

ORDINANCE NO. 31571

An ordinance changing the zoning classification on the following property:

BEING all of Lot 1 in City Block A/6222; fronting approximately 714.73 feet along the south line of Killion Drive; fronting approximately 1,047.51 feet along the east line of Hedgeway Drive; fronting approximately 718.81 feet along the north line of Walnut Hill Lane; and containing approximately 17.24 acres,

from Planned Development District No. 724 to Planned Development District No. 706; amending Articles 706, "PD 706," and 724, "PD 724," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code to reflect the expansion of PD 706 and the rezoning of PD 724; providing a revised development plan for PD 706; providing a revised landscape plan for PD 706; providing a revised traffic management plan for PD 706; amending Ordinance No. 25803, as amended, passed by the Dallas City Council on November 10, 2004, by providing a revised property description for PD 706; 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 Articles 706 and 724 as specified in this ordinance; Now, Therefore,

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

SECTION 1. That the zoning classification is changed from Planned Development District No. 724 to Planned Development District No. 706 on the following property:

BEING all of Lot 1 in City Block A/6222; fronting approximately 714.73 feet along the south line of Killion Drive; fronting 1,047.51 feet along the east line of Hedgeway Drive; fronting 718.81 feet along the north line of Walnut Hill Lane; and containing approximately 17.24 acres.

SECTION 2. That Section 51P-706.102, "Property Location and Size," of Article 706, "PD 706," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"SEC. 51P-706.102. PROPERTY LOCATION AND SIZE.

PD 706 is established on property located at the northwest corner of Walnut Hill Lane and Gooding Drive. The size of PD 706 is approximately 39.7 [~~23~~] acres."

SECTION 3. That Subsection (a) of Section 51P-706.103, "Definitions and Interpretations," of Article 706, "PD 706," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article. In this article, ACCESSORY YOUTH AND FAMILY CENTER means a multi-functional facility accessory to a public school other than an open-enrollment charter school where a combination of social, recreational, welfare, health, rehabilitation, counseling, educational, referral, or out-patient medical, dental, or optical treatment services are provided to students and their family members."

SECTION 4. That Section 51P-706.106, "Accessory Uses," of Article 706, "PD 706," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

“SEC. 51P-706.106. ACCESSORY USES.

(a) As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific [~~types of~~] accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

(b) An accessory youth and family center is permitted by right.

(1) An accessory youth and family center may only operate between 7:00 a.m. and 8:00 p.m., Monday through Thursday, and between 8:00 a.m. and 4:30 p.m. on Friday.

(2) An accessory youth and family center must be conducted inside a building containing a public school other than an open enrollment charter school. The area restrictions in Section 51-A 4.217(a)(3) apply to this use.

(3) No parking is required for an accessory youth and family center.”

SECTION 5. That Section 51P-706.107, “Yard, Lot, and Space Regulations,” of Article 706, “PD 706,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“SEC 51P-706.107. 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 [~~In the event of~~] a conflict between this section and Division 51A-4.400, this section controls.)

(a) In general. Except as otherwise provided in this section, the yard, lot, and space regulations for the R-16(A) Single Family District apply in this district.

(b) Front yard.

(1) For a public school other than an open-enrollment charter school, minimum front yard is 35 feet.

(2) For a public school other than an open-enrollment charter school, fences up to a maximum height of six feet are allowed in the required front yard.

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(c) Height.

(1) If any portion of a structure is over 26 feet in height, that portion may not be located above the residential proximity slope. See Section 51A-4.412. Exception: Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less. Chimneys may project through the slope to a height 12 feet above the slope and 12 feet above the maximum structure height.

(2) Except as provided in this subsection, ~~f[P]~~ or a public school other than an open-enrollment charter school used as a high school, maximum structure height is 55 feet.

(3) Except as provided in this subsection, for a public school other than an open-enrollment charter school used as elementary or middle school, maximum structure height is 36 feet with additional height for certain structures as allowed under Section 51A-4.408(a)(2)(A).

(d) Lot coverage. For a public school other than an open-enrollment charter school ~~[use]~~, maximum lot coverage is 25[20] percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.”

SECTION 6. That Section 51P-706.108, “Off-Street Parking and Loading,” of Article 706, “PD 706,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“SEC. 51P-706.108. 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 ~~[use]~~, off-street parking is allowed in the required yards.

(c) For a public school other than an open-enrollment charter school ~~[use]~~, used as a high school, 6.25 spaces per classroom are required ~~[if the expansion area is not developed with buildings or portable structures, it may be used to provide off-street parking].~~

(d) For a public school other than an open-enrollment charter school, screening is only required for parking spaces located within 50 feet of a public right-of-way.”

SECTION 7. That Section 51P-706.110, “Landscaping,” of Article 706, “PD 706,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

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“SEC. 51P-706.110. LANDSCAPING.

(a) Except as provided in this section, landscaping must be provided in accordance with Article X.

(b) For a public school other than an open-enrollment charter school [use], landscaping must be provided as shown on the landscape plan (Exhibit 706B) and in accordance with the following provisions:

(1) If approved by the building official, small trees at 25 feet on center must be planted along the high school building drive aisle along the Walnut Hill frontage, in the area shown on the landscape plan.

(2) A minimum of one option in Section 51A-10.126(a)(5) must be provided along structures containing a public school other than open-enrollment charter school for the Walnut Hill Lane frontage, the Gooding Drive frontage south of the service drive entrance, the Hedgeway Drive frontage, and the Killion Drive frontage, in the area shown on the landscape plan.

(3) In the student parking lot located west of the high school building, no parking space may be located more than 70 feet from the trunk of a large or medium tree as shown on the proposed landscape plan.

(c) [~~For a public school use, a hedge consisting of evergreen plant materials (e.g. holly) capable of reaching three feet in height within three years must be provided to screen parking areas along Walnut Hill Lane as shown on the landscape plan.~~]

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

SECTION 8. That Section 51P-706.112, “Fences,” of Article 706, “PD 706,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“SEC. 51P-706.112. FENCES.

For a public school other than an open-enrollment charter school, the perimeter fence [~~use, fencing is permitted at the maximum heights and in the locations~~] shown on the development plan must be constructed of ornamental metal.”

SECTION 9. That Paragraph (1) of Subsection (c), “Traffic Study,” of Section 51P-706.112.1, “Traffic Management Plan,” of Article 706, “PD 706,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“(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, 2023 [~~2020~~]. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 1st of each odd [~~even~~]-numbered year.”

SECTION 10. That Section 51P-706.113, “Additional Provisions,” of Article 706, “PD 706,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended to read as follows:

“SEC. 51P-706.113. ADDITIONAL PROVISIONS.

(a) For a public school other than an open-enrollment charter school, the building official shall not issue a building permit for new construction prior to the execution of a development agreement or contract for the reconstruction of the traffic signal at the intersection of Walnut Hill Lane and Lenel Place including but not limited to detection equipment and an accessible pedestrian signal system as determined by the director.

(b) For a public school other than an open-enrollment charter school, a minimum six-foot-wide unobstructed sidewalk must be provided along and adjacent to all internal drives and fire lanes.

(c) Accessory structures with a floor area greater than 200 square feet, must be compatible with the main structure. In this section, COMPATIBLE means similar in application, color, pattern, quality, shape, size, slope, and other characteristics, but does not necessarily means identical. The burden is on the property owner or applicant to supply proof of compatibility.

(d) The [entire] Property must be properly maintained in a state of good repair and neat appearance.

(e[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.”

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SECTION 11. That Article 724, "PD 724," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"ARTICLE 724.

PD 724.

SEC. 51P-724.101. LEGISLATIVE HISTORY.

PD 724 was established by Ordinance No. 25975 passed by the Dallas City Council on May 11, 2005. PD 724 no longer exists. See Section 51P-724.103 for information regarding the rezoning of PD 724.

SEC. 51P-724.102. PROPERTY LOCATION AND SIZE.

PD 724 was [is] established on property bounded by Killion Drive, Walnut Hill Lane, and Hedgeway Drive. The size of PD 724 was [is] approximately 17.26 acres.

SEC. 51P-724.103. REZONING OF PD 724. [DEFINITIONS—AND INTERPRETATIONS.]

Ordinance No. _____, passed by the Dallas City Council on June 24, 2020, rezoned the Property from PD 724 to PD 706."

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

~~(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.~~

~~(c) This district is considered to be a residential zoning district.~~

SEC. 51P-724.104. 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 724A). In the event of 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 analysis, conceptual plan, development schedule, and landscape plan, do not apply.~~

SEC. 51P-724.105. MAIN USES PERMITTED.

(a) ~~Except as otherwise provided in this section, the only main uses permitted in this district are those main uses permitted in the R-16(A) Single Family District, subject to the same conditions applicable in the R-16(A) Single Family District, as set out in the Dallas Development Code, as amended. For example, a use permitted in the R-16(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-16(A) Single Family District is subject to DIR in this district; etc.~~

(b) ~~A public school other than an open-enrollment charter school is permitted by right.~~

SEC. 51P-724.106. ACCESSORY USES.

(a) ~~As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.~~

(b) ~~An accessory youth and family center is permitted by right.~~

(1) ~~An accessory youth and family center may only operate between 7:00 a.m. and 8:00 p.m., Monday through Thursday, and between 8:00 a.m. and 4:30 p.m. on Friday. Friday hours of operation are for staff and maintenance only.~~

(2) ~~All structures housing an accessory youth and family center must be consistent in design, building materials, and appearance (new accessory youth and family center structures must match the existing accessory youth and family center structure to the north).~~

SEC. 51P-724.107. 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. In the event of a conflict between this section and Division 51A-4.400, this section controls.)~~

(a) ~~In general. Except as otherwise provided in this section, the yard, lot, and space regulations for the R-16(A) Single Family District apply in this district.~~

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(b) ~~Front yard.~~ For a public school, the minimum front yard is as shown on the development plan.

(c) ~~Side and rear yard.~~ For a public school, the minimum side and rear yard is as shown on the development plan.

(d) ~~Height.~~ The maximum height for a public school is 27 feet. The maximum height for the smoke stack is 49 feet.

SEC. 51P-724.108. 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, a minimum 157 off-street parking spaces must be provided as shown on the development plan.

SEC. 51P-724.109. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P-724.110. LANDSCAPING AND SCREENING.

(a) Except as provided in this section, landscaping must be provided in accordance with Article X.

(b) For a public school, landscaping must be provided as shown on the development plan.

(c) For an accessory youth and family center, landscaping must be provided as shown on the landscape plan (Exhibit 724B).

(d) Garbage storage areas must be visually screened on all sides visible from a street by a solid brick, stone, concrete masonry, stucco, or concrete wall.

(e) All plant materials must be maintained in a healthy, growing condition.

SEC. 51P-724.111. FENCES.

For a public school, existing fences are permitted at the maximum heights and in the locations shown on the development plan.

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SEC. 51P-724.112. SIGNS.

(a) ~~Except as provided in this section, signs must comply with the provisions for nonbusiness zoning districts in Article VII.~~

(b) ~~For a public school, signs are permitted at the maximum sizes and in the locations shown in the development plan.~~

SEC. 51P-724.113. ADDITIONAL PROVISIONS.

(a) ~~The entire 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 of Dallas.~~

(c) ~~The new expansion area may not exceed 2,400 square feet as shown on the development plan.~~

SEC. 51P-724.114. COMPLIANCE WITH CONDITIONS.

(a) ~~All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard City of Dallas specifications and completed to the satisfaction of the director of public works and transportation.~~

(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 in this district 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 of Dallas.~~

SEC. 51P-724.115. ZONING MAP.

~~PD 724 is located on Zoning Map No. S-6.]”~~

SECTION 12. That the property description attached to Ordinance No. 25803, as amended, as Exhibit A, is replaced by the Exhibit A attached to this ordinance.

SECTION 13. 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 14. That the development plan, Exhibit 706A of Article 706, "PD 706," of Chapter 51P of the Dallas City Code is replaced by the Exhibit 706A attached to this ordinance.

SECTION 15. That the landscape plan, Exhibit 706B of Article 706, "PD 706," of Chapter 51P of the Dallas City Code is replaced by the Exhibit 706 B attached to this ordinance.

SECTION 16. That the traffic management plan, Exhibit 706C of Article 706, "PD 706," of Chapter 51P of the Dallas City Code is replaced by the Exhibit 706 C attached to this ordinance.

SECTION 17. That development of this district must comply with the full-scale versions of Exhibit 706A (development plan), Exhibit 706B (landscape plan), and Exhibit 706C (traffic management plan) attached to this ordinance. Reduced-sized versions of these plans shall be provided in Chapter 51P. Permits shall be issued based on information provided on the full-scale versions of the plans.

SECTION 18. That the city attorney is authorized to insert the enrolled number of this ordinance in the rezoning of PD 724 section of Article 724 in Chapter 51P.

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 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.

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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:

CHRISTOPHER J. CASO, City Attorney

By  Assistant City Attorney

Passed JUN 24 2020

31571

201046
GIS_Approved

EXHIBIT A

BEING all of Lots 1 and 2 of City Block A/6222, fronting approximately 1643.420 feet along the south line of Killion Drive, 1,064.79 feet on the west line of Gooding Drive, 1,655.45 feet along the north line of Walnut Hill Lane, and 1,047.51 feet along the east line of Hedgeway Drive, and containing approximately 39.7 acres of land.



BOND PROGRAM
DALLAS INDEPENDENT SCHOOL DISTRICT
 9001 GILBERT STREET
 DALLAS, TEXAS 75231

DALLAS ISD
PK-12
4001 WALNUT HILL LN
DALLAS, TX
75225

2017046
DEVELOPMENT PLAN
DP-186

31571

SITE SUMMARY

LOT AREA, GROSS AREA
 127,764 SQ. FT.
 2,971,140 SQ. FT.

EXISTING UTILITIES:
 1. 15" WATER MAIN
 2. 12" WATER MAIN
 3. 12" WATER MAIN
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PARKING ANALYSIS

2000 CALIFORNIA DEVELOPMENT CODES:
 04A CLASSROOMS 18
 04B CLASSROOMS 18
 04C CLASSROOMS 18
 04D CLASSROOMS 18
 04E CLASSROOMS 18
 04F CLASSROOMS 18
 04G CLASSROOMS 18
 04H CLASSROOMS 18
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SITE PLAN LEGEND

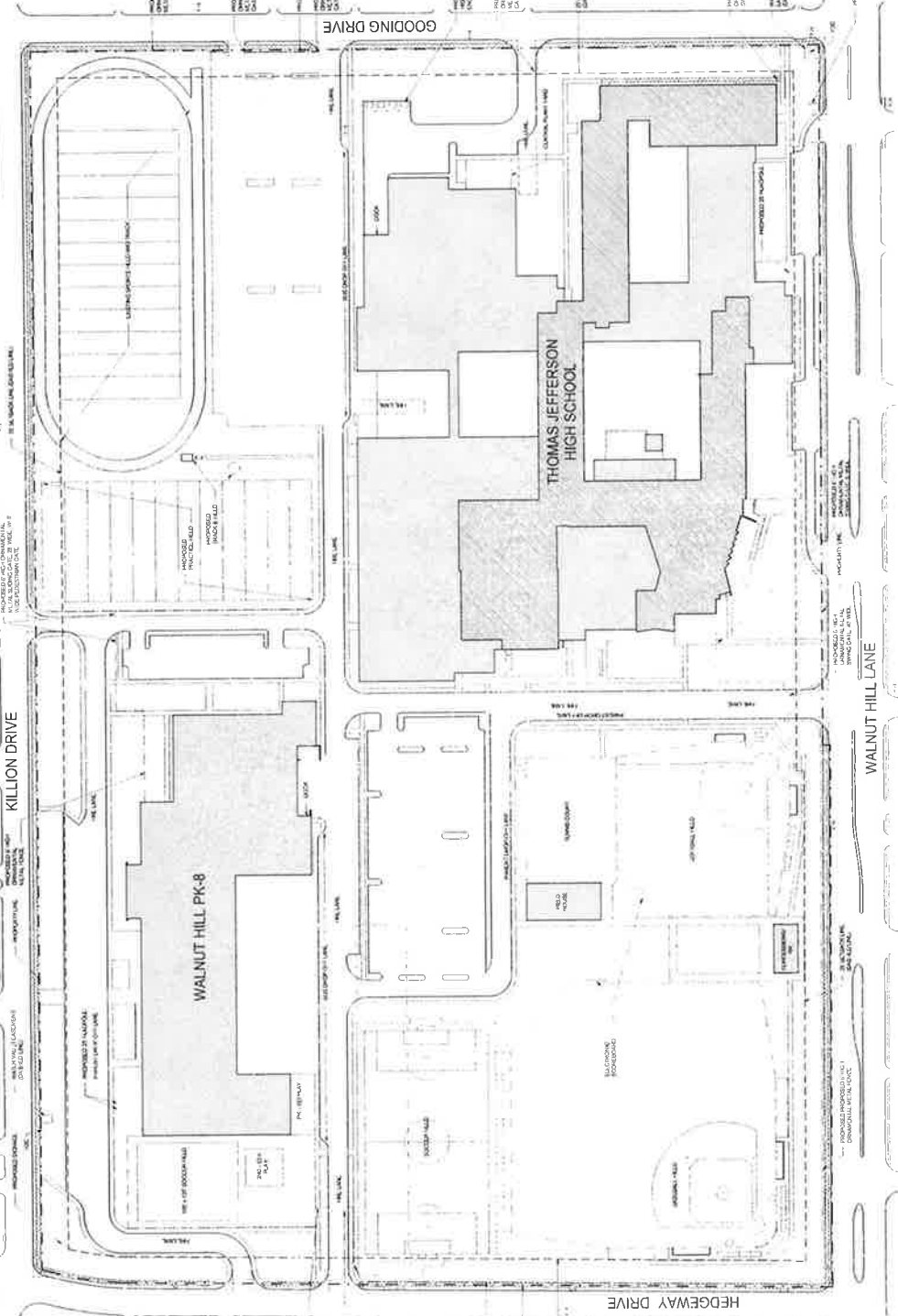
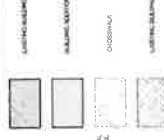


Exhibit 706A

Planned Development
 District No. 706

Approved
 City Plan Commission
 May 14, 2020

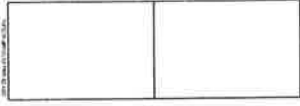
01 DEVELOPMENT PLAN
 SCALE: 1/4" = 1'-0"
 CASE NUMBER: Z190-208



BOND PROGRAM
DALLAS INDEPENDENT SCHOOL DISTRICT
 800 N. GILBERT STREET
 DALLAS, TEXAS 75201

DALLAS ISD
PK-12
 4001 WALNUT HILL LN
 DALLAS, TX 75229

DATE: 05-19-2020
 PROJECT: 20093.000
 DRAWN BY: LBW
 CHECKED BY: URC
 CITY: DAL/FW
 LANDSCAPE PLAN
L-100



PLANT LEGEND

Symbol: Circle with dot → **ASPL. DATE**
 Symbol: Circle with cross → **ADDITIONAL SPEC. IN NOTES**
 Symbol: Circle with vertical lines → **UTILITY**
 Symbol: Circle with horizontal lines → **UTILITY**
 Symbol: Circle with diagonal lines → **UTILITY**
 Symbol: Circle with dots → **UTILITY**
 Symbol: Circle with stars → **UTILITY**
 Symbol: Circle with triangles → **UTILITY**
 Symbol: Circle with squares → **UTILITY**
 Symbol: Circle with diamonds → **UTILITY**
 Symbol: Circle with hexagons → **UTILITY**
 Symbol: Circle with octagons → **UTILITY**
 Symbol: Circle with circles → **UTILITY**

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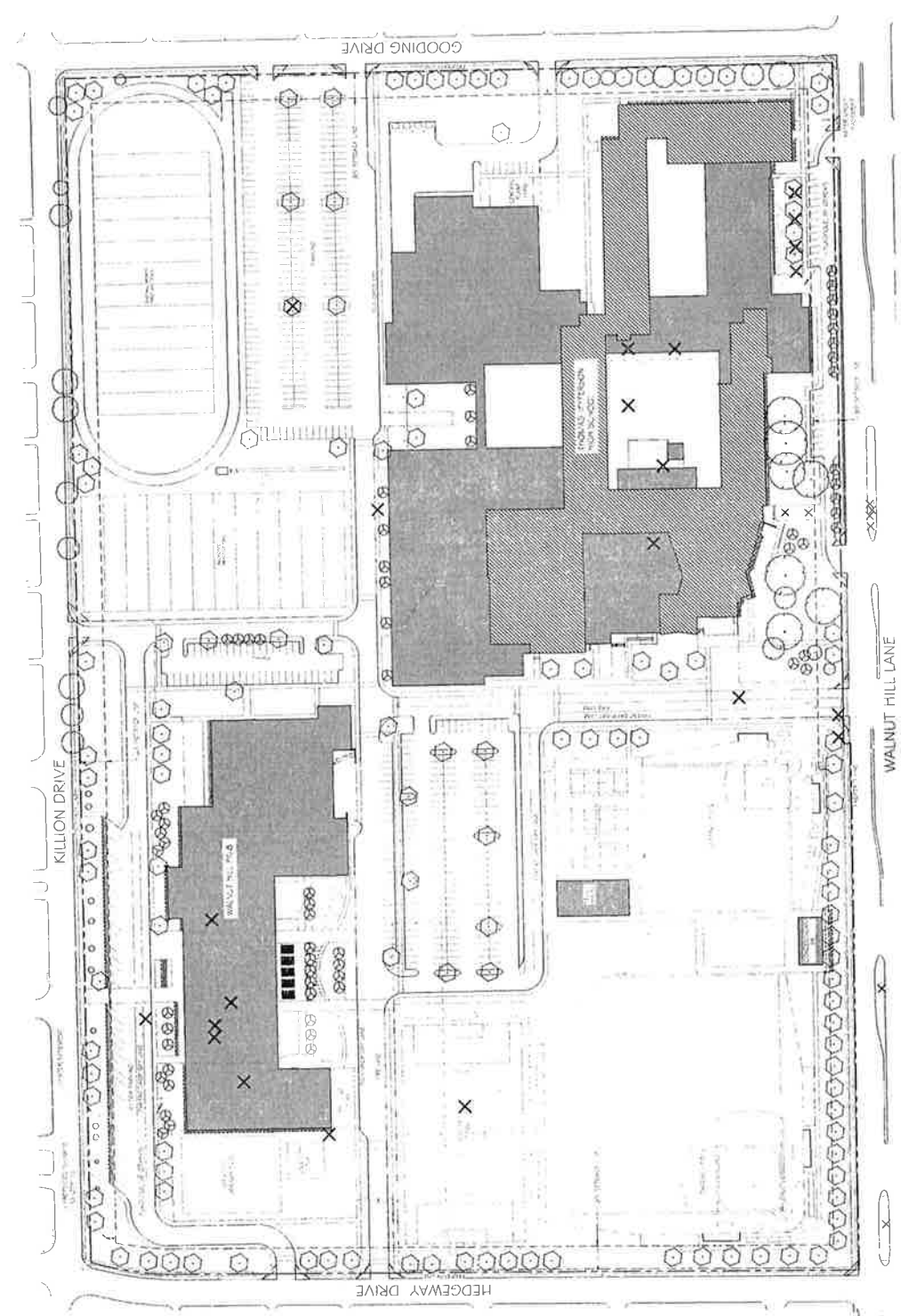
201046

TREE PRESERVATION LEGEND

Symbol: Circle → **EXISTING TREE**
 Symbol: Circle with X → **TO BE REMOVED**

NOTES

1. PRESERVE ALL TREES SHOWN WITH A "C" OR "X" MARK.
 2. PRESERVE ALL TREES WITH A DBH OF 4" OR GREATER.
 3. PRESERVE ALL TREES WITH A HEIGHT OF 10' OR GREATER.
 4. PRESERVE ALL TREES WITH A CANOPY AREA OF 50 SQ FT OR GREATER.
 5. PRESERVE ALL TREES WITH A SPECIES OF PINE, OAK, CYPRESS, OR REDWOOD.
 6. PRESERVE ALL TREES WITH A SPECIES OF PALM, SAGO PALM, OR CAVE PALM.
 7. PRESERVE ALL TREES WITH A SPECIES OF GUM, BIRCH, OR YEW.
 8. PRESERVE ALL TREES WITH A SPECIES OF SWEETGUM, LARCH, OR CEDAR.
 9. PRESERVE ALL TREES WITH A SPECIES OF SPANISH OAK, WHITE OAK, OR RED OAK.
 10. PRESERVE ALL TREES WITH A SPECIES OF LIVE OAK, BUR OAK, OR WHITE OAK.
 11. PRESERVE ALL TREES WITH A SPECIES OF WILLOW, CYPRESS, OR REDWOOD.
 12. PRESERVE ALL TREES WITH A SPECIES OF PINE, OAK, CYPRESS, OR REDWOOD.
 13. PRESERVE ALL TREES WITH A SPECIES OF PALM, SAGO PALM, OR CAVE PALM.
 14. PRESERVE ALL TREES WITH A SPECIES OF GUM, BIRCH, OR YEW.
 15. PRESERVE ALL TREES WITH A SPECIES OF SWEETGUM, LARCH, OR CEDAR.
 16. PRESERVE ALL TREES WITH A SPECIES OF SPANISH OAK, WHITE OAK, OR RED OAK.
 17. PRESERVE ALL TREES WITH A SPECIES OF LIVE OAK, BUR OAK, OR WHITE OAK.
 18. PRESERVE ALL TREES WITH A SPECIES OF WILLOW, CYPRESS, OR REDWOOD.
 19. PRESERVE ALL TREES WITH A SPECIES OF PINE, OAK, CYPRESS, OR REDWOOD.
 20. PRESERVE ALL TREES WITH A SPECIES OF PALM, SAGO PALM, OR CAVE PALM.
 21. PRESERVE ALL TREES WITH A SPECIES OF GUM, BIRCH, OR YEW.
 22. PRESERVE ALL TREES WITH A SPECIES OF SWEETGUM, LARCH, OR CEDAR.
 23. PRESERVE ALL TREES WITH A SPECIES OF SPANISH OAK, WHITE OAK, OR RED OAK.
 24. PRESERVE ALL TREES WITH A SPECIES OF LIVE OAK, BUR OAK, OR WHITE OAK.
 25. PRESERVE ALL TREES WITH A SPECIES OF WILLOW, CYPRESS, OR REDWOOD.



CASE # Z190-208

1 OVERALL PLANTING PLAN

Exhibit 706B
Planned Development
District No. 706

Approved
 City Plan Commission
 May 14, 2020

31571

201046

May 13, 2020

TRAFFIC MANAGEMENT PLAN

Z190-208

DISD K-12 CAMPUS REDEVELOPMENT

-WALNUT HILL K – 8TH ELEMENTARY/MIDDLE SCHOOL

-THOMAS JEFFERSON HIGH SCHOOL

CITY OF DALLAS



Hunter W. Lemley

Introduction

The services of **Pacheco Koch** (PK) were retained by Masterplan, on behalf of **Dallas Independent School District (DISD)**, to prepare a Traffic Management Plan (TMP) for zoning approval in the City of Dallas for the redevelopment of the DISD K-12 Campus. The campus consists of the new Walnut Hill K-8th Elementary School and the existing Thomas Jefferson High School. This TMP is site-specific and relates to the peak traffic activity associated with school traffic at the site.

School Description

- Type: K-12 DISD Campus
 - Walnut Hill K-8th Elementary School
 - Thomas Jefferson High School
- District: Dallas Independent School District
- Address:
 - 3978 Killion Drive, Dallas Texas
 - 4001 Walnut Hill Lane, Dallas, Texas
- Grades:
 - Pre-K-8th
 - 9th-12th
- Start/End Times*:
 - 7:45 AM – 3:00 PM (Pre-Kindergarten - 5th)
 - 8:20 AM – 3:40 PM (6th – 8th)

Exhibit 706C

Planned Development
District No. 706

- 9:00 AM – 4:20 PM (9th-12th)
- Existing Zoning/Proposed Zoning: PD 706/New Subdistrict of PD
- Existing Enrollment:
 - 384 (Grades Pre-Kindergarten – 5th)
 - 620 (Grades 6th-8th)
 - 1,714 Students (Grades 9th-12th)
- Future Enrollment: No change

*Start/End Time refer to current times and are subject to change at completion of the project

School Access

- Adjacent Streets:
 - Walnut Hill Lane: Six lanes, two-way operation, median-divided
 - Gooding Drive: Two lanes, two-way operation, no median
 - Hedgeway Drive: Two lanes, two-way operation, no median
 - Killion Drive: Two lanes, two-way operation, no median
- Projected Travel Modes:
 - Bus: 45%/35% (ES/HS)
 - Walk: 15%
 - Students Drivers: 0%/15% (ES/HS)
 - Picked Up by Parent: 40%/35% (ES/HS)

*Enrollment and Travel Mode Data provided by DISD

Traffic Management Operations

- Grades K-8th:

Parent traffic is to enter the area via Hedgeway Drive and enter the school site from the northern-most driveway along Hedgeway Drive. Ingress traffic from the northern-most driveway shall queue in two separate lines around the northern side of the building in a one-way directional flow and wrap around the western side of the building. Actual unloading/loading shall occur in the area along the northern side of the building. Staff assistance shall be present to allow students to enter the school building in a safe and efficient manner.

Traffic is to exit continuing east and turning right to travel south after the vehicle has sufficiently unloaded/loaded the student(s) out of/in to the vehicle. Traffic is then to exit the site from the driveway at the traffic signal location on Walnut Hill Lane and Lenel Place.

Bus loading/unloading shall be located at the southern side of the school building and separated from the queuing circulation. Buses are to enter the school site from Gooding Drive and exit onto Hedgeway Drive.

- Grades 9th-12th

Parent traffic is to approach the campus from Walnut Hill Lane to Hedgeway Drive and enter the campus at the southern-most driveway. Ingress traffic from the southern-most driveway shall queue internally as shown on **Exhibit 2** in a one-way directional flow or vehicles may park in vacant spaces inside the student parking lot. Actual unloading/loading shall occur south of the student/visitor parking lot and along the north-south internal road that intersects with Walnut Hill Lane.

The queuing occurring south of the student/visitor parking lot is to have two separate queuing lines with a dedicated center lane for pedestrians. From this location, students are to cross the north-south internal road at designated crosswalks.

Inbound traffic from the intersection of Walnut Hill Lane and Lenel Place is to be prohibited at these peak times to allow for safe and efficient traffic and pedestrian flow to and from the school building.

Parent and student traffic is to exit the campus by continuing south on the north-south internal road and use the traffic signal located at the intersection of Walnut Hill Lane and Lenel Place after the vehicle has sufficiently unloaded/loaded the student(s) out of/in to the vehicle.

Bus loading/unloading shall be located at the northern side of the school building and separated from the queuing circulation. Buses are to enter and exit the school site from Gooding Drive as shown in **Exhibit 2**.

Special Event Traffic and Parking Management

Due to the occasional event that occurs on the campus that results in a high volume of people to the school, surrounding public roadways (i.e. Killion Drive, Gooding Drive, and Hedgeway Drive) are anticipated to be used for on-street parking to accommodate the higher than usual parking needs for the school.

TRAFFIC MANAGEMENT PLAN

A graphical summary of specific recommendations and proposed conditions is provided below and depicted in **Exhibit 1**:

1. **Utilize Drop-off/Pick-up Area for Buses Only** -- Utilize drop-off/pick-up lane located in the back of the school building for buses only.
2. **Remove Crosswalk** – Remove crosswalk at shown location to encourage pedestrians to use a dedicated pedestrian route towards the campus.
3. **Crossing Guard to Assist Students at Crosswalk** – Crossing guard to be provided to assist pedestrians to cross at the shown crosswalk location.
4. **Restrict On-Street Parking/Standing/Queuing Along School Property Frontage by Installing Signage**

A graphical summary of specific recommendations and proposed conditions is provided below and depicted in **Exhibit 2**:

1. **Enforce Existing, On-street Parking Restrictions Fronting School Property During School Traffic Periods** -- Enforce existing, on-street parking restrictions along westbound Walnut Hill Lane and northbound Gooding Drive adjacent to school during school traffic periods. [Intent: to minimize traffic congestion on thoroughfares.]
2. **Provide Parent Waiting/Loading Area in Student Parking Lot** -- Provide parent waiting/loading area in the student parking lot located west of the school building.
3. **Utilize Drop-off/Pick-up Area for Buses Only** -- Utilize drop-off/pick-up lane located in the back of the school building for buses only.
4. **Driveway for Staff Only** -- Utilize north parking lot for staff access only. Appropriate signage to be installed to reflect conditions.
5. **Outbound only** -- Enforce one-way outbound only traffic operation at west driveway on Walnut Hill Lane.

NOTE: Per instruction of the City of Dallas Plan Commission, the outbound-only restriction at the site driveway is to apply during school peak hours only – at all other times, the driveway shall operate as two-way. This measure will require appropriate signage and potentially other traffic control measures and shall conform with the Texas Manual on Uniform Traffic

31571

Control Devices. Pursuant to Local, State, and Federal ordinances, traffic control devices within public travelways are under the authority of the public agency or official jurisdiction.

6. **Remove Crosswalk** – Remove crosswalk at shown location to encourage pedestrians to use a dedicated pedestrian route towards the campus.
7. **Existing Left-turn Storage Bay to be Decommissioned** – Existing left-turn storage bay to be decommissioned as a result of the closure of the recipient driveway.
8. **Restrict On-Street Parking/Standing/Queuing Along School Property Frontage by Installing Signage**
9. **Set Up Cones to force Vehicles to Use Exit Onto Walnut Hill Lane**

Acknowledgement Statement

REVIEW AND COMMITMENT

This school traffic management plan (TMP) for Walnut Hill K-8 School and Thomas Jefferson High School was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. This plan was developed with direct input from individuals familiar with the general characteristics of the traffic needs of the school. It is important to note that a concerted and ongoing effort by and the full participation of the school administration are essential to accomplish these goals.

By the endorsement provided below, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary or that other measures are more appropriate.

Phillip Potter
Walnut Hill K-8 Principal Signature

6/1/2020
Date

Name: Phillip Potter
Title: Principal

Thomas Jefferson Principal Signature
Sue Murray

5/26/2020
Date

Name: _____
Title: Principal

John Lawton
Police Department Signature

05/20/2020
Date

Name: John Lawton
Title: Chief of Police

END OF MEMO

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GENERAL NOTES:

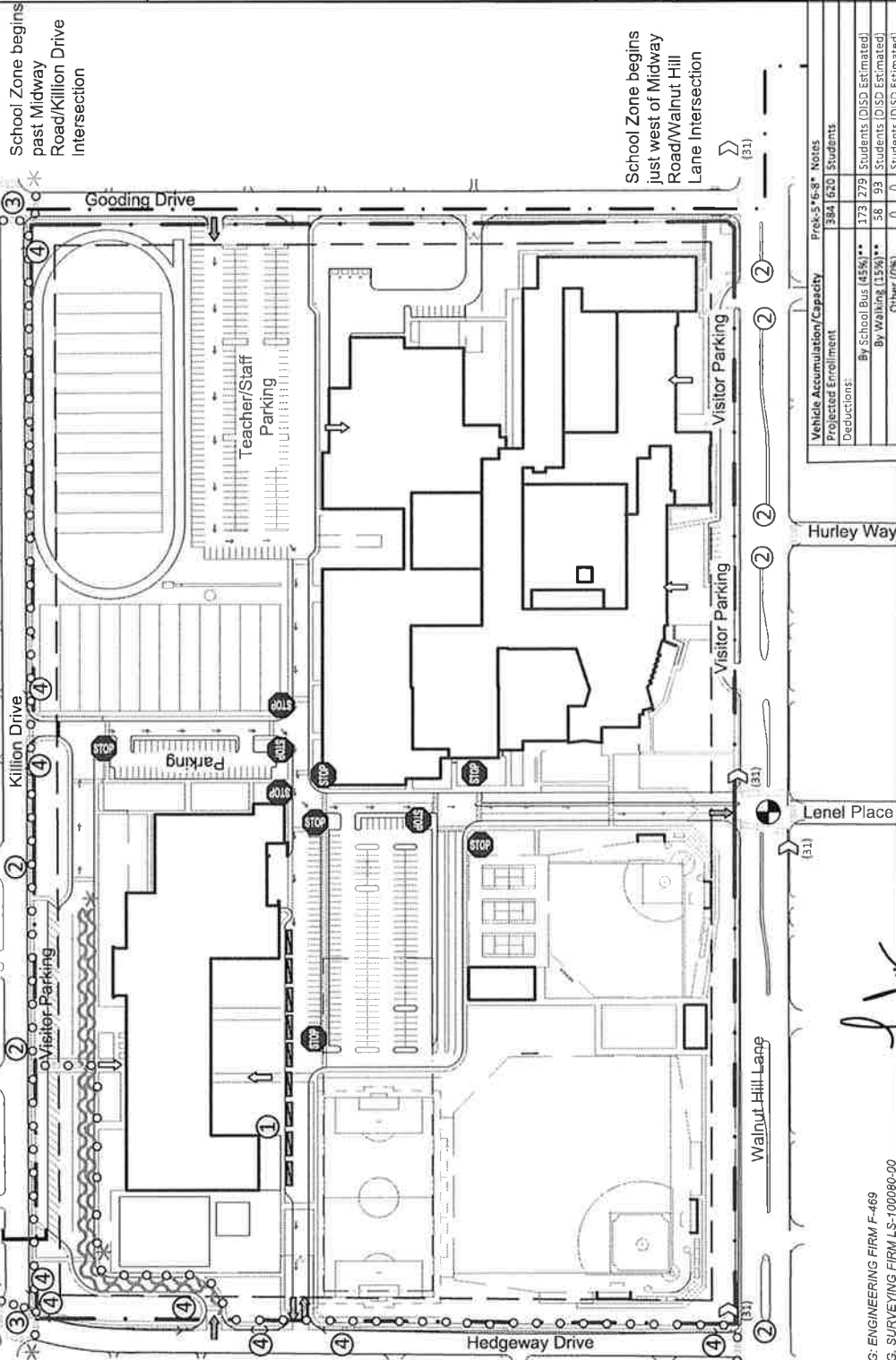
- The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
- Front of queue must begin at the edge of pavement as shown on the plan, thus requiring students to walk to the front of the driveways. This is to maximize on-site queuing.
- Parent drop-off activity in the morning has a similar protocol as the parent pick-up in the afternoon. Generally, excessive traffic delays and queuing were not evident during the morning peak.

ADJACENT ROADWAYS:

- Walnut Hill Lane: 6-lane, divided thoroughfare
- Killion Drive: 2-lane, undivided local street
- Gooding Drive: 2-lane, undivided local street
- Hedgeway Drive: 2-lane, undivided local street

TMP MANAGEMENT STRATEGIES

- Student ID System: Conventional Loading System
- # of Staff Assistance: 1-2 Staff Members
- # of Crossing Guards: 2-3 Crossing Guards



TX. REG. ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100090-00



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY HUNTER W. LEMLEY, P.E. 125343 ON 05/13/2020. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

RECOMMENDATIONS (See Report for detailed descriptions)

- Utilize Drop-off/Pick-up Area for Buses Only
- Remove Crosswalk
- Crossing Guard to Assist Students at Crosswalk
- Restrict On-Street Parking/Standing/Queuing Along School Property Frontage by Installing Signage

Vehicle Accumulation/Capacity		Peak's # of Students	
Projected Enrollment	384	1520	Students
Deductions:			
By School Bus (45%)*	173	279	Students (DISD Estimated)
By Walking (15%)*	58	93	Students (DISD Estimated)
Other (0%)*	0	0	Students (DISD Estimated)
Students by Pick-up/Drop-off	154	248	Students
Engineer Recommended Rate:	23.5	23.5	If w/veh. (Pacheco Koch Observed)
Average Length of Vehicle:	33	54	Vehicles (1,270 ft)
Projected Max Vehicle Accumulation:	57	67	Vehicles (1,580 ft)
Projected Off-Street Queuing Capacity:	0	0	Vehicles (0 ft)
Projected Off-Street Parking Needed:	0	0	Vehicles (0 ft)
SURPLUS		+34	+13

*Assumes vehicles assumed from motor pool for existing Elementary School and Middle School. **Minimum buffer of 100 feet between front of queue and building.

LOCATION



LEGEND

- No On-Street Parking Allowed (Existing)
- On-Street Parking Allowed (Existing)
- Access Point
- Queue Area (Conventional Loading)
- Circulation/Flow
- Access Point
- School Bus Loading/Unloading
- School Bus Access Point
- Bus Circulation/Flow
- Crosswalk
- School Zone
- Traffic Cone
- Public Transit Stop (DART Route No.)
- Traffic Signal
- Pedestrian Access
- Pedestrian Route w/ Sidewalks
- Crossing Guard/Staff Assistance



Internal STOP Sign Recommended to be Installed at this Location

The engineer certifies that the results of the queuing analysis—upon complete enforcement of the traffic management plan and its recommendations—indicate that no queuing of vehicles is expected to extend into City of Dallas rights-of-way as a result of internal queuing constrains during the study peak hours of school operation

BACKGROUND:
City of Dallas
Public School (High School)
DISD Walnut Hill K-8 School
Event Organizer: Weekday mornings & evenings
Event Time(s)/Date (s):
On-Site Contact: Mr. Principal/Principal/###/###/###

NOTE: This drawing is conceptual only and does not reflect a detailed design. Site plan designed and provided by others.



LOCATION



GENERAL NOTES:

- The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
- Parent drop-off activity in the morning has a similar protocol as the parent pick-up in the afternoon. Generally, excessive traffic delays and queuing were not evident during the morning peak.

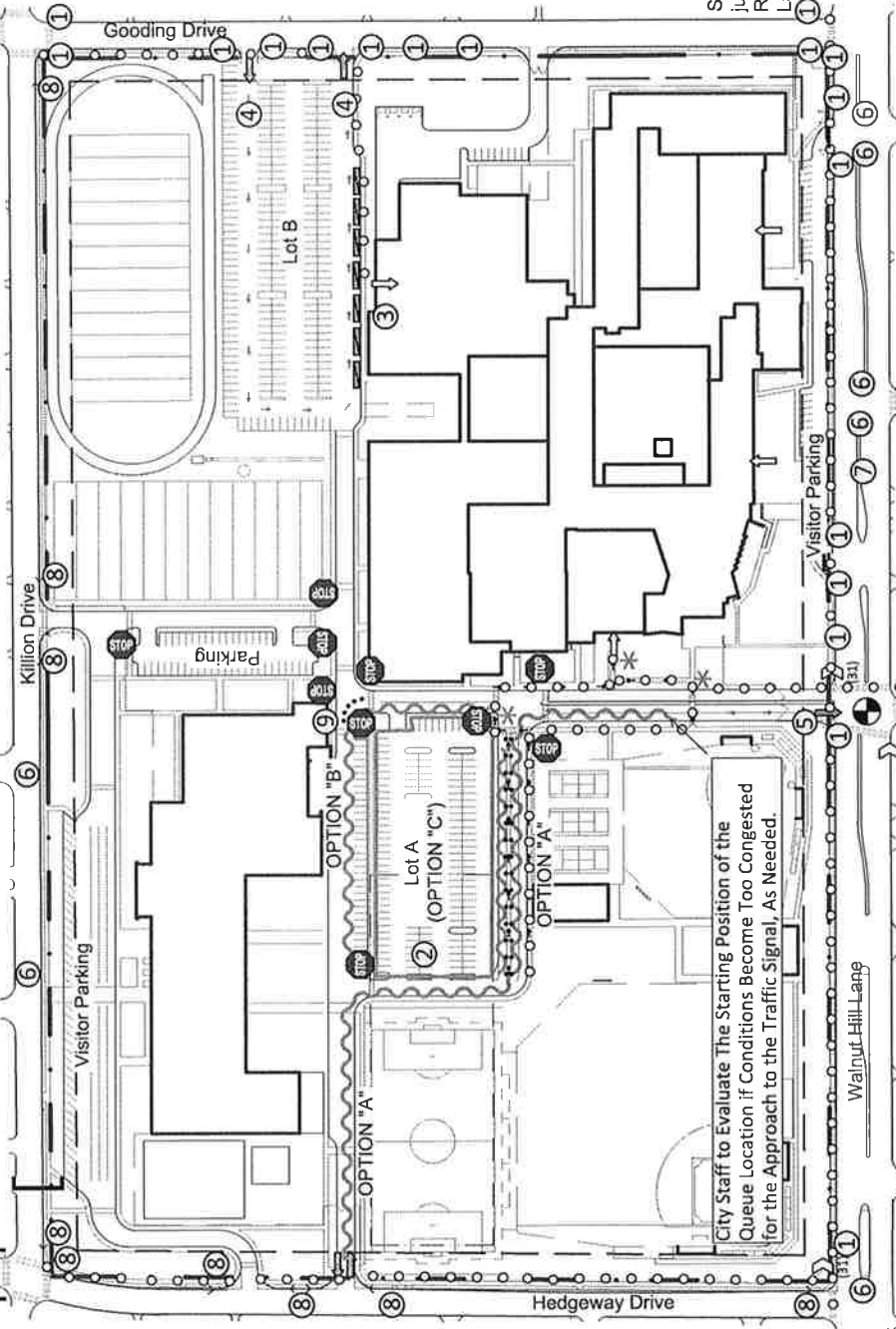
ADJACENT ROADWAYS:
 Walnut Hill Lane: 6-lane, divided thoroughfare
 Killion Drive: 2-lane, undivided local street
 Gooding Drive: 2-lane, undivided local street
 Hedgeway Drive: 2-lane, undivided local street

TMP MANAGEMENT STRATEGIES
 Student ID System: Conventional Loading System
 # of Staff Assistance: 2-3 Staff Members
 # of Crossing Guards: None

High School Parking Breakdown

Lot #	A	B	TOTAL
Function	Student/Visitor	Staff/Faculty	
Supply	232	172	404
Estimated Demand*	135	161	296
Surplus	+97	+11	+108

School Zone begins past Midway Road/Killion Drive Intersection



City Staff to Evaluate The Starting Position of the Queue Location if Conditions Become Too Congested for the Approach to the Traffic Signal, As Needed.

School Zone begins just west of Midway Road/Walnut Hill Lane Intersection

LEGEND

- No On-Street Parking Allowed (Existing)
- No On-Street Parking Allowed (Proposed)
- On-Street Parking Allowed (Existing)
- Access Point
- Queue Area (Conventional Loading)
- Circulation/Flow
- Parent Waiting/Loading Parking Area
- School Bus Loading/Unloading
- School Bus Access Point
- Bus Circulation/Flow
- Crosswalk
- School Zone
- Traffic Cone
- Public Transit Stop (DART Route No.)
- Traffic Signal
- Pedestrian Access
- Pedestrian Circulation/Flow
- Pedestrian Route
- Crossing Guard/Staff Assistance

STOP
 Internal STOP Sign Recommended to be installed at this Location

The engineer certifies that the results of the queuing analysis—upon complete enforcement of the traffic management plan and its recommendations—indicate that no queuing of vehicles is expected to extend into City of Dallas rights-of-way as a result of internal queuing constrains during the study peak hours of school operation

BACKGROUND:
 Approving Agency: City of Dallas
 Event/Type: Public School (High School)
 Event Organizer: DISD Thomas Jefferson High School
 Event Time(s)/Date (s): Weekday mornings & evenings
 On-Site Contact: Ms. Massey/Principal/(972) 502-7302

NOTE: This drawing is conceptual only and does not reflect a detailed design. Site plan designed and provided by others.

Vehicle Accumulation/Capacity	Notes
Projected Enrollment	1,705 Students
Deductions:	
By School Bus (35%)	597 Students (DISD Estimated)
By Walking (15%)	256 Students (DISD Estimated)
Other (15%)	256 Students (DISD Estimated)
Students by Pick-up/Drop-off	597 Students
Engineer Recommended Rate:	5.12 ft of max. queue per student
Average Length of Vehicle:	23.5 ft/veh. (Pacheco Koch Observed)
Projected Maximum Vehicle Accumulation*	130 Vehicles (2.18: ft)
Projected Off-Street Queuing Capacity (Option A):	64 Vehicles (1.30: ft)
Projected Off-Street Queuing Capacity (Option B):	22 Vehicles (5.5: ft)
Estimated Off-Street Parking Available (Option C):	97 Vehicles

- RECOMMENDATIONS (See Report for detailed descriptions)**
- Enforce Existing, On-street Parking Restrictions Fronting School Property During School Traffic Periods
 - Provide Parent Waiting/Loading Area in Student Parking Lot
 - Utilize Drop-off/Pick-up Area for Buses Only
 - Driveway for Staff and Buses Only. Install Appropriate Signs
 - Outbound Only*
 - Remove Crosswalk
 - Existing Left-Turn Storage Bay to be Decommissioned.
 - Restrict On-Street Parking/Queuing Along School Property Frontage by Installing Signage
 - Set Up Cones to force Vehicles to Use Exit Onto Walnut Hill Lane

EXHIBIT 2 Z190-208
Traffic Management Plan
 DISD Thomas Jefferson High School, Dallas, Texas
Pacheco Koch

TX. REG. ENGINEERING FIRM F-469
 TX. REG. SURVEYING FIRM LS-100080-00

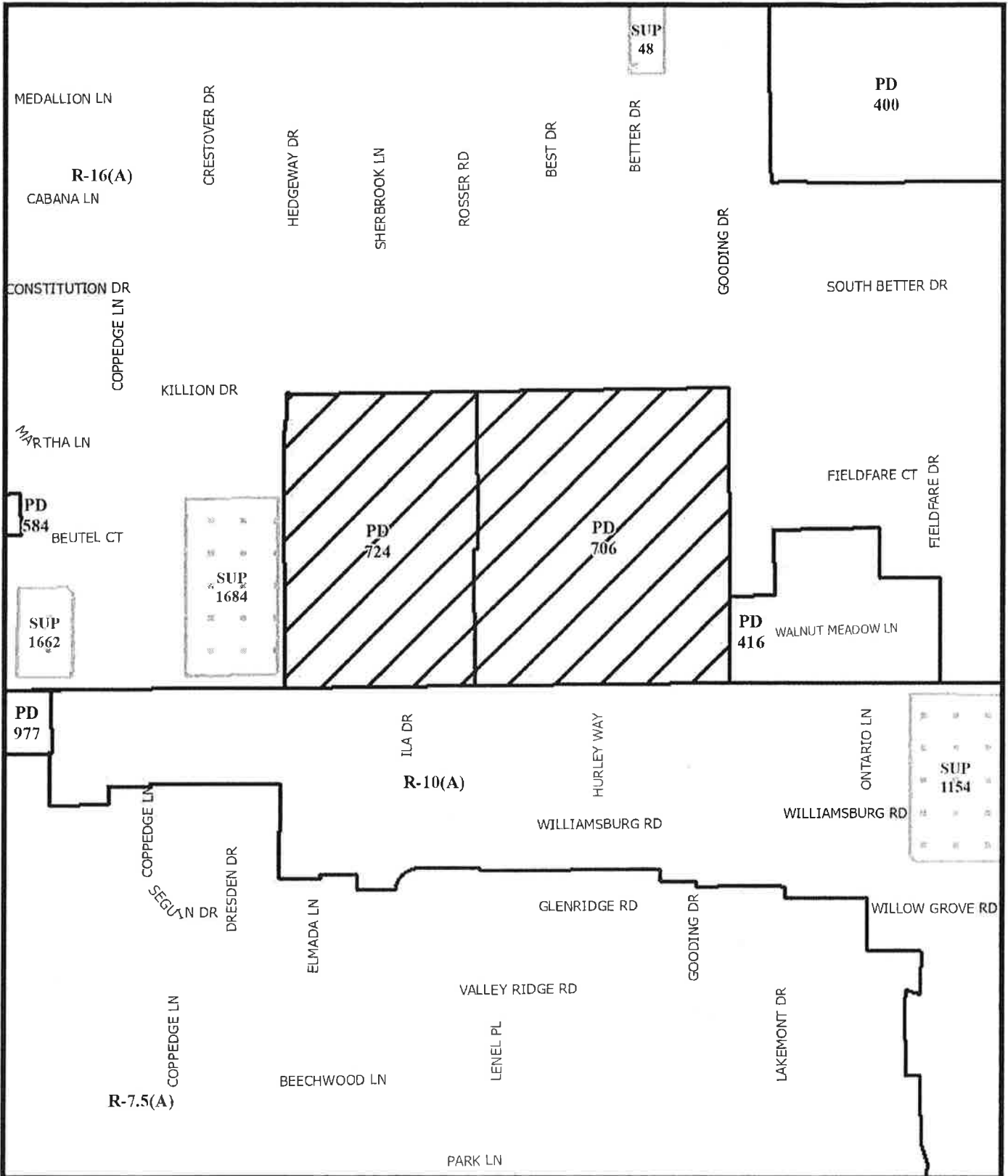
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HUNTER W. LEMLEY
 125343
 LICENSED PROFESSIONAL ENGINEER

[Signature]

*NOTE: Per instruction of the City of Dallas Plan Commission, the outbound-only restriction at the site driveway is to apply during school peak hours only -- at all other times, the driveway shall operate as two-way. This measure will require appropriate signage and potentially other traffic control measures and shall conform with the Texas Manual on Uniform Traffic Control Devices. Pursuant to Local, State, and Federal ordinances, traffic control devices within public travelways are under the authority of the public agency or official having jurisdiction.

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1:6,000

ZONING MAP

Case no: Z190-208

Date: 2/27/2020



201046

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 31571

DATE PUBLISHED JUN 27 2020

ATTESTED BY: