

8-8-17

ORDINANCE NO. 30586

An ordinance changing the zoning classification on the following property:

BEING a tract of land in City Block 6449; fronting approximately 943.55 feet on the north line of Park Lane south of Kincaid Drive; fronting approximately 502.77 feet on the east line of Dale Crest Drive west of Harwich Drive; and containing approximately 10.888 acres,

from an R-10(A) Single Family District to Planned Development District No. 991; amending Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code by creating a new Article 991; 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. 991 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 991 to read as follows:

**"ARTICLE 991.**

**PD 991.**

**SEC. 51P-991.101. LEGISLATIVE HISTORY.**

PD 991 was established by Ordinance No. \_\_\_\_\_, passed by the Dallas City Council on August 9, 2017.

**SEC. 51P-991.102. PROPERTY LOCATION AND SIZE.**

PD 991 is established on property generally located in an area bounded by Park Lane, Dale Crest Drive, Kinkaid Drive, and Harwich Drive. The size of PD 991 is approximately 10.888 acres.

**SEC. 51P-991.103. 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 a residential zoning district.

**SEC. 51P-991.104. EXHIBIT.**

The following exhibit is incorporated into this article:

- (1) Exhibit 991A: development plan.
- (2) Exhibit 991B: traffic management plan.

**SEC. 51P-991.105. 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 plan (Exhibit 991A). If there is a conflict between the text of this article and the development 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 plan analysis, conceptual plan, development schedule, and landscape plan do not apply.

**SEC. 51P-991.106. 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) The following main use is permitted by right:

-- Public school other than an open-enrollment charter school.

**SEC. 51P-991.107. 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-991.108. 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) Front yard. For a public school other than an open-enrollment charter school, minimum front yard is 15 feet on Dale Crest Drive.

(c) Floor area. For a public school other than an open-enrollment charter school, maximum floor area is 88,125 square feet. A maximum of 2,500 square feet of floor area is allowed within the area labelled "Expansion Area" shown on the development plan.

(d) Lot size. For a public school other than open-enrollment charter school, no minimum lot size.

**SEC. 51P-991.109. OFF-STREET PARKING AND LOADING.**

(a) Consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) For a public school other than an open-enrollment charter school, parking is allowed in the required front yard.

(c) For a public school other than an open-enrollment charter school, parking lot screening is not required.

(d) For a public school other than an open-enrollment charter school, loading screening is not required.

**SEC. 51P-991.110. TRAFFIC MANAGEMENT PLAN.**

(a) In general. Operation of a public school other than an open-enrollment charter school must comply with the traffic management plan (Exhibit 991B).

(b) 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, 2018. After the initial traffic study, the Property owner or operator shall submit annual updates of the traffic study to the director by November 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.

(c) 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-991.111 ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**SEC. 51P-991.112. LANDSCAPING.**

- (a) Landscaping must be provided in accordance with Article X.
- (b) Plant materials must be maintained in a healthy, growing condition.

**SEC. 51P-991.113. SIGNS.**

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

**SEC. 51P-991.114. 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.

(c) For a public school other than an open-enrollment charter school, fencing may be provided in the required yards up to a maximum height of six feet.

**SEC. 51P-991.115. 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 991A (development plan) attached to this ordinance. A reduced-sized version of this plan shall be provided in Chapter 51P. Permits shall be issued based on information provided on the full-scale version of the plan.

