

FILE NUMBER: Z212-228(JA) **DATE FILED:** April 11, 2022
LOCATION: West line of Sonnet Drive, between Flair Drive and Dartmoor Drive.
COUNCIL DISTRICT: 13
SIZE OF REQUEST: Approx. 7.33 acres **CENSUS TRACT:** 48113009607

REPRESENTATIVE: Karl A. Crawley, Masterplan
APPLICANT/OWNER: Dallas Independent School District
REQUEST: An application for a Specific Use Permit for a public school other than an open enrollment charter school on property zoned an R-10(A) Single Family District.
SUMMARY: The purpose of the request is to allow for the construction of a new public school to replace the existing public school. [DeGolyer Elementary School]
STAFF RECOMMENDATION: **Approval** for a 20-year period with eligibility for automatic renewal for additional 20-year periods, subject to a revised site plan, a traffic management plan, and staff's recommended conditions.

Single Family Districts [Ref. Sec. 51A-4.112(e) for R-10(A)]:
https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75376

BACKGROUND INFORMATION:

- The area of request is zoned an R-10(A) Single Family District and is currently developed with a public elementary school. [DeGolyer Elementary School]
- The applicant proposed to construct a new elementary school and then demolish the existing school.
- Platting is required in order to establish a building site for construction of the replacement school. Preliminary plat S212-032 was approved by the City Plan Commission, subject to conditions.
- The current zoning application was initially a request for a new Planned Development District (PD). However, the applicant amended the application to a request for a Specific Use Permit (SUP) after determining that, with minor adjustments to the proposed design, the development goals for the property could be accomplished without the need for modified development standards.

Zoning History: There have been two zoning change requests on one property in the area in the last five years.

1. **Z167-364:** On November 8, 2017, City Council approved an application for a Specific Use Permit [SUP No. 2265] for a child-care facility on property zoned an R-10(A) Single Family District and an R-16(A) Single Family District on the west line of Marsh Lane, north of Flair Drive.

Z212-289: An application for automatic renewal of SUP No. 2265 for a childcare facility is currently under review by staff.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Dartmoor Drive	Local Street	-
Flair Drive	Local Street	-
Sonnet Drive	Local Street	-

Traffic:

The proposed traffic management plan, dated August 25, 2022, is sealed by a license professional engineer, and contains the signature of the DeGolyer Elementary School Principal. The proposed SUP conditions require a traffic study evaluating the sufficiency of the traffic management plan (TMP) to be submitted by March 1, 2025 (or within three months after students first begin classes, whichever is later) and by March 1st of each odd-numbered year. The Transportation Development Services Division of the Transportation Department has reviewed the current zoning request and does not

anticipate that it will significantly impact the surrounding roadway system. The Transportation Department will collaborate with school officials to enforce the TMP.

STAFF ANALYSIS:

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan*, adopted by City Council in June 2006, outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant’s request. The request is consistent with the following goals and policies of the comprehensive plan:

LAND USE ELEMENT

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods’ unique characteristics

- Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks and open space, libraries, and schools.

ECONOMIC ELEMENT

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

Policy 2.5.1 Promote strong and distinctive neighborhoods to enhance Dallas’ quality of life.

Surrounding Land Uses:

	Zoning	Land Use
Site	R-10(A) Single Family District	Public Elementary School
North	R-10(A) Single Family District	Single family
East	R-10(A) Single Family District	Single family
South	R-10(A) Single Family District	Single family
West	R-10(A) Single Family District	Public park

Land Use Compatibility:

The area of request is currently developed with a public school other than an open-enrollment charter school [DeGolyer Elementary School], which has operated on the current request site since 1959. There is a public park immediately adjacent to the west of the request site (same block). Property to the north, east, and south of the site are developed with single family uses in an established R-10(A) Single Family District.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

Staff supports the request as the proposed use is compatible with the surrounding neighborhood and is consistent with the existing zoning and with the general provisions for a Specific Use Permit. However, staff notes that a revised site plan is needed in order for the proposed development to fully comply with the ordinances, rules, and regulations of the City of Dallas [ref proposed SUP condition number eight (page 10 of this case report) and staff comments/recommendations shown on the proposed SUP site plan (page 11 of this case report)]. The conditions of the SUP allow the school to operate in a manner that will not be a detriment to the adjacent properties and the surrounding roadway system.

The applicant requests approval of the SUP with no expiration date. However, staff recommends an approval period of 20-years, with eligibility for automatic renewal for additional 20-year periods along with additional language supporting regular submission of traffic study updates evaluating the sufficiency of the traffic management plan.

Development Standards:

Following is a comparison table showing development standards for R-10(A) Single Family Districts, in general, and development standards for the proposed school at the request site in R-10(A).

	Setbacks		Height ¹	Lot Coverage ²	Density/FAR	Special Standards
	Front	Side/Rear				
R-10(A) in general	30' min (subject to continuity of blockface)	6' / 6' min for single family structures 10' / 15' min for other permitted structures	30' max No max stories	45% for residential structures 25% for nonresidential structures	No max FAR Min lot area for a residential use is 10,000 sq ft	Continuity of blockface Parking must comply w FYDB Max 4' tall fence in front yard
Proposed school at this R-10(A) site in particular	30' on Flair Dr and on Dartmoor Dr	10' at Sonnet Dr and at interior side yard adjacent to public park This property does not have a rear yard	Any height consistent with FAA airspace limitations and the building code	60% max for institutional uses such as schools	No max FAR No min lot area for a public school	Parking must comply w FYSB* Max 4' tall fence in front yard

¹Institutional uses (such as schools) may be built to any height consistent with FAA airspace limitations, residential proximity slope (RPS), and the building code. Note, however, that RPS is not generally applicable to lots in R(A), D(A), and TH(A) Districts.

²Lot coverage includes above-ground parking structures but does not include surface parking lots or other paving.

*FYSB ... Front Yard Setback

Because a Specific Use Permit (SUP) does not change the zoning classification of a site, a school authorized by an SUP must comply with the development standards for the zoning district in which the school is located, read in conjunction with the yard, lot, and space regulations in Sec. 51A-4.400 of the Dallas Development Code, as amended. The applicant made minor adjustments to the initially proposed design (e.g. reduced overparking of the site so that required off-street parking spaces may comply with front yard setback requirements, reduced fence height to four feet within required front yards and/or relocated fences so they are not located within required front yards, etc.).

Landscaping:

Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.

Parking:

Pursuant to §51A-4.200 of the Dallas Development Code, if an SUP is required for a school use, the off-street parking requirement may be established in the ordinance granting the SUP [ref. [Sec. 51A-4.204\(17\)\(C\)\(iv\)](#)]. Since the proposed SUP conditions do not specify an alternative parking ratio for the school use, off-street parking must be provided in accordance with the standard use regulations (1.5 spaces for each kindergarten/elementary school classroom). A parking analysis provided on the proposed SUP site plan indicates 51 spaces are required (1.5 x 34 classrooms); a total of 75 off-street parking spaces are proposed for the site.

Market Value Analysis:

Market Value Analysis (MVA), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to target intervention strategies more precisely in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple, representing the strongest markets (A through C), to orange, representing the weakest markets (G through I). The area of request is not currently part of an MVA cluster; however, the neighborhoods surrounding the site are part of a “D” MVA cluster.

List of Officers

Dallas ISD Board of Trustees:

- District 1 **Edwin Flores**
- District 2 **Dustin Marshall**
- District 3 **Dan Micciche** – First Vice President
- District 4 **Camile White**
- District 5 **Maxie Johnson** – Second Vice President
- District 6 **Joyce Foreman**
- District 7 **Ben Mackey**
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- Robert Abel** – Chief of Human Capital Management
- Dr. Tamika Alford-Stephens** – Chief Financial Officer
- Susana Cordova** – Deputy Superintendent
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- Tiffany Huitt** – Chief of School Leadership
- Jack Kelanic** – Chief Technology Officer
- Dr. Pamela Lear** – Chief of Staff and Racial Equity
- Dr. Brian C. Lusk** – Chief of Strategic Initiatives
- Dwayne Thompson** – Deputy Superintendent
- Shannon Trejo** – Chief Academic Officer
- Brent Alfred, AIA** – Deputy Chief Construction Services

PROPOSED SUP CONDITIONS

1. USE: The only use authorized by this specific use permit is a public school other than an open-enrollment charter school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.

Staff recommendation:

3. TIME LIMIT: This specific use permit ~~has no expiration date~~ expires on (20 years from the passage of this ordinance), but is eligible for automatic renewal for additional 20-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)

Applicant's request:

3. TIME LIMIT: This specific use permit has no expiration date.

4. LANDSCAPING: Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.
5. INGRESS-EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.
6. TRAFFIC MANAGEMENT PLAN:
 - (A) In general. Operation of the public school other than an open enrollment charter school must comply with the attached traffic management plan.
 - (B) Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.
 - (C) Traffic study.
 - (i) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 1, 2025, or within three months after students first begin attending classes, whichever is later. After the initial traffic study, the Property owner or operator shall submit updates of

the traffic study to the director by March 1st of each odd-numbered year.

- (a) If the Property owner or operator fails to submit the required initial traffic study to the director by March 1, 2025, or within three months after students first begin attending classes, whichever is later, the director shall notify the city plan commission.
 - (b) If the Property owner or operator fails to submit a required update of the traffic study to the director by March 1st of each odd-numbered year, the director shall notify the city plan commission.
- (ii) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:
- (a) ingress and egress points;
 - (b) queue lengths;
 - (c) number and location of personnel assisting with loading and unloading of students;
 - (d) drop-off and pick-up locations;
 - (e) drop-off and pick-up hours for each grade level;
 - (f) hours for each grade level; and
 - (g) circulation.
- (iii) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.
- (a) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.
 - (b) If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

(D) Amendment process.

- (i) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.
- (ii) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

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

8. GENERAL REQUIREMENTS: 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

PROPOSED TRAFFIC MANAGEMENT PLAN

August 25, 2022

PK# 2342-21.750

TRAFFIC MANAGEMENT PLAN

Z212-228



A handwritten signature in blue ink that reads "Hunter W. Lemley".

Dallas Independent School District Everette L. DeGolyer Elementary School
CITY OF DALLAS

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), as requested by the City of Dallas, for the existing Everette L. DeGolyer Elementary School described below.

As described in Appendix A6 of the City of Dallas *Street Design Manual*, a school Traffic Management Plan is a "site-specific plan providing guidelines to coordinate traffic circulation during school peak hours. TMPs should promote strategies to manage all modes of transportation and maintain student safety paramount at all times. An effective plan requires continual planning, renewed understanding and coordinated efforts by city staff, school administration and staff, neighbors, parents, and students.

This TMP was prepared by registered engineers at Pacheco Koch who are experienced in transportation and traffic engineering (the "Engineer"). Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional engineering and related services.

The engineer performed most recent on-site dismissal field observations on Tuesday, March 8th, 2022, and Wednesday, March 9th, 2022, that validates all information in this report.

1. TMP EXHIBIT

(See attached Exhibit 1 - Traffic Management Plan)



7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

August 25, 2022

2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 3453 Flair Drive, Dallas, Texas
- **Description of adjacent roadways:**
 - **Adjacent Streets:**
 - **Flair Drive:**
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - **Sonnet Drive:**
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - **Cromwell Drive:**
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - **Adjacent Intersections:**
 - Flair Drive and Sonnet Drive - Marked crosswalks on all approaches, with barrier free ramps provided on all corners.
 - Sonnet Drive and Orchard Ridge Ct - Marked crosswalk on north and east legs of the approaches, with barrier free ramps provided on all corners.
 - Flair Drive and Cromwell – Marked crosswalks on north, east, and west legs of the approaches, with barrier free ramps provided on all corners.

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NOTE: It is generally recommended that all applicable crosswalks/barrier free ramps/sidewalks comply with current ADA accessibility requirements. Pacheco Koch is not certified to provide a full ADA compliance inspection, which is performed by licensed inspectors during the design and permitting process. All pavement markings, traffic signs, school zones, and pedestrian infrastructure improvements are recommended to be upgraded at permitting as applicable and meet current city and TMUTCD standards.

3. INGRESS/EGRESS POINTS OF ACCESS

- **Vehicular Ingress/Egress Points:**
 - Flair Drive: Two Driveways (Proposed)
 - Sonnet Drive: Two Driveways (Existing and Proposed)
- **Student (Building) Ingress/Egress Points:**
 - Main student pedestrian access will be located at the main entrance on the south and east side of the school building.

4. QUEUING SUMMARY TABLE

The following table presents the projected queuing vehicle accumulation for the subject campus. The calculations for vehicle accumulation and parking are based upon estimated ratios – estimated linear feet of queue per student – along with the assumptions provided by DISD for this campus have been validated by on-site dismissal observations conducted on Tuesday, March 8th, 2022, and Wednesday, March 9th, 2022. All information provided in the table below is strictly for the afternoon student pick-up release period.

See Section 12(b) for specific information on the methodology and calculations used in the table below. Specific separation of modes of transportation was provided by DISD and is provided in Section 6.

Table 1. Queuing Summary Table

Dismissal Period (Loading Zone)	Grades	Start/End Times	Total Enrollment		Maximum Vehicle Accumulation	(On-Site) Storage Capacity (veh)	Surplus /Deficit (veh)
			Existing	Proposed			
1	Pre-K – 5 th	7:30 AM – 3:00 PM	363	363	80 (80)	60 (60)	-20 (-20)

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5. CIRCULATION

This section provides on-site traffic circulation, including any temporary traffic control devices.

- Description of Existing Conditions

On-Site Circulation:

- Pre-K – 5th Grade:

Parent traffic enters the area traveling via Cromwell Drive and Flair Drive. Parent traffic queues/stands on the southbound curbside of Sonnet Drive until release time. At release time, vehicles pull into the queuing recessed area on site, east of the existing building. Parent vehicles also queue/stand on the westbound curbside of Flair Drive.

Traffic exits the queuing area continuing south along Sonnet Drive after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

A school bus(s) loads and unloads students before release period for a small percentage of students.

Staff and visitor parking lots are provided northeast of the site.

Temporary traffic control devices:

- Temporary traffic control devices were not utilized for this TMP in order to facilitate drop-off/pick-up operations.

- Description of Proposed Conditions

On-Site Circulation:

- Pre-K – 5th Grade:

Parent traffic is to enter the area traveling via Cromwell Drive and Flair Drive. Parent traffic will enter the site via the easternmost driveway on Flair Drive and begin at the entrance of the new school building. Parent vehicular traffic is to then queue back onto Flair drive and Sonnet drive utilizing the provided queuing lane traveling southbound on Sonnet Drive.

Traffic is to exit the queuing area continuing south within the property to exit onto Flair Drive via the westernmost driveway after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

Traffic is to circulation through the site in a counterclockwise traffic flow. (See **Exhibit 1**)

A school bus(s) loads and unloads students before release period for a small percentage of students.

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Staff and visitor parking lots will be provided south of the new school building.

Temporary traffic control devices:

- Temporary traffic control devices are not proposed to be used for this TMP in order to facilitate drop-off/pick-up operations.

6. DROP-OFF/PICK-UP COORDINATION

This section provides proposed student drop-off/pick-up coordination information.

- **Passenger ID system:**

- Managed Loading System

NOTE: A "managed loading system" at schools refers to the established protocol for picking up passengers at a specific release time. Passenger loading and vehicle departures are sequential based upon order of arrival. During a prior coordination phase, drivers are provided with some form of identification that school personnel observe upon arrival so that the corresponding passenger is prepped for loading before the vehicle arrives at the designated loading area.

- **Separation of modes of transportation:**

- Bus: 0% (Number of students riding bus is low enough to assume 0%)
- Walk: 0%
- Picked Up by Parent: 100%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 7:30 AM – 3:00 PM (Pre-K – 5th)

7. SCHOOL STAFF ASSISTANCE

- **Number:**

- Observed: 7 – 10
- Desired: 7 – 10

- **Location:**

- Observed: At the building entrance
- Desired: At the building entrance

August 25, 2022

- Staff Requirements and expectations:
 - Staff assistance shall be present to allow students to enter and exit the school building in a safe and efficient manner.

8. ADULT SCHOOL CROSSING GUARDS AND/OR OFF-DUTY DEPUTIZED OFFICERS

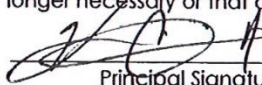
- Number:
 - Observed: 0
 - Desired: 0
- Location:
 - Observed: N/A
 - Desired: N/A

August 25, 2022

9. SCHOOL ADMINISTRATION INPUT STATEMENT

The engineer collaborated with both the School District personnel and on-site staff/principal and Student Transportation Services as needed, before and during the process of creation of the Traffic Management Plan.

The site engineer, the architect and the traffic engineer have collaborated the traffic patterns of parent routes, bus routes, and recommendations of the TMP with the on-site and District personnel. The onsite and District personnel have completed a thorough review and any changes that have been discussed have been applied to this version of the plan.

REVIEW AND COMMITMENT	
<p>This school traffic management plan (TMP) for DISD Everette L. DeGolyer Elementary 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.</p>	
<p>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.</p>	
 _____ Principal Signature	8/24/22 _____ Date
Name: <u>Herschel Carter III</u>	
Title: <u>Principal</u>	
_____ Police Department Signature	_____ Date
Name: _____	
Title: _____	

10. ENGINEER SEAL

This report is signed, stamped, and dated by a licensed Professional Engineer in the State of Texas with specific expertise in transportation and traffic engineering.

August 25, 2022

11. REPORT FORMAT

This report follows the City of Dallas Traffic Management Plan format as described in Appendix A6 of the City of Dallas *Street Design Manual*.

12. OTHER ITEMS WHERE APPLICABLE

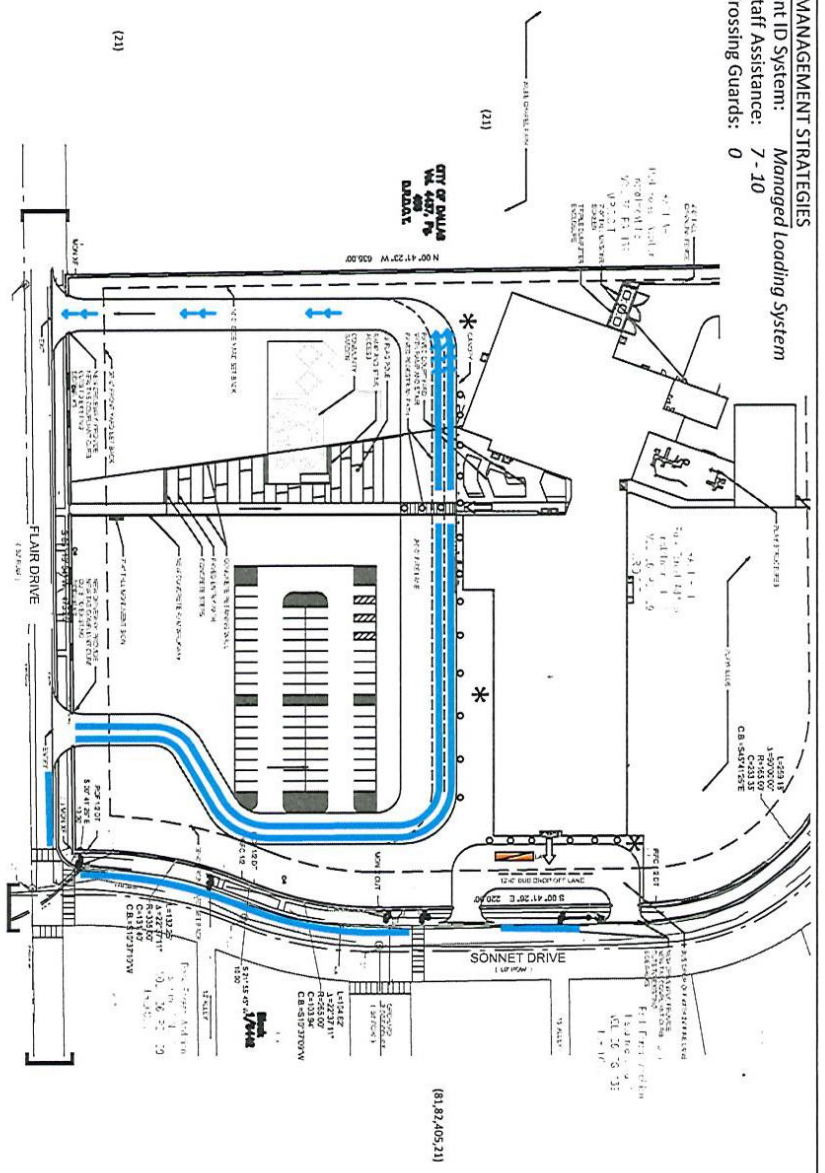
- a) School Bus Operations: (See Section 5)
 - b) Methodology:
 - a. Engineer Recommended Rate: 5.12 linear feet per student
 - b. Average Length of Vehicle: 23.5 feet
 - c. Separation of modes of transportation:
 - i. Bus: 0% (Number of students riding bus is low enough to assume 0%)
 - ii. Walk: 0%
 - iii. Picked Up by Parent: 100%

NOTE: Information provided by Dallas Independent School District and validated with field observations

 - d. Projected maximum vehicle accumulation: 80
 - e. Projected on-site storage capacity: 60
 - f. Surplus/Deficit: -20
- c) Pedestrian Routes: The pedestrian routes will be based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study however, the anticipated (and observed) pedestrian routes include the sidewalk paths leading to parent pick-up/drop-off vehicles.
- d) Parking Management Strategies:
 - a. On-street parking restrictions: none
 - b. Faculty Parking: south of the building
 - c. Visitor Parking: south of the building
- e) Recommendations for walking/biking: (See **Exhibit 1**)
- f) Other Recommendations: (See **Exhibit 1**)

END OF MEMO

MP MANAGEMENT STRATEGIES
 Student ID System: Managed Loading System
 Staff Assistance: 7-10
 of Crossing Guards: 0



-- This preliminary version of the TMP has been reviewed and discussed with the school principal. A final signature will be provided when final TMP is approved. --

REG. ENGINEERING FIRM F-469
 REG. SURVEYING FIRM S-100090-00



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Vehicle Accumulation/Capacity	Pre-K - 5 th	Notes
Projected Enrollment	363	Students
Deductions:		
By School Bus (0%)*	0	Students
By Walking (0%)*	0	Students
Other (0%)*	0	Students
Students by Pick-up/Drop-off	363	Students
Engineer Recommended Rate:	5.12	If of max. queue per student
Average Length of Vehicle:	23.5	If/veh (Pacheco Koch Observed)
*Projected Maximum Vehicle Accumulation**:	80	Vehicles (1859 IJ)
Projected On-Site Capacity:	60	Vehicles (1414 IJ)
	SURPLUS/DEFICIT	-20

*Information given by school district

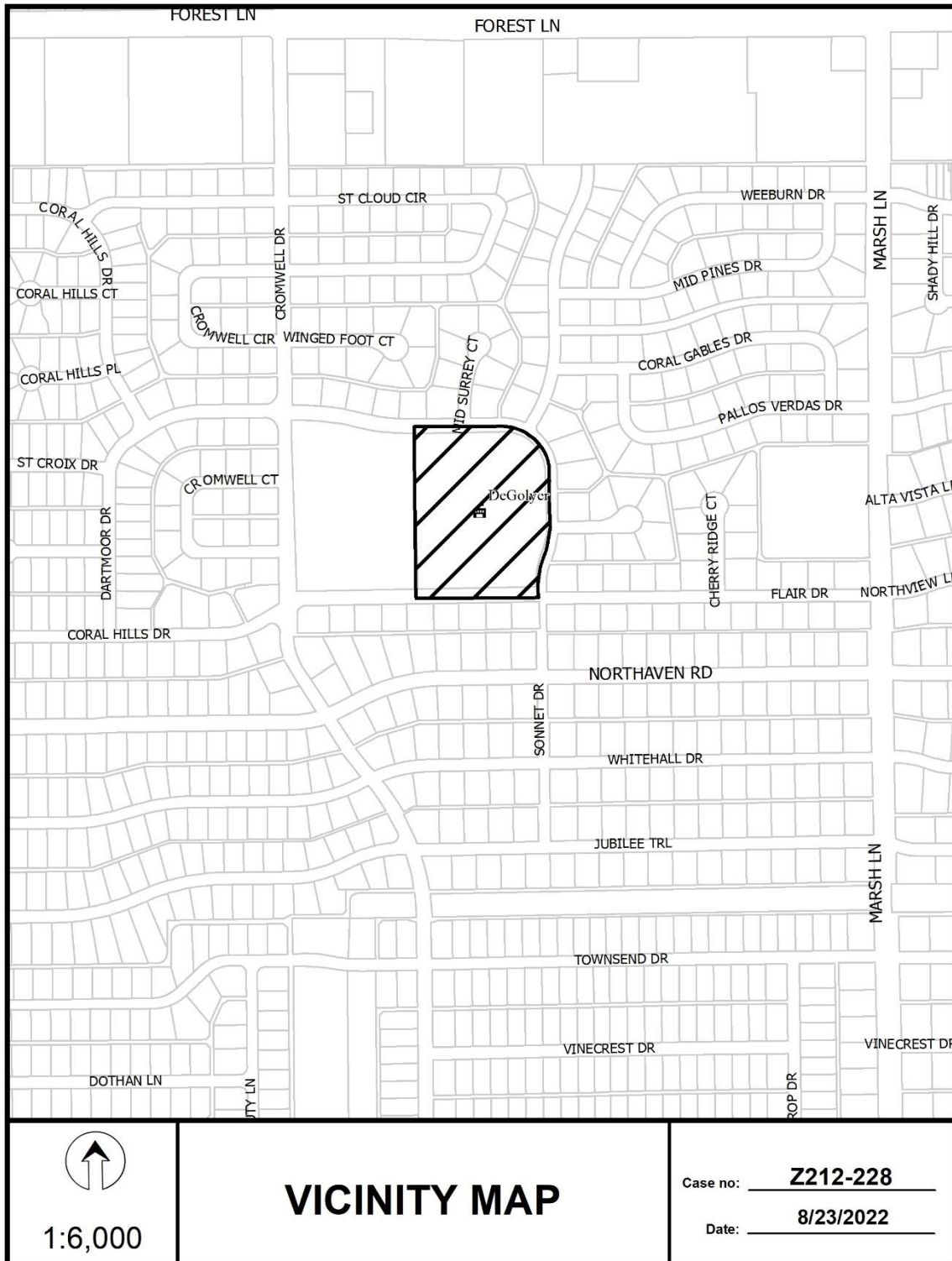
- LEGEND**
- Queue Area (Managed Loading)
 - Front (or Start) of Queue
 - Circulation/Flow
 - School Bus Loading/Unloading
 - Pedestrian Access Point
 - Crosswalk
 - Pedestrian Route
 - [] - School Zone
 - * - Staff Assistance

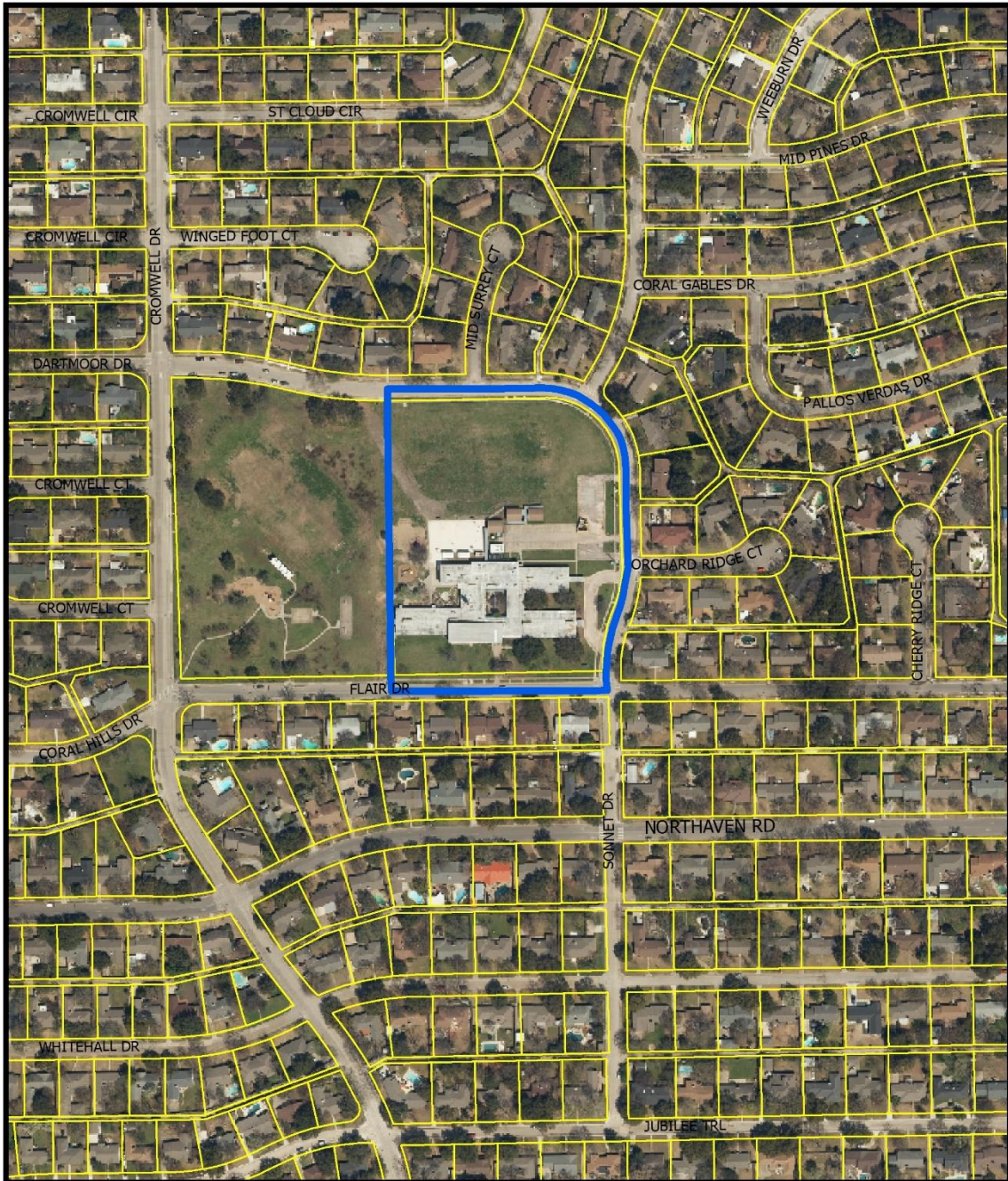
GENERAL NOTES:


1. The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
2. 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.
3. This drawing is conceptual only and does not reflect a detailed design. Site plan designed and provided by others.
4. A small number of students travel by bus that essentially equate to 0%.

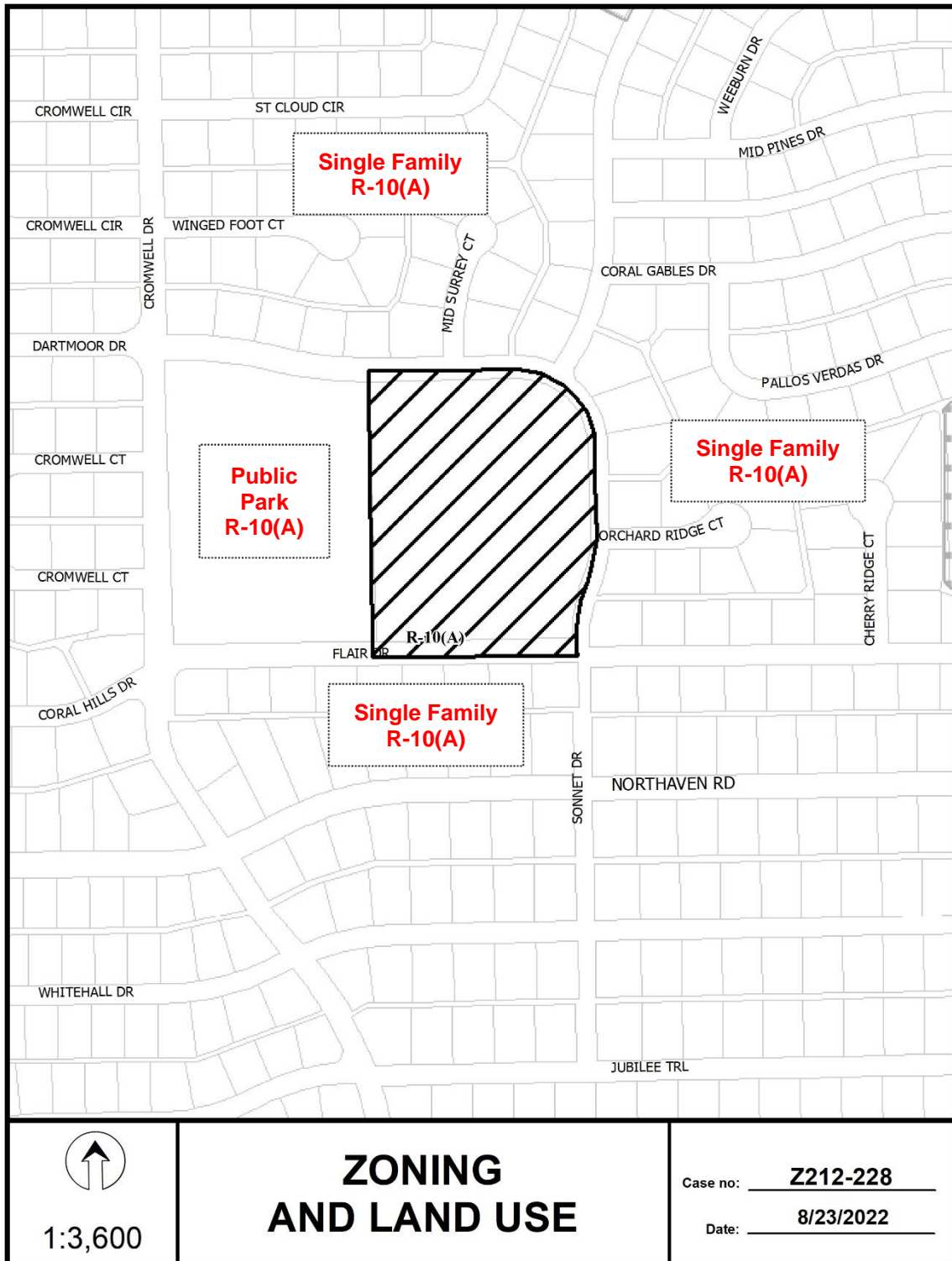
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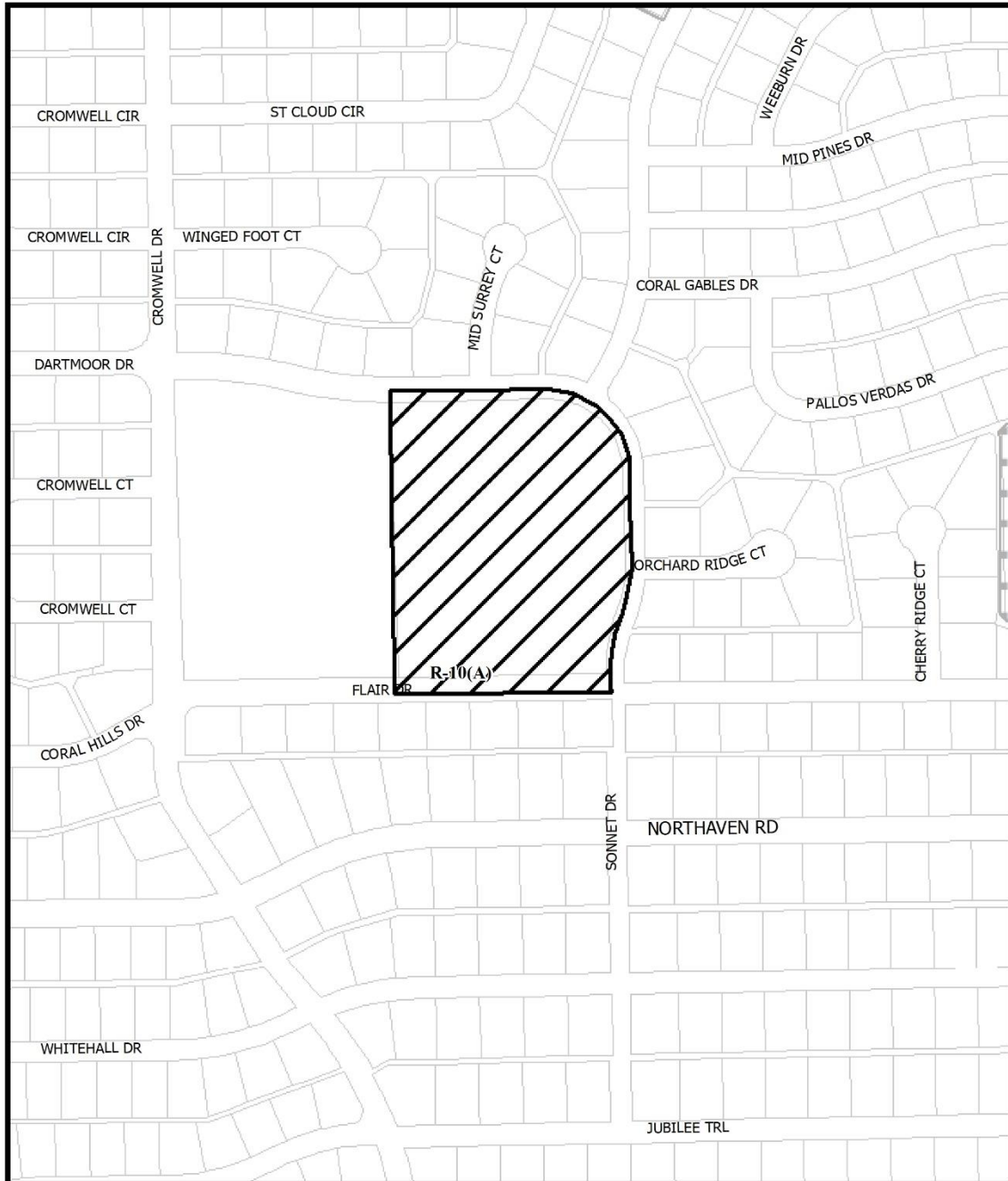
EXHIBIT 1 **Z212-228**
Traffic Management Plan
 DSD Everett L. DeColyer Elementary, Dallas, Texas
Pacheco Koch



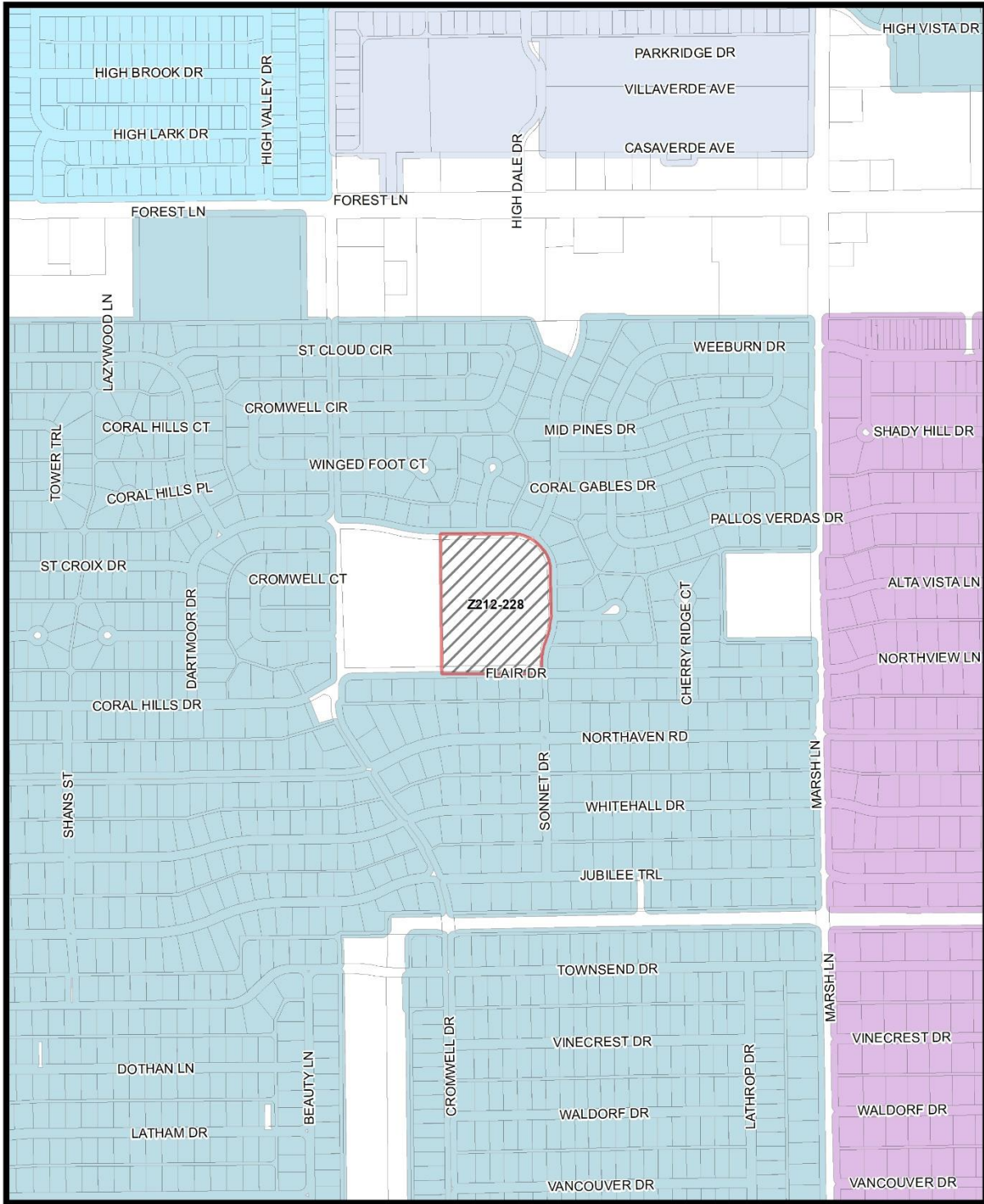


 1:3,600	<h1>AERIAL MAP</h1>	Case no: <u> Z212-228 </u> Date: <u> 8/23/2022 </u>
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 1:3,600	<h2>ZONING HISTORY</h2>	Case no: <u>Z212-228</u> Date: <u>8/23/2022</u>
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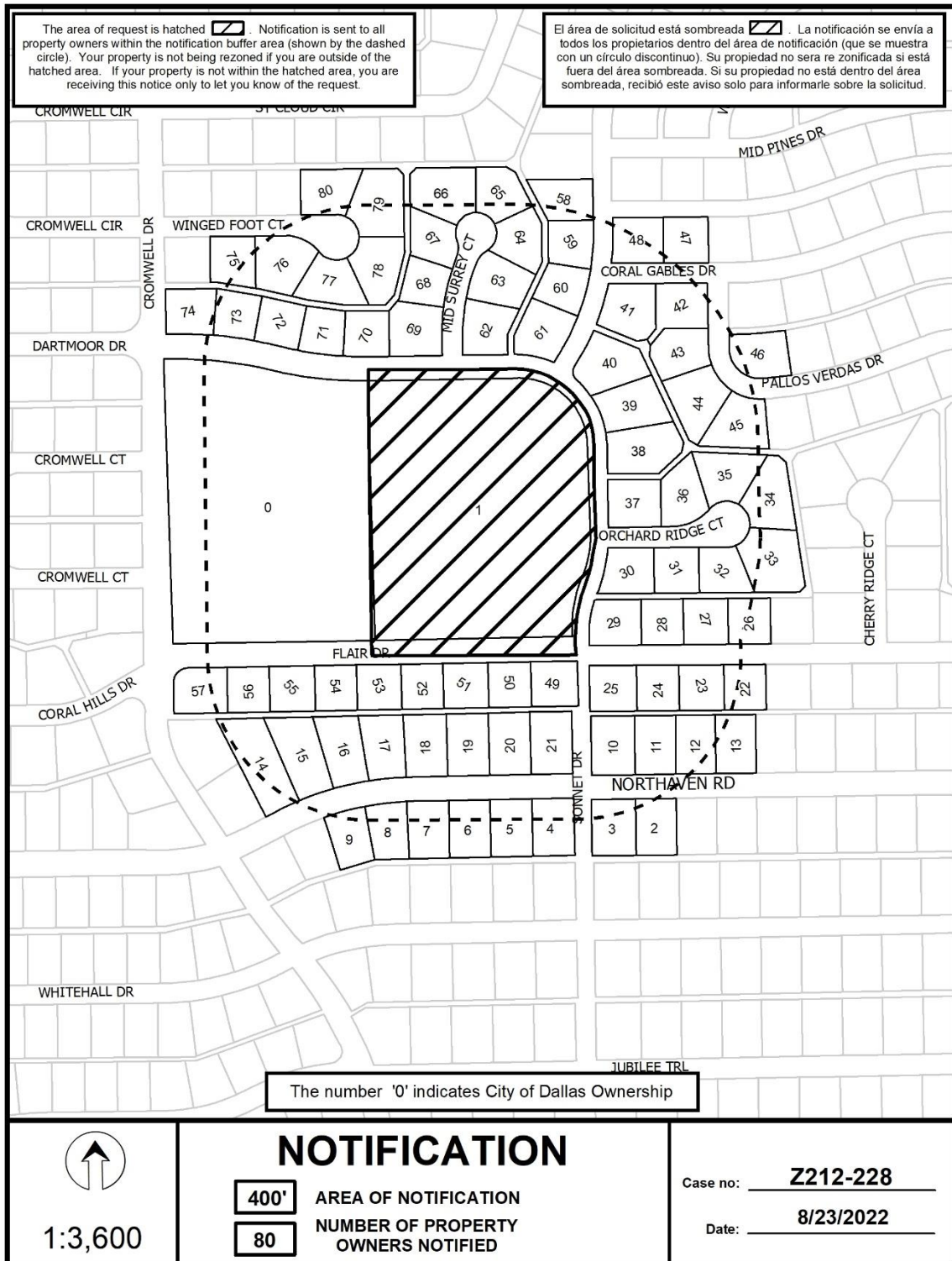


Market Value Analysis A B C D E F G H I NA



Market Value Analysis

Printed Date: 5/27/2022



08/23/2022

Notification List of Property Owners***Z212-228******80 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	3453 FLAIR DR	Dallas ISD
2	3516 NORTHAVEN RD	MIGONI MARCELO & SUMMER
3	3510 NORTHAVEN RD	CREECY HAYLEY A & CHRISTOPHER J
4	3448 NORTHAVEN RD	CAVALLO ENZO & SERENA BANFI
5	3444 NORTHAVEN RD	BUSCHARDT VIRGINIA LIVING TRUST
6	3438 NORTHAVEN RD	MONCRIEF JOHN W
7	3434 NORTHAVEN RD	OLSEN JAMES PATRICK
8	3428 NORTHAVEN RD	BOONE MICHAEL S &
9	3424 NORTHAVEN RD	PERRY WILLIAM SMITH
10	3509 NORTHAVEN RD	SPAMER JILL H &
11	3515 NORTHAVEN RD	ALVAREZ LUIS & JENNA
12	3523 NORTHAVEN RD	CORRALES MARIA ODILA
13	3529 NORTHAVEN RD	TABORL JONPAUL & MEGAN
14	3415 NORTHAVEN RD	SNEAK PEAK HOMES LLC
15	3419 NORTHAVEN RD	SHAW DAVID A & DANA JO
16	3425 NORTHAVEN RD	POPENOE JEFFERY C &
17	3429 NORTHAVEN RD	KIRK BARBARA LIVING TRUST &
18	3435 NORTHAVEN RD	TORRES MARCOS & ANA
19	3439 NORTHAVEN RD	OKERBLOM JAYME LYNN
20	3445 NORTHAVEN RD	BOWLING JAMES L
21	3449 NORTHAVEN RD	BAEHLER MARGARET M
22	3532 FLAIR DR	HABEN JEANNE
23	3524 FLAIR DR	SHEPHERD RICHARD C JR & AMY L
24	3516 FLAIR DR	OVALLE DENISE D
25	3506 FLAIR DR	CLYNES SUSAN
26	3531 FLAIR DR	VONDERHAAR ADAM & MARY LELA

08/23/2022

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	3523 FLAIR DR	DEAN DENNIS
28	3515 FLAIR DR	BUI YEN
29	3507 FLAIR DR	HILL CALLYN ELIZABETH
30	3510 ORCHARD RIDGE CT	K6 DEVELOPMENT LLC
31	3516 ORCHARD RIDGE CT	HLAVATY BRETT S & JACLYN D
32	3524 ORCHARD RIDGE CT	MCCLAIN MICHAEL R
33	3534 ORCHARD RIDGE CT	K6 DEVELOPMENT LLC
34	3535 ORCHARD RIDGE CT	DUELM RICHARD H &
35	3525 ORCHARD RIDGE CT	DEWITT ROBERT A &
36	3515 ORCHARD RIDGE CT	ATWOOD DEREK KEVIN
37	3509 ORCHARD RIDGE CT	VANCE CHARLES HEATH & FRANCES VANCE
38	11434 SONNET DR	TOUSSAINT MARK II
39	11442 SONNET DR	CAMPBELL JOHN MAXWELL
40	11504 SONNET DR	FALCON DOT CONSULTING LLC
41	11510 SONNET DR	EARHART ROBERT EDGAR
42	3516 CORAL GABLES DR	BAUDREY ISABEL & BRICE
43	3612 PALLOS VERDAS DR	MCCORMICK DANIELLE CHRISTINE &
44	3620 PALLOS VERDAS DR	SHERLOCK HOUSES LLC
45	3626 PALLOS VERDAS DR	ROBINSON HITZGES VICKI ANN
46	3627 PALLOS VERDAS DR	LORD DONOVAN E
47	3515 CORAL GABLES DR	CUEVAS BEVERLY G &
48	3509 CORAL GABLES DR	BERLIN CARLOS
49	3470 FLAIR DR	SANDERS GEORGE M
50	3462 FLAIR DR	Taxpayer at
51	3454 FLAIR DR	LOW THEODORE A &
52	3450 FLAIR DR	CARDWELL SARA K
53	3446 FLAIR DR	STEWART CHARLOTTE ANNE
54	3430 FLAIR DR	HAMILTON MICHELE C
55	3422 FLAIR DR	NGUYEN TUAN CHU &
56	3414 FLAIR DR	BOWLING SHARON R
57	3408 FLAIR DR	MUNOZ LUZ M

08/23/2022

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	11527 SONNET DR	TOVAR CARLOS
59	11519 SONNET DR	GENTILE DIANE LEE
60	11511 SONNET DR	LAPOINTE ERIN N
61	11505 SONNET DR	BELFIGLIO VALENTINE J &
62	11508 MID SURREY CT	AMERICONSTRUCTION LLC
63	11518 MID SURREY CT	COLMERY ROBERT D EST OF
64	11526 MID SURREY CT	KLASSEN B GENE &
65	11530 MID SURREY CT	FULLINGTON IAN & HANNAH
66	11529 MID SURREY CT	SAINT MICHAEL H
67	11525 MID SURREY CT	LEWIS J KYLE &
68	11517 MID SURREY CT	RODRIGUEZ DIANA L &
69	3441 DARTMOOR DR	LUST KATHRYN L
70	3433 DARTMOOR DR	Taxpayer at
71	3427 DARTMOOR DR	KEY PARKER
72	3421 DARTMOOR DR	DUONG DAVID
73	3415 DARTMOOR DR	PIERRO CYNTHIA
74	3407 DARTMOOR DR	MCMURTRY TABITHA & CHRISTOPHER
75	3414 WINGED FOOT CT	PADILLA CLAUDIA
76	3424 WINGED FOOT CT	BELLAMY SIDNEY E
77	3432 WINGED FOOT CT	GILLETT KAREN A REVOCABLE TRUST
78	3436 WINGED FOOT CT	RADEN EVE EST OF
79	3437 WINGED FOOT CT	JOPLING JESSICA A & WILL
80	3431 WINGED FOOT CT	GUGLIELMO TIM & KATHERINE