

6-24-20

ORDINANCE NO. 31569

An ordinance amending Article 409, “PD 409,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code; amending the development plan, development standards, and landscaping regulations in Sections 51P-409.104, 51P-409.107, and 51P-409.109 of Article 409; adding Section 51P-409.103.1, “Exhibits”; adding Section 51P-409.107.1, “Off-Street Parking and Loading”; adding Section 51P-409.107.2, “On-Street Parking”; adding Section 51P-409.107.3, “Traffic Management Plan”; deleting Section 51P-409.114, “Zoning Map”; providing a revised development plan; deleting the landscape plan for Tract II; providing a traffic management plan; 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 the Dallas City Code; and

WHEREAS, the city council finds that it is in the public interest to amend Article 409 as specified in this ordinance; Now, Therefore,

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

SECTION 1. That Article 409, "PD 409," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended by adding a new Section 51P-409.103.1, "Exhibits," to read as follows:

**"SEC. 51P-409.103.1. EXHIBITS.**

The following exhibits are incorporated into this article:

- (1) Exhibit 409A: development plan.
- (2) Exhibit 409B: traffic management plan."

SECTION 2. That Section 51P-409.104, "Development Plan," of Article 409, "PD 409," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

**"SEC. 51P-409.104. DEVELOPMENT PLAN.**

(a) For ~~[Use of the Property as]~~ a public school other than an open enrollment charter school, development and use of the Property must comply with the development plan (Exhibit 409A). If there is [the Property is redeveloped, a new development plan must be approved by the city plan commission before issuance of any building permit. In the event of] a conflict between the text [provisions] of this article and the development plan, the text [provisions] of this article controls.

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

SECTION 3. That Section 51P-409.107, "Development Standards," of Article 409, "PD 409," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

**"SEC. 51P-409.107. YARD, LOT, AND SPACE REGULATIONS  
[DEVELOPMENT STANDARDS].**

(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) Except as provided in this section, the yard, lot, and space regulations for the R-7.5(A) Single Family District apply.

(b) For a public school other than an open-enrollment charter school, no front, side, or rear yards are required.

~~[For any other use other than a public school, the development standards contained in Section 51A-4.112(f), "R-7.5(A) District," apply.]~~

SECTION 4. That Article 409, "PD 409," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended by adding Section 51P-409.107.1, "Off-Street Parking and Loading," to read as follows:

**"SEC. 51P- 409.107.1. OFF-STREET PARKING AND LOADING.**

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

(b) Public school other than an open-enrollment charter school. A minimum of 5.9 parking spaces per classroom must be provided for a high school."

SECTION 5. That Article 409, "PD 409," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended by adding Section 51P-409.107.2, "On-Street Parking," to read as follows:

**"SEC. 51P-409.107.2. ON-STREET PARKING.**

(a) Except as provided in this subsection, any on-street parking spaces may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space.

(1) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement for a mixed-use project.

(2) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of the parking space ( $8 \div 24 =$  one-third). The total of the limited-availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.

(b) On-street parking must be striped in accordance with standard city specifications.”

SECTION 6. That Article 409, “PD 409,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended by adding Section 51P-409.107.3, “Traffic Management Plan,” to read as follows:

**“SEC. 51P-409.107.3. 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 409B).

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

(c) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 1, 2022. 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.

(d) Amendment process.

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

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

SECTION 7. That Subsection (b), “Tract II,” of Section 51P-409.109, “Landscaping,” of Article 409, “PD 409,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“(b) Tract II. A landscape plan must be approved by the city plan commission before issuance of any building permit subject to the following conditions:

(1) One large, medium, or small tree must be provided for every 30-feet along the east lot line.

(2) A minimum four-foot landscape buffer zone must be provided along the east property line.

(3) The retained landscaping currently depicted on the development plan must be preserved.

(4) Landscaping must be provided along the south lot line in accordance with the Article X street buffer zone mandatory requirements.

(5) Fencing must be provided along the north and east lot lines.

~~“[Landscaping on Tract II must be provided as shown on the landscape plan for Tract II (Exhibit 409B).]”~~

SECTION 8. That Article 409, “PD 409,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended by deleting Section 51P-409.114, “Zoning Map,” as follows:

~~“[SEC. 51P-409.114.           ZONING MAP.~~

~~PD 409 is located on Zoning Map No. L-6.]”~~

SECTION 9. That the development plan, Exhibit 409A of Article 409, “PD 409,” of Chapter 51P of the Dallas City Code, is replaced by the Exhibit 409A attached to this ordinance.

SECTION 10. That the landscape plan for Tract II, Exhibit 409B of Article 409, “PD 409,” of Chapter 51P of the Dallas City Code, is replaced by the Exhibit 409B, “traffic management plan,” attached to this ordinance.

SECTION 11. That development of this district must comply with the full-scale version of Exhibit 409A (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 12. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

SECTION 13. That Chapter 51P of the Dallas City Code, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 14. 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.

31569

201044

SECTION 15. 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:

CHRISTOPHER J. CASO, City Attorney

By   
Assistant City Attorney

Passed JUN 24 2020

31569

Planned Development  
District No. 409

# Traffic Management Plan Sunset High School

June 24, 2020

## Introduction

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth Engineering) were retained to conduct a traffic management plan (TMP) for Sunset High School (Sunset). The purpose of this TMP is to ensure safe vehicular and pedestrian circulation during peak morning drop-off and afternoon pick-up periods. Below is general information about Sunset High School.

### School:

- Location: 2120 W. Jefferson Boulevard, Dallas, TX 75208
- School District: Dallas Independent School District
- School Times: 9:00 AM – 4:20 PM

### Zoning:

- Existing Zoning: PD 409
- Proposed Zoning: Amend PD 409
- Project: Adding a gym and most of the portable buildings from the DISD Annex Lot, east side of N. Oak Cliff Boulevard, to the main campus. No homerooms will be added with construction of the new gym; student enrollment will not increase as a result of this project.

### Students:

- Existing Student Enrollment: 2,000 students in 9<sup>th</sup> – 12<sup>th</sup> grades (*current enrollment: 1,997*)

### School Access:

- Surrounding Roadways:
  - W. Jefferson Boulevard: Six-lane, divided roadway
  - N. Oak Cliff Boulevard: Two-lane, divided roadway
  - W. Tenth Street: Two-lane, undivided roadway, one-way during school arrival/dismissal hours
  - N. Tennant Street: Two-lane, undivided roadway, one-way during school arrival/dismissal hours
- Sidewalks are provided on all streets adjacent to the school.
- There are three DART bus stops around the school.



## Traffic Management Plan

### Queue

Traffic observations were conducted on the following dates and times. Lambeth Engineering met with DISD during the process of developing the TMP.

- Tuesday, August 20, 2019 – PM Dismissal
- Wednesday, August 21, 2019 – AM Arrival
- Monday, September 23, 2019 – PM Dismissal
- Tuesday, September 24, 2019 – AM Arrival and PM Dismissal

The peak queue of parent vehicles picking up students was observed to be 228. Most of the traffic clears the campus within 15-20 minutes once school is dismissed. The current traffic pattern is summarized in the **Appendix**.

As expected, the peak period of parent vehicles accumulating at the school occurred during the afternoon dismissal period. This existing and projected vehicular accumulations are summarized in **Table 1** below. As shown, there is a surplus of space.

**Table 1. TMP Summary**

Grade	Students	Times	Travel Modes	Vehicle Accumulation
9 <sup>th</sup> -12 <sup>th</sup>	2,000	Beginning: 9:00 AM	Buses ~25%	Observed 228
			Parents ~20%	
		Dismissal: 4:20 PM	Student Drivers ~5%	Projected 228
			Walkers ~35%	Provided 218
			After School ~15%	Surplus/Deficit -10

Provided space for parent vehicles: 1586 LF on-site queue space in parking lots, 1651 LF on-street parking adjacent to school, 995 LF on-street parking across the street from school and 38 on-campus parking spaces for parents.

Although a deficit of parking accumulation spaces is shown the plan provides an additional parking lot for parents to queue in and improves queueing in the existing staff parking lot. Therefore, it is likely that the vehicles will disperse more quickly and the overall queued vehicles on-site at one time will be less than projected.

### Recommendations

The TMP recommendations are described below and shown in **Exhibit 1**.

#### **Students**

1. Students should be reminded to cross at the crosswalks and not cross midblock—especially on W. Jefferson Boulevard.

#### **Parents**

2. Parents pick up students in the following locations:
  - a. On-site: Queue through the staff parking lots and park in the Annex Lot.

- b. On-street: On both sides of N. Oak Cliff Boulevard, adjacent to the school on W. Tenth Street, and on W. Jefferson Boulevard in the southernmost lane, adjacent to the school.
  - It is important to park/queue on the outside of the roadway only and not park next to a vehicle already parked.
  - Parents should not park/queue near driveway and street intersections so that visibility is not blocked.
3. Buses should continue picking up students on W. Jefferson Boulevard. As shown on **Exhibit 1**, they should pull forward to N. Oak Cliff Boulevard.

### **Staff**

4. Staff should continue monitoring students until they are dismissed in front of the building as well as in the back on W. Tenth Street.
5. Staff should monitor students at each parking lot where parents are picking up students.
6. Staff should continue monitoring students as they cross N. Oak Cliff Boulevard.

### **Licensed Peace Officers**

7. A licensed peace officer should continue to be stationed in front of the school during both dismissal and arrival operations.
8. The officer should remind students to use the crosswalks and not to cross W. Jefferson Boulevard outside of a crosswalk.
9. The licensed peace officer should remind parents not to park/queue on the north (eastbound) side of W. Jefferson Boulevard or at street intersections so that visibility is not blocked.

### **Parking Restrictions**

10. Parking should be prohibited on N. Tennant Street, north of W. Tenth Street.
11. If parents continue to park on westbound W. Jefferson Boulevard, “No Parking” signs should be installed.

### **School Zones**

12. There is currently a school zone on W. Jefferson Boulevard.
13. It is recommended to evaluate school zones on other surrounding streets, especially after construction is completed when there will be fewer vehicles parked on-street.

### **Off-Site Improvements**

14. As recommended in the separate traffic assessment memo, crosswalks should be added/restriped at the following intersection: N. Tennant Street and W. Tenth Street.
15. Post sign on N. Tennant Street across from the parking lot access points reminding motorists that N. Tennant Street is one-way.
16. Post a “Do Not Enter” sign at the eastern entrance of the southeastern staff parking lot, on W. Tenth Street, so that motorists do not enter the parking lot at this point during school arrival and dismissal periods.
17. Update parking signs on the school side of W. Jefferson Boulevard to permit student loading (currently signed Bus Zone along front of school).

### Summary

The Sunset High School Traffic Management Plan is designed to provide safe vehicular and pedestrian movement to and from school and can accommodate the projected vehicular queues on the streets surrounding the school without blocking through traffic.

If traffic congestion or unsafe movements are noticed, the plan should be reviewed and updated promptly.

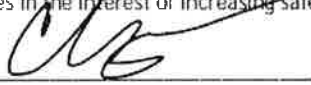
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**REVIEW AND COMMITMENT**

The Sunset High School traffic management plan (TMP) for was developed with the intent of optimizing safety and accommodating vehicular traffic queues generated during school peak hours. A concerted effort and full participation by the school administration are essential to maintain safe and efficient traffic operations.

By consent of this TMP submittal, the school administration agrees to the strategies presented herein for which the school is held responsible unless the City of Dallas deems further measures are appropriate.

The school is also committed to continually review and assess the effectiveness of this plan and if warranted, implement changes in the interest of increasing safety and minimizing impacts on the surrounding community.

Signature:  Date: 04/14/20

Name: Claudia Vega Title: 04/14/20

# Sunset High School

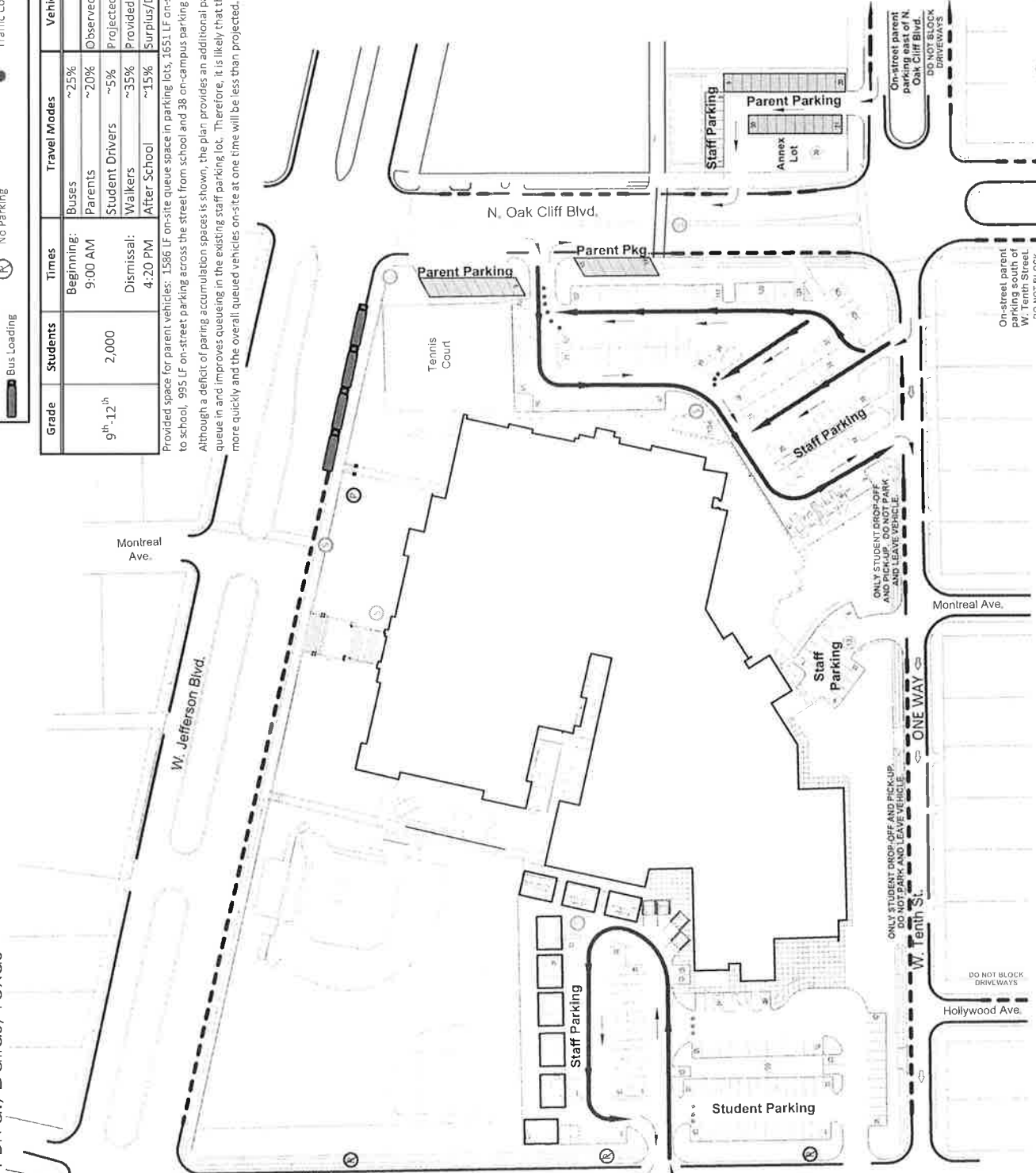
2120 W. Jefferson Blvd., Dallas, Texas  
(PD 409)

**Legend:**

- Staff
- Licensed Peace Officer
- Bus Loading
- On-Street Parent Pickup
- No Parking
- Queue
- Traffic Flow
- Parent Parking
- Traffic Cone

Grade	Students	Times	Travel Modes	Vehicle Accumulation	
9 <sup>th</sup> -12 <sup>th</sup>	2,000	Beginning: 9:00 AM Dismissal: 4:20 PM	Buses	~25%	
			Parents	~20%	
			Student Drivers	~5%	
			Walkers	~35%	
			After School	~15%	
				Vehicles	
				Observed	228
				Projected	228
				Provided	218
				Surplus/Deficit	-10

Provided space for parent vehicles: 1586 LF on-site queue space in parking lots, 1651 LF on-street parking adjacent to school, 995 LF on-street parking across the street from school and 38 on-campus parking spaces for parents. Although a deficit of parking accumulation spaces is shown, the plan provides an additional parking lot for parents to queue in and improves queuing in the existing staff parking lot. Therefore, it is likely that the vehicles will disperse more quickly and the overall queued vehicles on-site at one time will be less than projected.



31569

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# Appendix

# Queue and Parking Summary

## Sunset High School

June 24, 2020

### Parking Observations

Lambeth Engineering conducted parking observation at Sunset High School. As shown below in **Table A**, the parking demand was relatively consistent, with a peak parking demand of 267 spaces on-site. When considering long-term campus parkers on Oak Cliff Boulevard, the total parking demand was 280 spaces.

Vehicles parked on W. Jefferson Street were primarily vehicles driven by short-term visitors.

**Table A. Observed Parking Demand**

Day	Date	Time	On-Site in Parking Lots	Oak Cliff On-Street	Subtotal (Long-Term Campus Parkers)	W. Jefferson On-street (Adjacent to School)	Total with W. Jefferson St. Visitors
Monday	08.20.19	2:45 PM	268	8	276	3	279
Friday	09.20.19	10:00 AM	251	14	265	4	269
Tuesday	09.24.19	1:39 PM	267	13	280	7	287
Friday	02.10.20	2:30 PM	258	19	277	3	280

### Available Parking

Currently Sunset High School has 286 on-site parking spaces. The proposed site plan has 315 parking spaces, a net increase of 29 parking spaces.

As summarized in **Table B**, of the 315 parking spaces, 280 are parking spaces for staff and students; 38 parking spaces are designated for parents to park in while picking up students. The parking spaces for parents to park in while picking up students will eliminate double queueing that currently occurs on W. Jefferson Street and N. Oak Cliff Boulevard.

It may appear the site is providing a surplus of parking spaces; however, these spaces will be used for parent pickup to supplement on-street pickup and parents queueing through staff parking lots.

**Table B. Parking Summary**

Location	Total	Staff	Students	Parents
Staff Lot South of Baseball Field	54	54		
Student Lot at N. Tennant St./W. Tenth St.	68		68	
Small W. Tenth St. Lot	13	13		
Staff Lot at W. Tenth St./N. Oak Cliff Blvd.	134	134		
Head-in off of W. Oak Cliff Blvd.	16			16
Annex Lot	30	8		22
<b>Total</b>	<b>315</b>	<b>209</b>	<b>68</b>	<b>38</b>

END



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**REVIEW AND COMMITMENT**

The Sunset High School traffic management plan (TMP) was developed with the intent of optimizing safety and accommodating vehicular traffic queues generated during school peak hours. A concerted effort and full participation by the school administration are essential to maintain safe and efficient traffic operations.

By consent of this TMP submittal, the school administration agrees to the strategies presented herein for which the school is held responsible unless the City of Dallas deems further measures are appropriate.

The school is also committed to continually review and assess the effectiveness of this plan and if warranted, implement changes in the interest of increasing safety and minimizing impacts on the surrounding community.

  
\_\_\_\_\_

Signature

John LAWTON  
\_\_\_\_\_

Name

5/1/2020  
\_\_\_\_\_

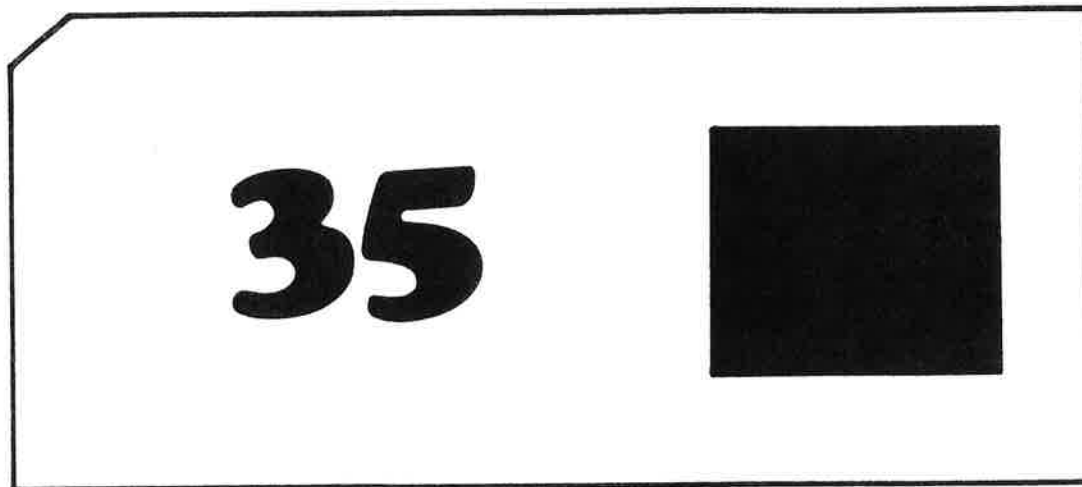
Date

Chief of Police  
\_\_\_\_\_

Title



**NOTICE**



**THIS FILE INCLUDES ONE OR MORE 35MM APERTURE CARDS**



**PROOF OF PUBLICATION – LEGAL ADVERTISING**

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

DATE ADOPTED BY CITY COUNCIL JUN 24 2020

ORDINANCE NUMBER 31569

DATE PUBLISHED JUN 27 2020

**ATTESTED BY:**

A handwritten signature in black ink, appearing to be 'R. G. ...', is written over a horizontal line. The signature is stylized and cursive.