SECTION 5. That the city attorney is authorized to insert the enrolled number of this ordinance in the legislative history section of Article 991 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:

LARRY E. CASTO, City Attorney

By   
Assistant City Attorney

Passed                     AUG · 9 2017

30586

GIS\_Approved

171220

**EXHIBIT A**

BEGINNING at the intersection of the south right of way line of Kinkaid Drive and the east right of way line of Dale Crest Drive;

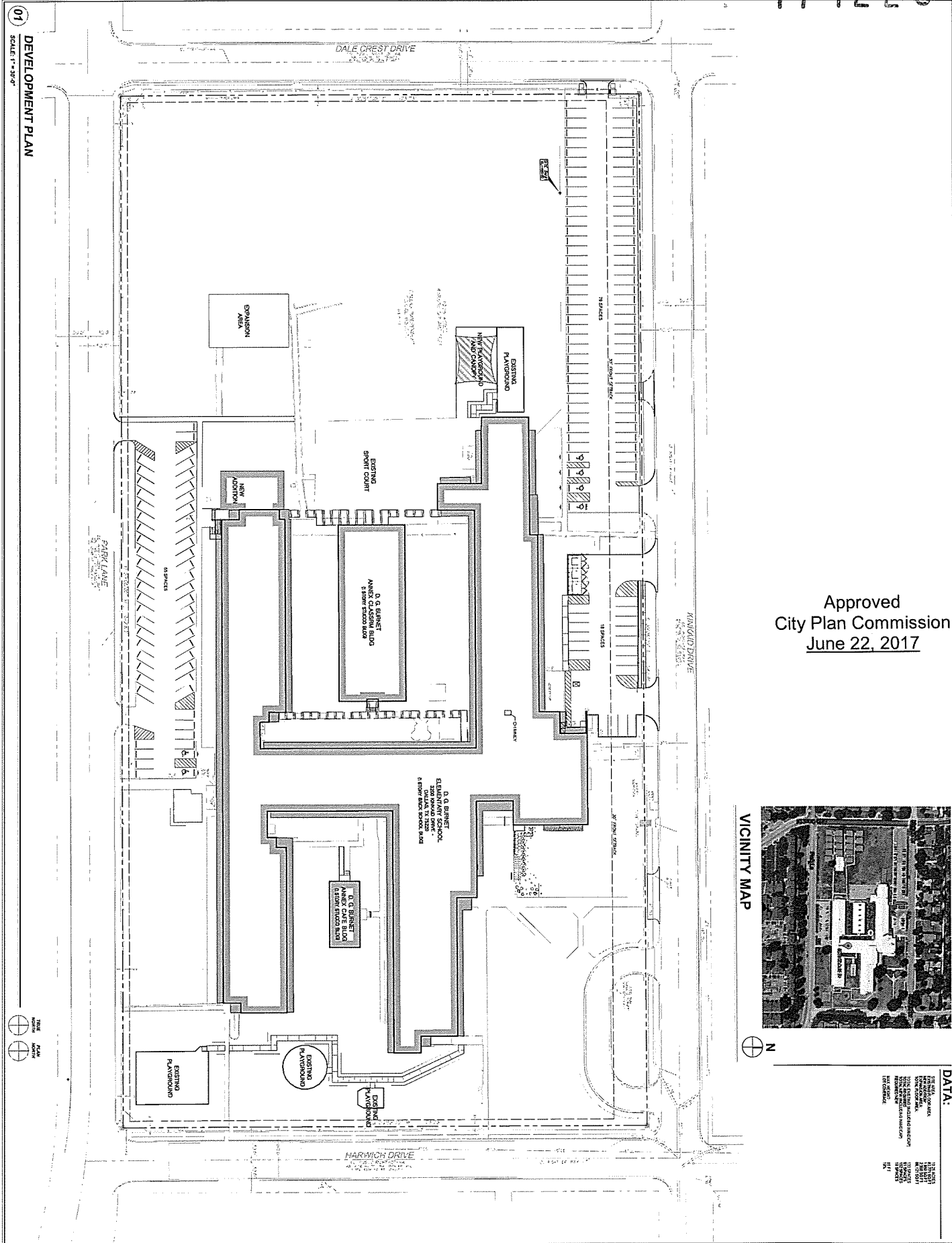
THENCE South 89°45'11" East along the south line of Kinkaid Drive, a distance of 943.55 feet, at the intersection of Kinkaid Drive and Harwich Drive;

THENCE South 00°15'47" West, along the west line of Harwich Drive, a distance of 502.77 feet, to a point at the intersection of Harwich Drive and Park Lane;

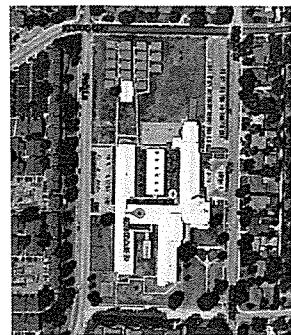
THENCE North 89°45'11" West, along the north line of Park Lane, a distance of 943.55 feet to a point for corner, said point being the intersection of Park Lane and Dale Crest Drive;

THENCE North 00°15'47" East along the east line of Dale Crest Drive, a distance of 502.77 feet to return to the POINT OF BEGINNING and containing 10.888 acres of land more or less.





Approved  
 City Plan Commission  
 June 22, 2017



VICINITY MAP

DATA:

|             |                                      |
|-------------|--------------------------------------|
| DATE        | 11/14/16                             |
| DESIGNER    | MAA                                  |
| PROJECT NO. | 171220                               |
| CLIENT      | DAVID G. BURNET ELEMENTARY SCHOOL    |
| LOCATION    | 1200 KINKAID DRIVE, DALLAS, TX 75220 |
| SCALE       | AS SHOWN                             |
| DATE        | 11/14/16                             |
| DESIGNER    | MAA                                  |
| PROJECT NO. | 171220                               |
| CLIENT      | DAVID G. BURNET ELEMENTARY SCHOOL    |
| LOCATION    | 1200 KINKAID DRIVE, DALLAS, TX 75220 |
| SCALE       | AS SHOWN                             |

01  
 SCALE: 1" = 30'-0"  
 DEVELOPMENT PLAN



DATE: 11/14/16  
 DESIGNER: MAA  
 PROJECT NO.: 171220  
 CLIENT: DAVID G. BURNET ELEMENTARY SCHOOL  
 LOCATION: 1200 KINKAID DRIVE, DALLAS, TX 75220  
 SCALE: AS SHOWN

ADDITION OF  
**DAVID G. BURNET  
 ELEMENTARY SCHOOL**  
 3200 KINKAID DRIVE, DALLAS, TX 75220

ORG 116  
 BP #407B

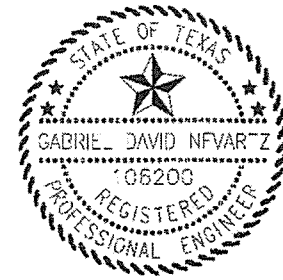


architect  
**maa**  
 METTLER  
 ANDERSON  
 ARCHITECTS  
 300 N. RIVER ST.  
 DALLAS, TEXAS 75201  
 214.761.1100  
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7117-786



Planned Development  
District No. 703



## Technical Memorandum

**To:** Karl Crawley — Masterplan Consultants  
**From:** David Nevarez, PE, PTOE — DeShazo Group, Inc.  
**Date:** April 3, 2017  
**Re:** Traffic Management Plan for David G. Burnet Elementary School in Dallas, Texas  
*DeShazo Project Number 17026*

### INTRODUCTION

DeShazo Group, Inc. (DeShazo) is an engineering consulting firm providing professional services in traffic engineering, transportation planning and related fields. Masterplan Consultants retained the services of DeShazo on behalf of the Dallas Independent School District (DISD) to provide a requisite Traffic Management Plan (TMP) for David G. Burnet Elementary School. The school is located at 3200 Kinkaid Drive in Dallas, Texas.

At the time of this study, the school had an enrollment of 976 students in Pre-K through 5<sup>th</sup> grade. The school is undergoing renovations mainly attributed to additional classroom space with no change to student capacity. A proposed site plan showing proposed building modifications is attached as reference.

The school site is zoned R-10(A), Single Family. In order to gain entitlements for the proposed improvements, the school administration is seeking approval of a change to the development plan. As part of the approval process, the City of Dallas requires a TMP as a record of the preferred traffic control strategies and to ensure overall traffic safety and efficient operations. The plan is intended to assess anticipated traffic conditions during the morning drop-off and afternoon pick-up activities on the basis of satisfying these objectives. By consent of the TMP submittal, the school agrees to the strategies presented herein. In addition, the school is held self-accountable to enforce the plan until and unless the City of Dallas deems further mitigation measures are necessary.

### TRAFFIC MANAGEMENT PLAN

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

The analysis summarized below utilizes the existing school site plan to evaluate aspects such as parking and vehicle queuing (i.e., stacking) that occur at the school in order to accommodate the observed peak demands. A concerted effort and full participation by the school administration, staff, students, and parents are essential to maintain safe and efficient traffic operations.

### ***School Operational Characteristics***

Table 1 provides a summary of the known operational characteristics for the school.

**Table 1. School Operational Characteristics**

|  |  |
|--|--|
| Enrollment:  | Pre-K: 105 students<br>Kindergarten: 116 students<br>1 <sup>st</sup> -5 <sup>th</sup> : 755 students<br><i>Total: 976 students</i> |
| Daily Start/End Schedule   | >Start: 7:55 AM<br>>End: 2:55 PM   |
| Approximate Percentage of Students Travelling by Mode Other Than Drop-off/Pick-up: | By Daycare/Van: $\cong$ 5% (~49 Students)<br>By Walking: $\cong$ 0% (Observed)   |

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 conditions and from personal interviews of school representatives.

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 Site Access and Circulation***

The school provides parking lots for faculty and staff only on Park Lane and Kinkaid Drive. During afternoon peak hours, a third parking lot located at the northwest corner of the school provides parking for parents. During school pick-up periods, traffic operations concentrate in the perimeter of the school with a significant number of vehicles parked on both sides of Park Lane. The majority of parents arrive from the east of the school traveling westbound on Park Lane. Once the parents park, they either cross the street to pick up students or wait for students to be dismissed. A school bus and van park eastbound on Kinkaid Drive without a designated loading area.

### ***Passenger Unloading/Loading and Vehicle Queuing***

DeShazo conducted field observations during typical school-day conditions on Tuesday, February 28, 2017. The peak number of parent-vehicles on site was quantified during the afternoon pick-up period. The total maximum vehicular accumulation peaked with 167 vehicles around the school. The school administration should immediately implement an active management of student loading to expedite queueing operations and reduce the maximum accumulation of traffic.

The school provides enough capacity for 146 vehicles as depicted in **Exhibit 1**. The designated areas for queuing operations is considered adequate upon enforcement of an active traffic management plan based on studies of other schools with similar enrollment characteristics.

*2167-285*

***Recommendations to Facilitate Queueing Operations***

Queue pick-up participation is a challenge that schools in our community face constantly. Full cooperation of all school staff members, students and parents is crucial for the success of the systematic queue. Proper training of school staff 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 recommended.

The following recommendations are provided to school administration for the management of vehicular traffic generated by the school during peak traffic conditions. Generally, traffic delays and congestion that occurs during pick-up periods is notably greater than the traffic generated during the morning drop-off period due to timing and traffic concentration. In most instances, achieving efficiencies during the afternoon period is most critical, while the morning traffic operations require nominal active management.

***Traffic Queue Operations***

- As shown on **Exhibit 1**, parents picking up students in Pre-K and Kindergarten should immediately proceed to form a double queue upon arriving at the school during the afternoon pick-up period. The northwest lot provides 752 linear feet of on-site queuing—enough capacity for a double queue for more than 32 vehicles. Parents for all other grades should proceed to form a systematic queue along the perimeter of the road in a clockwise direction without obstructing any private driveway. Dismissal of grades 1 through 5 should be limited to the front of the school on Kinkaid Drive.
- Pedestrian access to/from school should be limited to the front of the building on Kinkaid Drive to encourage student pick-up at designated areas only.

***Student Safety***

- Student safety should remain paramount at all times. School administration should remind students, parents and staff of their expectations relative to this traffic management plan continuously throughout the school year.
- School administration should review traffic operations and address any problems concerning this traffic management plan and identify solutions in the interest of student safety.
- There is no evidence of any students walking home after school. School administration should investigate *A Safe Routes to School* program for students to walk home or ride bikes safely.
- In accordance with the Transportation Code, Section 545.4252, State law prohibits the use of wireless communication devices while operating a motor vehicle during the time a school zone is in effect. Restrictions do not apply to stopped vehicles or the use of handheld free devices.

***School Bus/Daycare Vans Operations***

- All school and daycare van pick-up activities should be designated at the loading zone located at the northeast corner of the school site as shown in **Exhibit 1**.

Enforcement

- School officials should appoint a safety committee whose objective is to implement actions of this TMP and make any necessary adjustments to enforce a coordinated traffic management plan.
- The plan includes a specific number and location of school staff and adult crossing guards. 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.
- Maintain the closure of the fence to discourage remote parking and to encourage parents to pick-up students at the designated loading areas as shown in **Exhibit 1**.

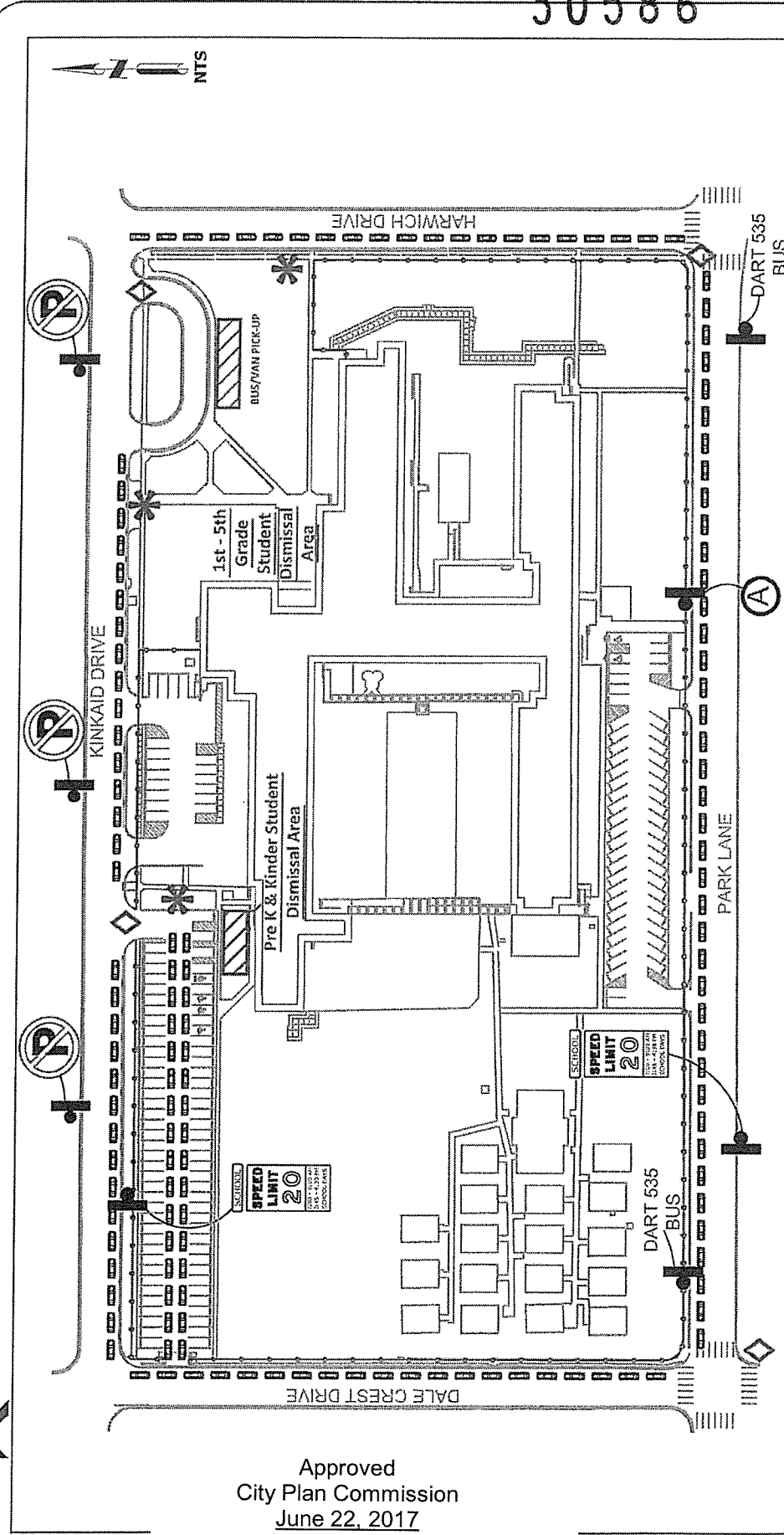
## SUMMARY & RECOMMENDATIONS

This TMP is to be used by DISD David G. Burnet Elementary School to provide safe and efficient transportation of students, staff, and faculty. 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**

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Approved  
City Plan Commission  
June 22, 2017

The purpose of this Traffic Management Plan (TMP) is to evaluate traffic operations that promote safety and efficient vehicle circulation. The school administration should adhere to this TMP. Any deficiency due to spillover of queuing into undesignated areas of the city rights-of-way, including roadway travel lanes, should be corrected by the school immediately.

I, David Nevarez, P.E. #106200, certify that site constraints preclude the school's ability to accommodate vehicular queue on-site. While it may not be feasible to eliminate queuing in public rights-of-way, establishing a designated school route will lessen impact to neighborhood as well as background traffic on the main roads. This option is subject to approval by the City of Dallas Mobility and Street Services Department.

**Legend**

- \* - School Staff
- Ⓜ - Student Pick - Up
- ⓐ - School Crossing Guard
- Traffic Signs
- QUEUE LANE
- PULL FORWARD OR NO PARKING OR UNATTENDED VEHICLES
- 7:00 - 9:00 AM
- 2:45 - 4:30 PM
- SCHOOL DAYS

**Queuing Summary**

| Student Group | Student Enrollment | Dismissal Time | Vehicle Traffic Demand         |
|---------------|--------------------|----------------|--------------------------------|
| Pre-K-5th     | 976 Students       | 2:55 PM        | Queue                          |
|               | 5% Bus             |                | Provided* 3,431 LF (146 cars)  |
|               | 5% Walk            |                | Required** 3,431 LF (146 cars) |
|               |                    |                | Surplus 0 LF (0 cars)          |

\* Exceeds existing conditions; calculated upon enforcement of managed traffic operations  
 \*\* Vehicular queue calculated at 23.5 feet/passenger car based on field observations.

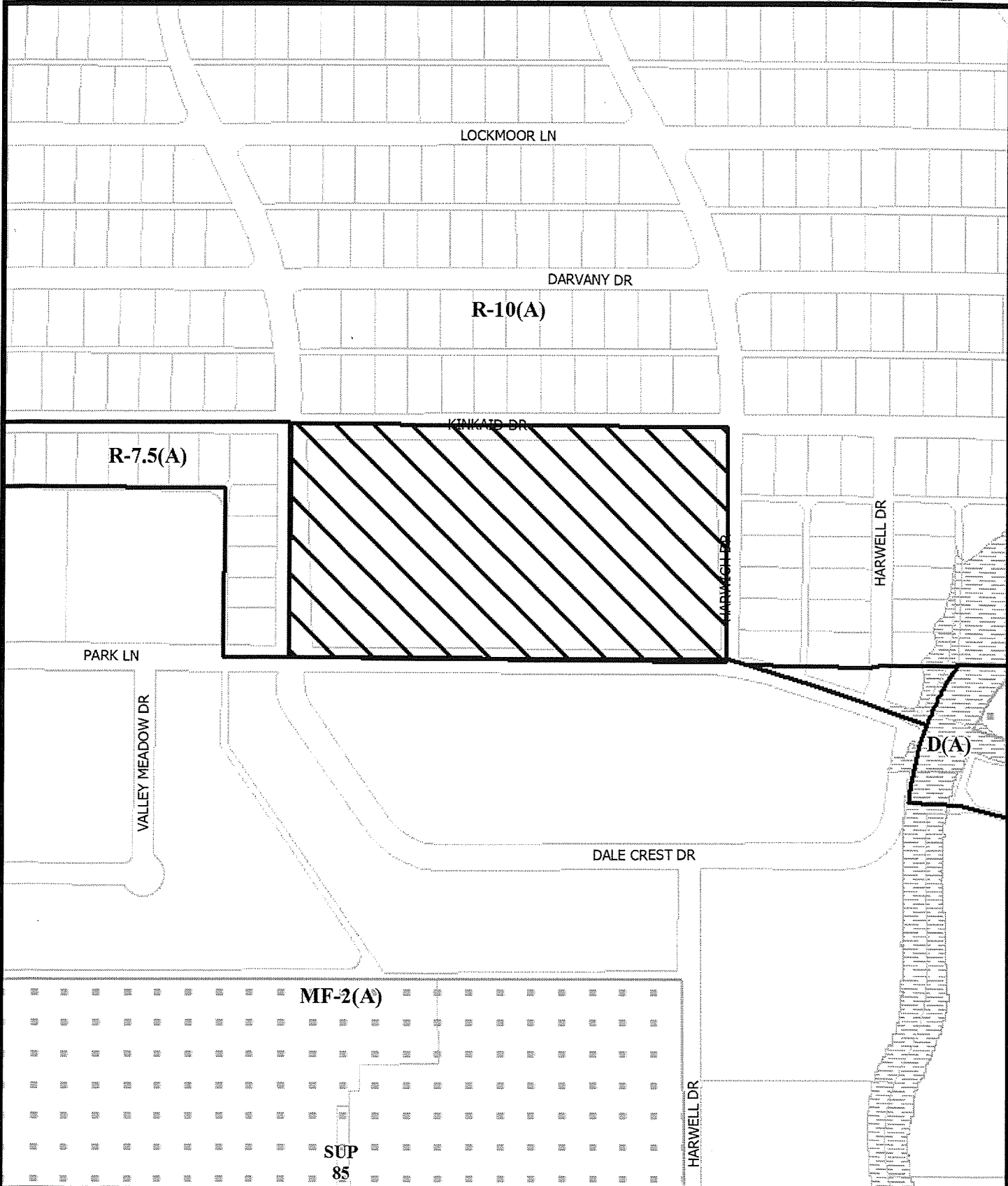
DeShazo Group, Inc.  
Texas Registered Engineering Firm F-3199  
400 S. Houston St. Suite 330  
Dallas, Texas 75202  
(214) 748.6740

**EXHIBIT 1**  
**Traffic Management Plan**  
DISD David G. Burnet Elementary School  
3200 Kinkaid Drive, Dallas, TX 75220

2107-285

30586

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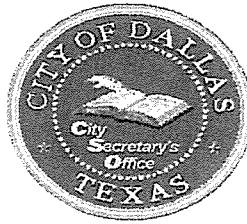


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# ZONING MAP

Case no: Z167-285

Date: 5/18/2017



## 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 AUG 9 2017

ORDINANCE NUMBER 30586

DATE PUBLISHED AUG 12 2017

ATTESTED BY: