

7-31-17

ORDINANCE NO. 30588

An ordinance changing the zoning classification on the following property:

BEING a part of Lot 1 in City Block 5998; fronting approximately 508.10 feet on the north line of Garza Street northwest of Marsalis Avenue; and containing approximately 8.947 acres of land, from an R-7.5(A) Single Family District to Planned Development District No. 838; amending Article 838, "PD 838," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code to reflect the expansion of the planned development district; amending the property location and size, exhibits, development plan, main uses permitted, yard, lot, and space regulations, off-street parking and loading, landscaping, traffic management plan, signs, and additional provisions regulations in Sections 51P-838.102, 51P-838.104, 51P-838.105, 51P-838.106, 51P-838.108, 51P-838.109, 51P-838.111, 51P-838.112, 51P-838.113, and 51P-838.114 of Article 838; providing a new development/landscape plan; providing a new traffic management plan; amending Ordinance No. 28105, passed by the Dallas City Council on January 26, 2011 by providing a revised 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 the rezoning of the property described in this ordinance and this amendment to the Dallas City Code; and

WHEREAS, the city council finds that it is in the public interest to change the zoning classification and amend Article 838 as specified in this ordinance; Now, Therefore,

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

SECTION 1. That the zoning classification is changed from an R-7.5(A) Single Family District and Planned Development District No. 838 to Planned Development District No. 838 on the property described in Exhibit A, which is attached to and made a part of this ordinance.

SECTION 2. That Section 51P-838.102, "Property Location and Size," of Article 838, "PD 838," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"SEC. 51P-838.102. PROPERTY LOCATION AND SIZE.

PD 838 is established on property located at the northwest corner of Garza Avenue and Marsalis Avenue. The size of PD 838 is approximately 23.365 [~~44.376~~] acres."

SECTION 3. That Section 51P-838.104, "Exhibits," of Article 838, "PD 838," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"SEC. 51P-838.104. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 838A: development/landscape plan.
- (2) Exhibit 838B: traffic management plan."

SECTION 4. That Subsection (a) of Section 51P-838.105, "Development Plan," of Article 838, "PD 838," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"(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 838A). If there is a conflict between the text of this article and the development/landscape plan, the text of this article controls."

SECTION 5. That Subsection (b) of Section 51P-838.106, "Main Uses Permitted," of Article 838, "PD 838," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"(b) The following main uses are[is] permitted by right:

- Public school other than an open-enrollment charter school.
- Utility or government installation other than listed."

SECTION 6. That Subsection (d), "Floor Area," of Section 51P-838.108, "Yard, Lot, and Space Regulations," of Article 838, "PD 838," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"(d) Floor area.

(1) For a public school other than an open-enrollment charter school, maximum floor area is 360,000 [~~401,150~~] square feet.

(2) For a utility or government installation other than listed, maximum floor area is 9,500 square feet."

SECTION 7. That Subsection (g), "Lot Size," of Section 51P-838.108, "Yard, Lot, and Space Regulations," of Article 838, "PD 838," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"(g) Lot size. For a public school other than an open-enrollment charter school and a utility or government installation other than listed, no minimum lot size.

SECTION 8. That Section 51P-838.108, “Yard, Lot, and Space Regulations,” of Article 838, “PD 838,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended by adding a new Subsection (h), “Stories,” to read as follows:

“(h) Stories. For a utility or government installation other than listed, maximum number of stories above grade is one.”

SECTION 9. That Section 51P-838.109, “Off-Street Parking and Loading,” of Article 838, “PD 838,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“SEC. 51P-838.109. OFF-STREET PARKING AND LOADING.

(a) 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) For a public school other than an open-enrollment charter school, a minimum of 318 off-street parking and loading spaces must be provided as shown on the development/landscape plan. Future expansion of the public school other than an open-enrollment charter school after January 26, 2011 must adhere to the off-street parking and loading requirements of Division 51A-4.200.

(c) For a utility or government installation other than listed, a minimum of 19 spaces must be provided as shown on the development/landscape plan.”

SECTION 10. That Subsection (b) of Section 51P-838.111, “Landscaping,” of Article 838, “PD 838,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“(b) For a public school other than an open-enrollment charter school, landscaping must be provided as shown on the development/landscape plan. If there is a conflict between the text of this article and the development/landscape plan, the text of this article controls.”

SECTION 11. That Section 51P-838.112, "Traffic Management Plan," of Article 838, "PD 838," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"SEC. 51P-838.112. 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 838B).

(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 March 1, 2020 [~~2012~~]. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1 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) Parking study.

(1) As part of the regular traffic management plan update, a parking demand study must be provided to ensure that adequate parking is provided for the demand generated by the public school.

(2) If the director determines that the current traffic management plan results in a parking shortfall, 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) Future expansion. Before issuance of a building permit in the expansion area shown on the development/landscape plan, the Property owner or operator shall:

(1) submit additional data to the director 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; and

(2) submit an amended traffic management plan.

(e[~~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 order to amend a 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 a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.”

SECTION 12. That Subsection (b) of Section 51P-838.113, “Signs,” of Article 838, “PD 838,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“(b) A public school other than an open-enrollment charter school is allowed one detached sign with a maximum height of 25 feet and an effective area of 150 feet in the location shown on the development/landscape plan.”

SECTION 13. That Section 51P-838.114, “Additional Provisions,” of Article 838, “PD 838,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“SEC. 51P-838.114. 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) Light standards for accessory athletic fields that exceed 15 feet in height must provide a minimum setback of 50 feet in addition to compliance with residential proximity slope. Maximum height of the light standards is 75 feet.

(d) A public school other than open-enrollment charter school must provide sidewalk crossings at each intersection of driveways and sidewalks.”

SECTION 14. That Ordinance No. 28105, passed by the Dallas City Council on January 26, 2011, is amended by replacing the property description in Section 1 of Ordinance No. 28105 with the perimeter property description in the Exhibit B attached to this ordinance.

SECTION 15. That the development plan, Exhibit 838A of Article 838, “PD 838,” of Chapter 51P of the Dallas City Code is replaced by the Exhibit 838A (development/landscape plan) attached to this ordinance.

SECTION 16. That the traffic management plan, Exhibit 838B of Article 838, “PD 838,” of Chapter 51P of the Dallas City Code is replaced by the Exhibit 838B attached to this ordinance.

SECTION 17. That development of this district must comply with the full-scale version of Exhibit 838A (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.

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SECTION 18. 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 19. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

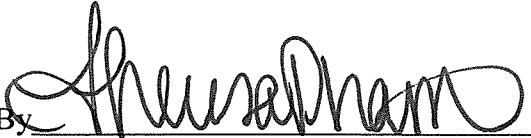
SECTION 20. That the zoning ordinances of the City of Dallas and Chapter 51P of the Dallas City Code, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 21. 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 22. 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

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EXHIBIT A

WHEREAS, DALLAS INDEPENDENT SCHOOL DISTRICT, is the owner an 8.947 acre tract of land situated in the John Narboe Survey, Abstract No. 1078, City of Dallas, Dallas County, Texas, and being a part of City Block Number 5998, Dallas County, Texas, comprised of that certain deed conveyed to the Dallas Independent School District (DISD), recorded in Volume 5478, Page 402, Deed Records, Dallas County, Texas, said 8.947 acre tract being more particularly described by metes and bounds as follows:

BEGINNING at a capped 5/8 inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner in the south line of Overton Road (60' R.O.W.), same being the northeast corner of Lot 1, Block A/5998, Cliff Park Addition, Phase II, as recorded in Volume 85013, Page 1068, Map Records, Dallas County, Texas;

THENCE South 78 degrees 29 minutes 24 seconds East, along the South right of way line of said Overton Road, a distance of 231.10 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner;

THENCE North 11 degrees 30 minutes 36 seconds East, for a distance of 5.00 feet, to a capped 5/8 inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner;

THENCE South 77 degrees 26 minutes 24 seconds East, along the South right of way line of said Overton Road, for a distance of 357.06 feet;

THENCE South 04 degrees 42 minutes 06 seconds West, for a distance of 651.43 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for the Southeast corner of the aforementioned tract recorded in Volume 5478, Page 402, Deed Records, Dallas County, Texas, same being in the north line of Garza Street (50' R.O.W.);

THENCE South 89 degrees 04 minutes 36 seconds West, along the North right of way line of said Garza Street, a distance of 218.00 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner;

THENCE South 06 degrees 22 minutes 24 seconds East, a distance of 5.00 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner;

THENCE South 89 degrees 04 minutes 36 seconds West, continuing with the North right of way line of said Garza Street, a distance of 290.10 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner, being the Southwest corner of the aforementioned said DISD tract, also being the Southeast corner of Lot 2, Block A/5998, Cliff Park Village, Phase II, an addition to the City of Dallas, Dallas County, Texas, according to the Map thereof recorded in Volume 85231, Page 1869, Map Records, Dallas County, Texas;

THENCE North 01 degrees 06 minutes 24 seconds West, departing said North right of way line of Garza Street, and along the West line of said Lot 2, Block A/5998, a distance of 781.40 feet to the POINT OF BEGINNING, and containing 389,727 square feet or 8.947 acres of land, more or less.

EXHIBIT B

BEING a 23.365 acre tract of land situated in the John Narboe Survey, Abstract No. 1078, City of Dallas, Dallas County, Texas, and being all of City of Dallas Block Numbers 14/16000, 15/6000, 16/6000 and part of City Block Number 5998, Dallas County, Texas, also being part of Plaza Parks, an addition to the City of Dallas, Dallas County, Texas, according to the plat thereof recorded in Volume 4, Page 357, Map Records, Dallas County, Texas, same being comprised of City of Dallas Ordinance Number 5056, recorded in Volume 3485, Page 436, and deeds conveyed to the Dallas Independent School District (DISD), recorded in Volume 5478, Page 402 and Volume 3128, Page 195, Deed Records, Dallas County, Texas, said 23.365 acre tract being more particularly described by metes and bounds as follows:

BEGINNING at an "X" cut found for corner at the intersection of the West right of way line of Marsalis Avenue (variable width right of way at this point) with the South right of way line of Overton Road (a 60 foot right of way), same being the Northeast corner of City Block Number 14/16000 of said Plaza Parks addition;

THENCE South 00 degrees 35 minutes 46 seconds East, along the West right of way line of said Marsalis Avenue, the East line of said Block Number 14/6000, a distance of 736.08 feet, to an "X" cut found for corner, at the intersection of said West right of way line of Marsalis Avenue with the North right of way line of Garza Street (a 50 foot right of way, at this point), same being the Southeast corner of Block Number 14/6000 of the aforementioned Plaza Parks addition;

THENCE South 89 degrees 04 minutes 36 seconds West, along the North right of way line of said Garza Street, and the South lines of said City Block Numbers 14/6000, 15/6000 and 16/6000, a distance of 963.80 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for the Southwest corner of said Block 16/6000;

THENCE South 04 degrees 42 minutes 06 seconds West, a distance of 20.00 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for the Southeast corner of the aforementioned tract recorded in Volume 5478, Page 436, Deed Records, Dallas County, Texas;

THENCE South 89 degrees 04 minutes 36 seconds West, continuing along the North right of way line of said Garza Street, a distance of 218.00 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner;

THENCE South 06 degrees 22 minutes 24 seconds East, a distance of 5.00 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner, being in the South right of way line of said Garza Street;

THENCE South 89 degrees 04 minutes 36 seconds West, continuing with the North right of way line of said Garza Street, a distance of 290.10 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner, being the Southwest corner of the aforementioned said DISD tract, also being the Southeast corner of Lot 2, Block A/5998, Cliff Park Village, Phase II, an addition to the City of Dallas, Dallas County, Texas, according to the Map thereof recorded in Volume 85231, Page 1869, Map Records, Dallas County, Texas;

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THENCE North 01 degrees 06 minutes 24 seconds West, departing said North right of way line of Garza Street, and along the West line of said Lot 2, Block A/5998, a distance of 781.40 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for the Northeast corner of said Lot 2, being the Northwest corner of the herein described tract, same also being in the South right of way line of said Overton Road;

THENCE South 78 degrees 29 minutes 24 seconds East, along the South right of way line of said Overton Road, a distance of 231.10 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner;

THENCE North 11 degrees 30 minutes 36 seconds East, for a distance of 5.00 feet, to a capped 5/8 inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner;

THENCE along the South right of way line of said Overton Road the following:

South 77 degrees 26 minutes 24 seconds East, a distance of 382.70 feet, to an "X" cut found in concrete for corner, being the beginning of a curve to the left having a radius of 471.00 feet, a chord bearing North 88 degrees 14 minutes 00 seconds East, for a distance of 233.09 feet;

Northeasterly with said curve to the left, through a central angle of 28 degrees 39 minutes 09 seconds, for an arc distance of 235.54 feet, to a capped 5/8-inch iron rod with yellow plastic cap stamped "ARS ENGINEERS" set for corner;

North 73 degrees 54 minutes 22 seconds East, a distance of 146.00 feet, to an "X" cut set in concrete for corner, and being the beginning of a curve to the right having a radius of 2,075.80 feet, a chord bearing North 80 degrees 59 minutes 42 seconds East, for a distance of 512.29 feet;

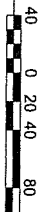
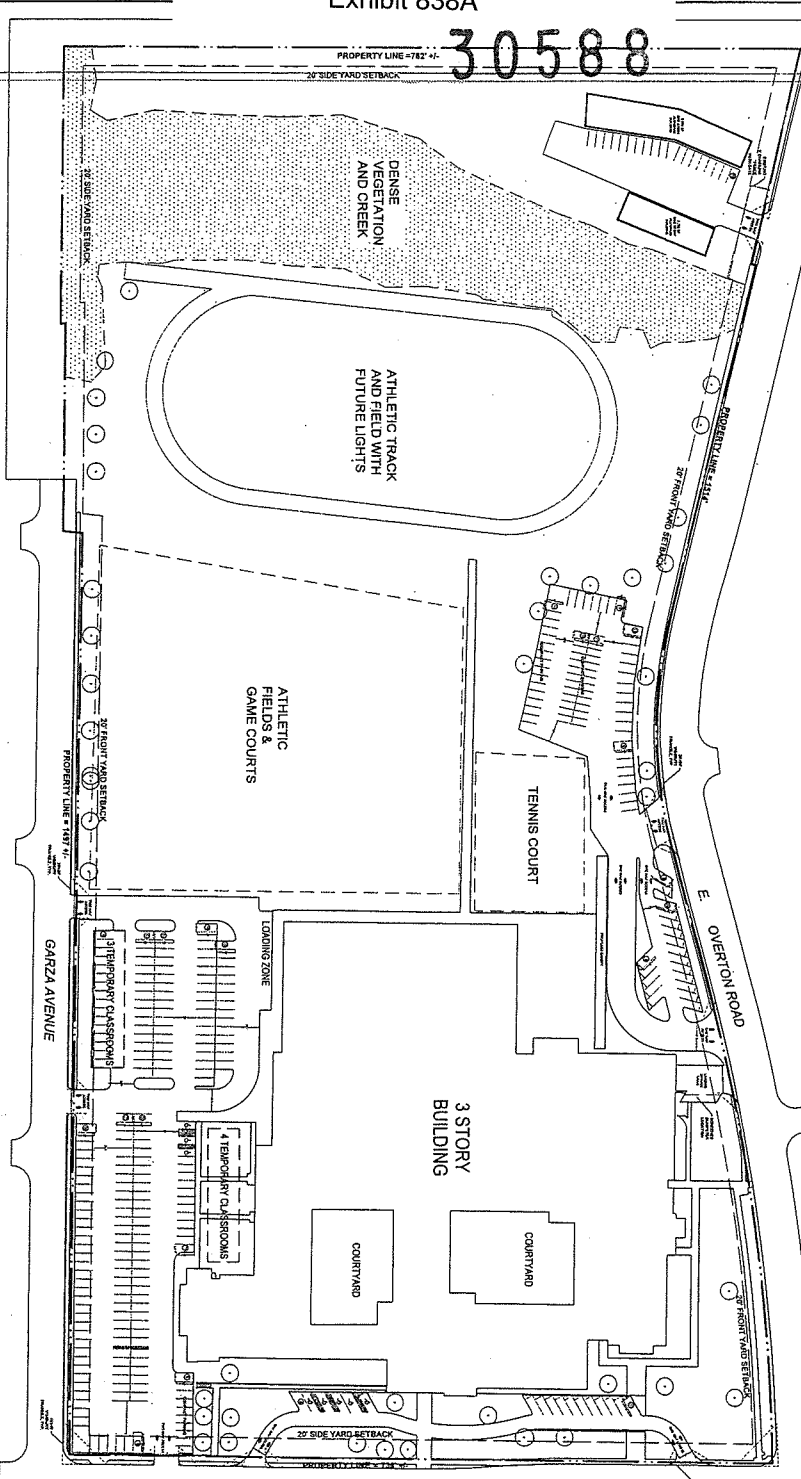
Northeasterly along said curve to the right through a central angle of 14 degrees 10 minutes 34 seconds, for an arc distance of 513.60 feet to the POINT OF BEGINNING, containing 1,017,771 square feet or 23.365 acres of land, more or less.

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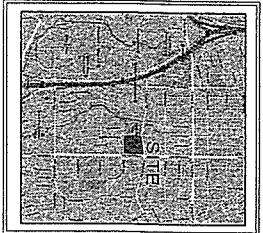


1 DEVELOPMENT/LANDSCAPE PLAN
SCALE: 1" = 40'-0"



Approved
City Plan Commission
June 22, 2017

PD 838 FOR A PUBLIC SCHOOL USE	
SOUTH OAK CLIFF HIGH SCHOOL	
TOTAL SITE AREA	23.365 ACRES
LAND USE	PUBLIC SCHOOL
NUMBER OF HIGH SCHOOL CLASSROOMS	57
PARKING SPACES	318
MAX. HEIGHT	53 FT
MAX FLOOR AREA	380,000 SF



VICINITY MAP
NTS



3601 S. MARSALIS AVENUE
CITY OF DALLAS, TEXAS

Baldwin
Associates

BALDWIN ASSOCIATES
3904 Elm Street, Suite B
Dallas, Texas 75226
MOBILE: 214.729.7949
OFFICE: 214.824.7949
rob@baldwinplanning.com

04/18/2017

Z167-236

TRAFFIC MANAGEMENT PLAN
DISD South Oak Cliff High School
Dallas, Texas

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Exhibit 838B
Planned Development
District No. 838

Approved
City Plan Commission
June 22, 2017

INTRODUCTION

The services of **Pacheco Koch** (PK) were retained on behalf of **Dallas Independent School District (DISD)**, to prepare a Traffic Management Plan (TMP) for the *South Oak Cliff High School* (the "School") located at 3601 S Marsalis Avenue in Dallas, Texas. This TMP is site-specific and relates to the peak traffic activity associated with school traffic at the site.

DISD is seeking to amend the existing Planned Development District (PD No. 838) for the site from the City of Dallas (the "Approving Agency") to facilitate proposed site improvements. Submittal of a TMP, prepared by a registered professional engineer experienced and skilled in the field of traffic/transportation engineering, is one of the requirements of the Approving Agency's application process. This TMP was prepared by registered professional engineers employed by Pacheco Koch. Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional services in traffic engineering, transportation planning, and other fields.

Project Description

The site currently consists of an existing public high school. Current enrollment is summarized below in Table 1. The School is not anticipating an increase enrollment as a result of the Project. School starts at 9:15 AM and ends at 4:15 PM.

Table 1. Current Enrollment

LEVEL	STUDENTS ENROLLED
9th Grade	425
10th Grade	341
11th Grade	285
12th Grade	248
CURRENT TOTAL	1,299

*Enrollment data provided by DISD.

Access to the campus is provided on Garza Avenue and Overton Road. Garza Avenue is a local street that terminates immediately west of the campus while Overton Road is a community collector. Both Garza Avenue and Overton Road intersect with Marsalis Avenue (east of school), a six-lane, median-divided minor arterial. The intersection of Marsalis Avenue and Overton Road is signalized. Land uses surrounding the site are predominately single-family residential with some multifamily uses in the vicinity.

A proposed site plan for the DISD South Oak Cliff High School, provided by Baldwin Associates, is attached at the end of this report.

TMP Objectives

A Traffic Management Plan (TMP) is a site- or area-specific plan of recommended actions and strategies to manage vehicular traffic and parking, pedestrian activity, and travel by all other modes during peak demand conditions for a planned event. The "Objectives" of a TMP are to:

1. Provide a safe environment for all Users on site and the travelling public in the vicinity of the site during the Event times;
2. Minimize (and maintain within reasonable levels) travel delays and traffic congestion on site and in the vicinity of the site during the Event;
3. Ensure reasonable access and circulation is maintained on the public street system in the vicinity of the site during the Event;
4. Provide appropriate information to the travelling public in the vicinity of the site to allow for proper awareness of anticipated traffic conditions during the Event; and,
5. Promote reasonable strategies to manage travel demand to and from the site, including use of alternative modes of travel (such as walk, bike, bus, transit, etc.), when practical.

DEFINITIONS:

Terms are used in this report:

"Event" – a planned event(s), recurring or non-recurring, for which this TMP is being prepared (i.e., "school day")

"School" (a.k.a., "Event Organizer") – the person, group, or organization responsible for the Event

"TMP Manager" – a person or persons designated by the School to implement the TMP (also see additional tasks in the *Expectations* section)

"Users" – guests/patrons attending the Event

"Analyst" – the person(s) preparing the TMP for the School

"Approving Agency" – the municipality or government agency requiring the Traffic Management Plan

"Traffic Department" – the department of the public agency responsible for traffic operations for a given right-of-way

"Site" – the property at which the Event is located (generally assumed to be occupied by the School)

"TMP Strategies" – actions recommended by the Analyst to be undertaken before, during, or after the Event in order to manage traffic on or off site

DISCLAIMERS:

A TMP should be developed by, or in concert with, an individual familiar with the general characteristics of the Event and the associated traffic/transportation needs. For this study, PK worked with School representatives to develop the proposed recommendations.

Recommended TMP Strategies should be based upon applicable engineering principles of traffic safety and traffic operations.

Any recommended TMP Strategies involving traffic control devices in the public right-of-way (including installation or removal of signs, pavement markings, etc.) are subject to the approval of, and must be implemented under direction of, the Traffic Department.

No private individual should perform, or attempt to perform, any act of traffic control within public right-of-way; only deputized officers of the law or other authorized representatives of the Traffic Department may manipulate traffic conditions within the public right-of-way.

Pacheco Koch was not involved with site selection, site design, or the current operations for this project. Pacheco Koch is not responsible for the *implementation* of the recommended TMP Strategies contained in this study.

Methodology

When feasible, the Analyst should conduct first-hand observations of existing event to develop an understanding of site-specific traffic/transportation characteristics, such as: drop-off/pick-up frequency, parking needs, alternative travel mode use, safety issues, queuing, traffic congestion, site access, current traffic management strategies in use, etc. When it is not feasible to conduct such observations, interviews with staff or personnel familiar with those items is desirable. When neither option is available, the Analyst may be required to rely upon published information and/or professional judgment and experience.

Once the base information is assembled, the Analyst should estimate the projected traffic/transportation characteristics generated by the proposed Event. Next, the Analyst should inventory the attributes and resources of the subject site and determine how the site can best accommodate those projected conditions. Based upon that assessment, the recommended TMP Strategies shall be developed to optimally achieve the basic TMP Objectives. The recommended TMP Strategies should be reviewed by the School (ideally, the TMP Manager) for refinement and approval before formal submittal to the Approving Agency.

Expectations

NOTE TO SCHOOL: By submittal of a TMP to the Approving Agency, the School is implicitly agreeing to implement, maintain, and comply with the recommended actions presented herein subject to acceptance by Approving Agency and any associated conditions Approving Agency may impose. It is also inferred that the School agrees to be self-accountable for these actions until and unless Approving Agency deems further measures are appropriate or the TMP is no longer required.

Recommended TMP Strategies may include one-time measures to be implemented before the Event and/or ongoing actions to be performed before, during, or after the Event. Recommended TMP Strategies involving on-site measures or actions are generally considered to be the responsibility of the School.

To ensure appropriate compliance and consistent implementation of the TMP, it is recommended that the School appoint a TMP "Manager". In general, a Manager should be a qualified and capable individual or group of individuals assigned to take responsibility of the TMP and be accountable for successful implementation in order to achieve the Objectives described earlier (see "School starts at 9:15 AM and ends at 4:15 PM.

Table 1. Current Enrollment

LEVEL	STUDENTS ENROLLED
9th Grade	425
10th Grade	341
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CURRENT TOTAL	1,299

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A proposed site plan for the DISD South Oak Cliff High School, provided by Baldwin Associates, is attached at the end of this report.

"). Other specific duties of the Manager include:

- Monitor effectiveness of TMP strategies and make prudent adjustments, as needed, to more effectively accomplish the TMP Objectives
- Maintain an awareness of readily-available alternative transportation modes serving the site and facilitate and promote their use during the Event when practical
- Serve as a liaison to the Approving Agency(-ies), when needed
- When applicable, provide training and direction to other personnel assigned to implement the TMP measures
- Provide instruction to Users on how to comply with the intent of the TMP

Recommended TMP Strategies were developed specifically for the period(s) of peak traffic demand and are depicted in the respective exhibits. For periods of less intense traffic demand, recommended TMP Strategies may be utilized, in part or in whole, as needed to realize the TMP Objectives.

Changes to TMP

Informal changes to any recommended TMP Strategies presented herein to improve efficiency or effectiveness may be implemented at the discretion of the School if those changes are prudent and do not compromise the TMP Objectives. It is recommended that changes implemented under such circumstances be documented and retained by the School for future reference or upon request. At the discretion of the Approving Agency, submittal of a formally revised TMP report/document or a validation study may be required on a predetermined or as-needed basis.

TRAFFIC MANAGEMENT PLAN

NOTE: Recommended TMP Strategies contained herein are based upon the best data, site-specific information, and analytical processes readily available at the time of the study. However, specific quantities related to traffic congestion at peak periods (e.g., duration, length of queue, etc.) are estimated values. Actual quantities may vary due to unknown or unquantifiable variables and other operational factors that may occur. In the event that actual, future conditions generate undue burden on Users and/or the travelling public, modifications to the TMP should be considered. (See preceding NOTE for guidance on implementing changes to the TMP.) However, in extreme conditions, TMP actions may not be capable of mitigating all traffic conditions, and it may be incumbent on the School to consider operational, institutional, or other long-term changes to address issues on a more permanent basis.

A graphical summary of existing conditions is depicted in **Exhibit 1**; graphical summaries of recommendations and proposed conditions are depicted in **Exhibit 2**.

A summary of specific recommendations is provided below:

1. Enforce existing, on-street parking restrictions in residential areas (not fronting school property) and on thoroughfares during school traffic periods. [Intent: to minimize impact to neighborhood.] (Add new restricted parking zone illustrated in **Exhibit 2**.)
2. Allow short-term, on-street parking along school frontages on local streets during school traffic periods (i.e., adjust existing restrictions).
3. Allocate parking area for parent waiting/loading. [Intent: To provide an off-street location for parents to stand/park during afternoon pick-up period in lieu of standing/parking in front of residences or on thoroughfares.]

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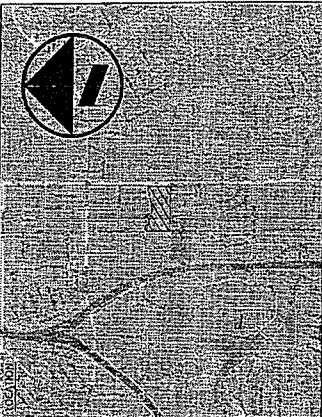
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4. Assign all student parking to designated lot.
5. Relocate all school bus loading to new school bus loading areas.

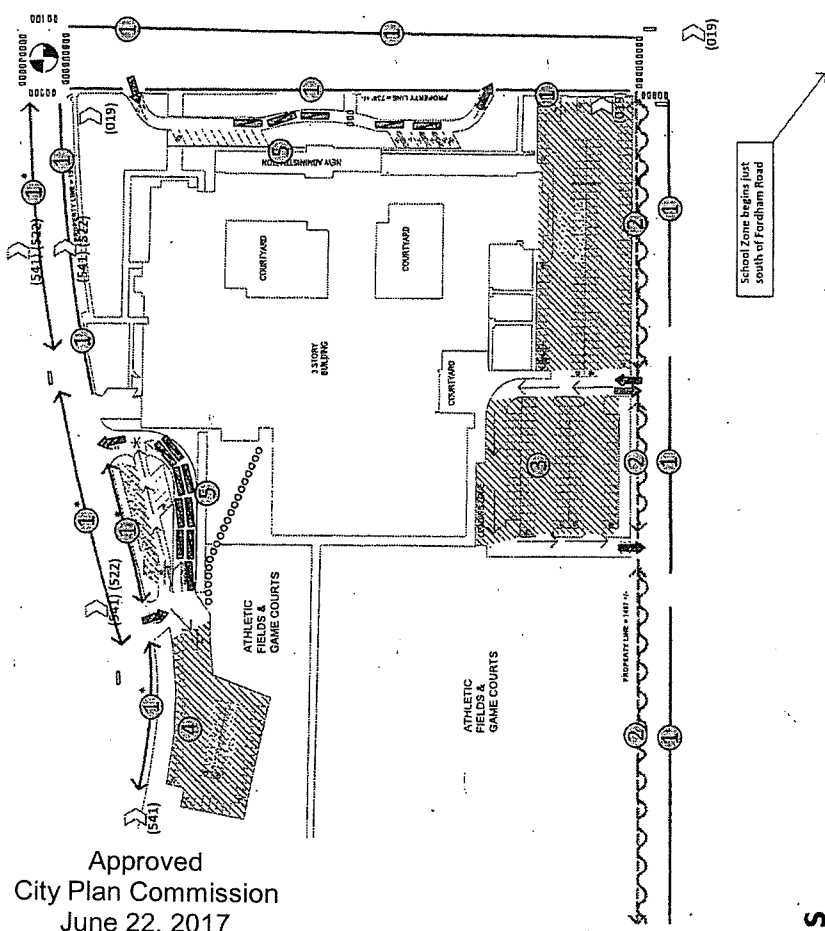
END OF MEMO

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- LEGEND:**
- No Parking**
- Existing, On Street
 - Proposed, On Street
 - Off-street
- Parking Allowed**
- Existing, On Street
 - Proposed, On Street
 - Off-street (General)
 - Access Point
- Queuing/Loading**
- Parent Waiting and Loading Area
 - Queue Area (Unmanaged)
 - Circulation/Flow
 - Access Point
 - School Bus Loading/Unloading
 - School Bus Access Point
- Pedestrian/Other**
- Trail/Path
 - Crosswalk
 - Student Waiting Area
 - School Zone
 - Traffic Cone
 - Public Transit Stop (DART Route No.)
 - City Designated Bicycle Route
 - Stop Line
 - Traffic Signal
 - Officer



Approved
City Plan Commission
June 22, 2017

EXHIBIT 2 Z167-236
Traffic Management Plan
Proposed Conditions
PISD South Oak Cliff High School, Dallas, Texas
Pacheco Koch

- RECOMMENDATIONS**
- Enforce Existing, On-street Parking Restrictions in Residential Areas (Not Fronting School Property) During School Traffic Periods (*Add New Restricted Parking Zone)
 - Allow Short-term, On-street Parking Along School Frontages During School Traffic Periods
 - Allocate Parking Area to Designated Parent Waiting/Loading Area
 - Designated Student Parking Lot
 - Designated School Bus Loading Areas

BACKGROUND:

City of Dallas
Public School (High School)
South Oak Cliff High School
Event Type: Weekday morning & evenings (seasonal)
Event Time(s)/Date (s): [Recuring]/ Occasional / One-Time
Event Frequency:

NOTE: This drawing is conceptual only and does not reflect a detailed design.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY STEVE E. STONER, P.E. 84828 ON 05/09/2017. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE PROFESSIONAL ENGINEER IS IN VIOLATION OF THE TEXAS ENGINEERING PRACTICE ACT.

PK #3064-17-059
(HWL: 05/09/17)

TX. REG. ENGINEERING FIRM F-468
TX. REG. SURVEYING FIRM LS-100860-00

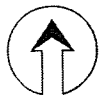
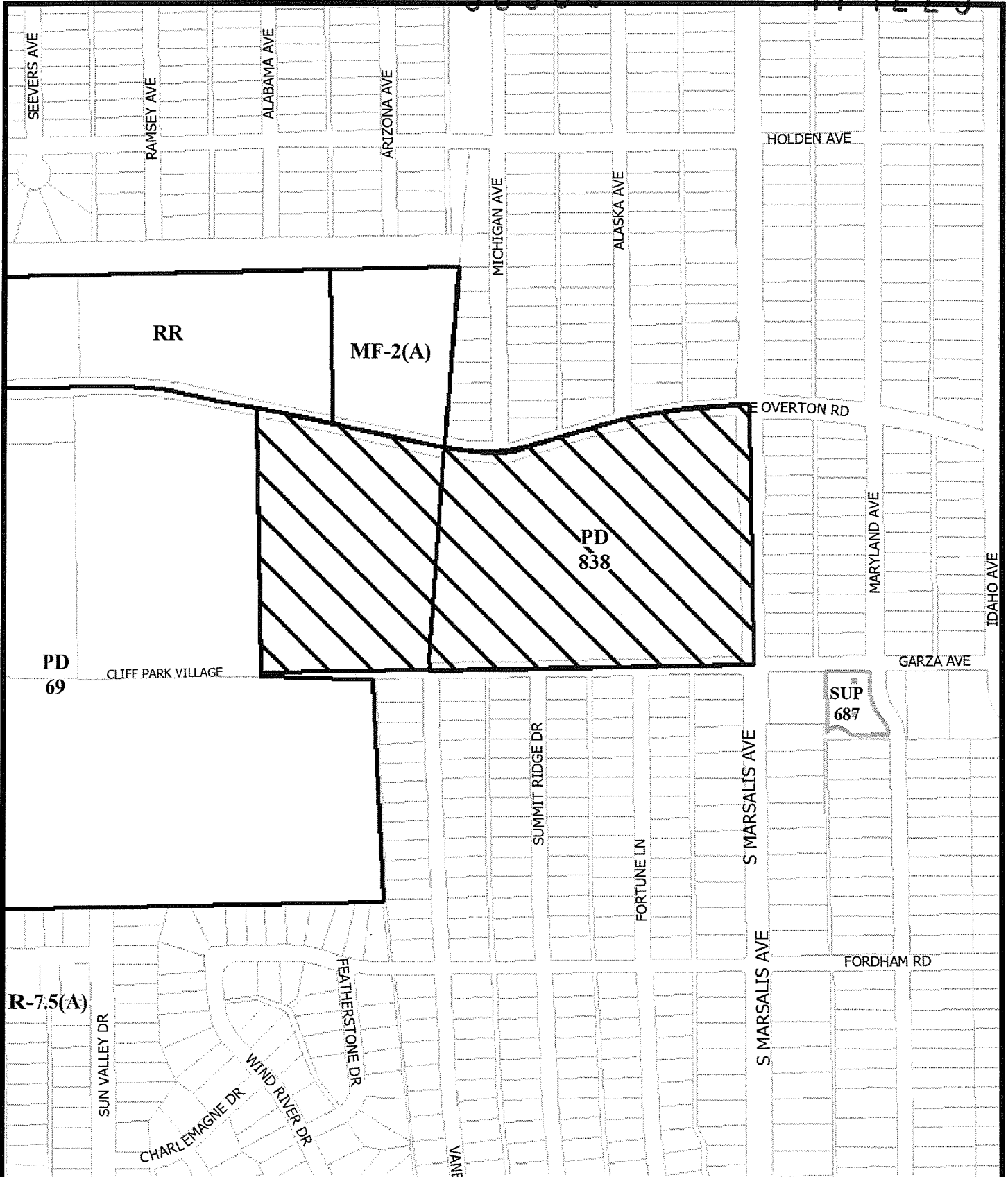
Steve E. Stoner

Proposed Conditions



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1:4,800

ZONING MAP

Case no: Z167-236

Date: 5/3/2017



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 30588

DATE PUBLISHED AUG 12 2017

ATTESTED BY: