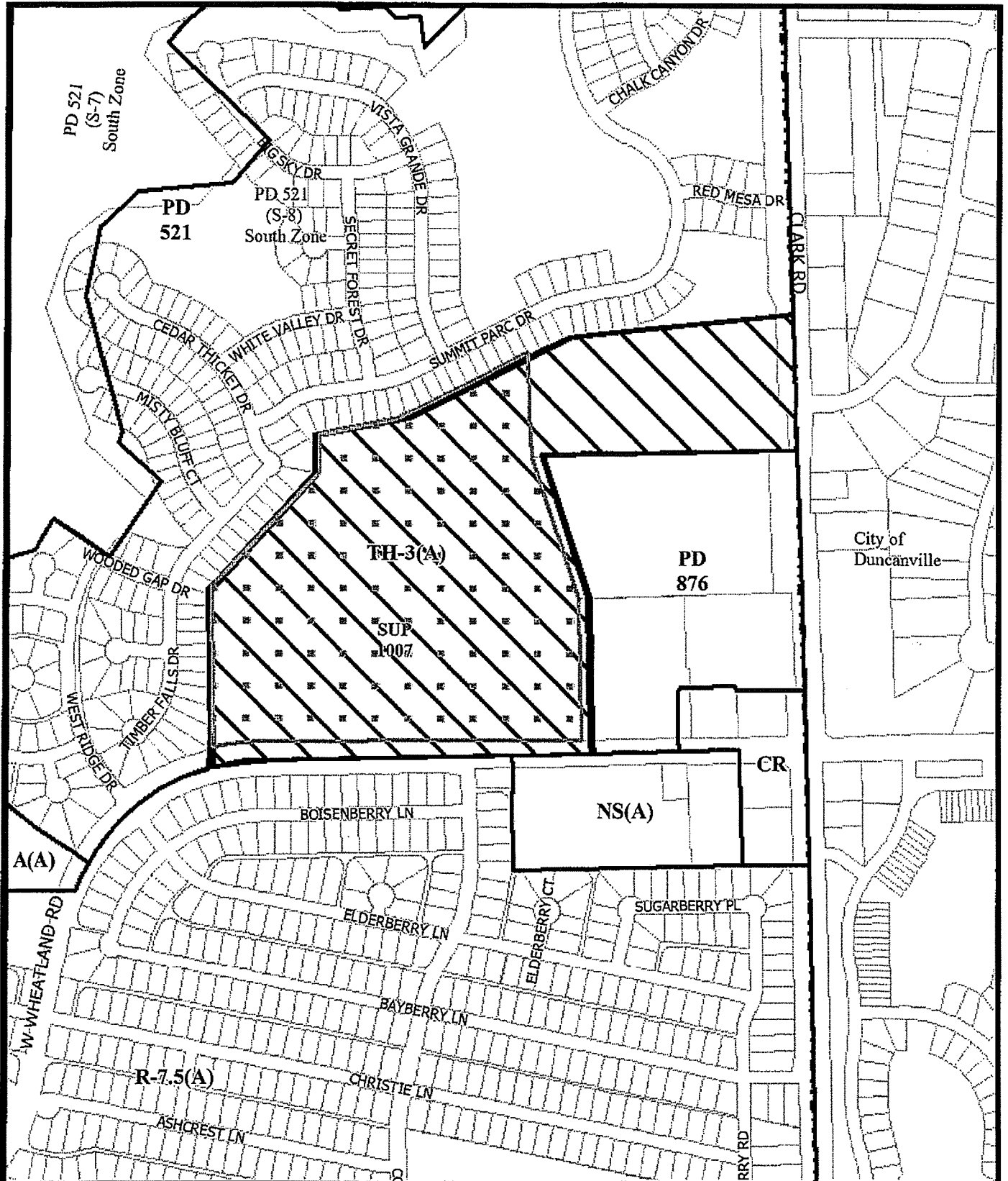
Duncanville ISD - Action Elementary School Traffic Management Plan

Approved
City Plan Commission
August 20, 2015

Traffic Mgmt. Plan Exhibit
Specific Use Permit
No. 1007

PROJECT #15053

EXHIBIT
1

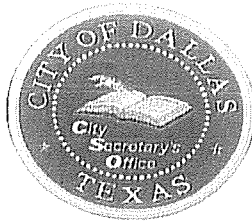


1:6,000

ZONING MAP

Case no: Z145-234

Date: 4/30/2015



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 SEP 09 2015

ORDINANCE NUMBER 29856

DATE PUBLISHED SEP 12 2015

ATTESTED BY: