

FILE NUMBER: Z212-239(JM) **DATE FILED:** April 15, 2022

LOCATION: Southeast corner of North Montclair Avenue and Walmsley Avenue

COUNCIL DISTRICT: 6

SIZE OF REQUEST: Approx. 5.25 acres **CENSUS TRACT:** 48113004300

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-7.5(A) Single Family District.

SUMMARY: The purpose of the request is to allow for an addition to an existing public school. [Jesús Moroles Expressive Arts Vanguard]

CPC RECOMMENDATION: **Approval**, subject to a site plan, a traffic management plan, and conditions.

STAFF RECOMMENDATION: **Approval**, subject to a site plan, a traffic management plan, and conditions.

Single Family Districts [Ref. Sec. 51A-4.112(f) for R-7.5(A)]:

https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75376

BACKGROUND INFORMATION:

- The area of request is zoned an R-7.5(A) Single Family District and is currently developed with a public elementary and middle school. [Jesús Moroles Expressive Arts Vanguard]
- The existing school building contains a total floor area of 54,870 square feet. The applicant proposes an addition to the existing school for a 21,971-square-foot storm shelter, band hall, and seven classrooms.
- The school will continue to serve grades Pre-K through eight (elementary and middle school) and includes 24 existing classrooms. Including the proposed classroom addition, the school would now provide 31 classrooms.
- Re-platting is required in order to establish a building site for construction of the new school. On January 6, 2022, the city plan commission approved preliminary plat S212-054, subject to conditions.

Zoning History:

There have been three zoning change requests in the area in the last five years.

1. **Z190-206:** On June 24, 2020, the City Council approved an application granting amendment to Subdistrict 2A within Planned Development District No. 714, the West Commerce/Fort Worth Avenue Special Purpose District, on property zoned an R-7.5(A) Single Family District, located on the southeast corner of Castle Street and North Montclair Avenue.
2. **Z201-120:** On December 21, 2020, staff automatically renewed SUP No. 2183 for a mini-warehouse use, on property zoned Subdistrict 2B within Planned Development District No. 714, the West Commerce/Fort Worth Avenue Special Purpose District, bound by Fort Worth Avenue, Interstate 30, and Montclair Avenue.
3. **Z212-186:** On April 12, 2023, the City Council approved an application granting Planned Development District No. 1099, on property zoned an IR Industrial Research District and an IM Industrial Manufacturing District, on the southeast corner of West Commerce Street and Neal Street.

Thoroughfares/Streets:

| Thoroughfare/Street | Type | Existing/Proposed ROW |
|----------------------------|--------------|------------------------------|
| Walmsley Avenue | Local Street | 66 feet/-- |
| North Montclair Avenue | Local Street | 50 feet/-- |
| Castle Street | Local Street | 66 feet/-- |
| Flanders Street | Local Street | 66 feet/-- |
| N. Windomere Avenue | Local Street | 66 feet/-- |

Traffic:

The proposed traffic management plan (TMP), dated July 6, 2023, is sealed by a licensed professional engineer (ref “Proposed Exhibit B_Traffic Management Plan” provided later in this staff report). The TMP contains the electronic signature of the Jesús Moroles Expressive Arts Vanguard principal.

Per proposed SUP conditions (ref “Proposed SUP Conditions” provided later in this staff report), a traffic study evaluating the sufficiency of the TMP must be submitted by March 1, 2025, or within six months after the issuance of a certificate of occupancy (whichever is later) and by March 1st of each odd-numbered year thereafter.

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

1.1.5.7 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.

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.3 Encourage complementary building height, scale, design, and character.

- New development should be appropriate to the context of its location in density, intensity, and size, particularly when adjacent to existing residential areas, historic or conservation districts.

Surrounding Land Uses:

| | Zoning | Land Use |
|--------------|--|---|
| Site | R-7.5(A) Single Family District | Public elementary and middle school |
| North | R-7.5(A) Single Family District | Undeveloped, single family, church, and duplexes |
| East | R-7.5(A) Single Family District | Single family |
| South | R-7.5(A) Single Family District and Subdistrict 2A within PD No. 714 | Single family and undeveloped/pending multifamily development |
| West | R-7.5(A) Single Family District | Single family and undeveloped |

Land Use Compatibility:

The area of request is located in an R-7.5(A) Single Family District and is currently developed with a public school other than an open-enrollment charter school [Jesús Moroles Expressive Arts Vanguard], which has been in operation at the request site since around 1949.

Surrounding land uses include undeveloped, single family, church, and duplexes to the north across Walmsley Avenue; single family to the east; and single family and undeveloped to the west and south.

The existing school building contains a total floor area of 54,870 square feet. The applicant proposes an addition to the existing school for a 21,971-square-foot storm shelter, band hall, and seven classrooms. The school will continue to serve grades Pre-K through eight (elementary and middle school) and includes 24 existing classrooms. Including the proposed classroom addition, the school would now provide 31 classrooms.

Staff supports the request, subject to a site plan, a traffic management plan, and conditions.

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.

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. Staff finds that with the proposed site plan and TMP, the addition proposed will allow the school to operate in a manner that will not be a detriment to the adjacent properties and the surrounding roadway system.

Development Standards:

Following is a comparison table showing development standards for R-7.5(A) Single Family Districts, in general, and development standards for the proposed school at the request site in R-7.5(A):

| | Setbacks | | Height ¹ | Lot Coverage ² | Density/FAR | Special Standards |
|---|---|--|---|---|---|--|
| | Front | Side/Rear | | | | |
| R-7.5(A) | 25' min | 5' / 5' min for single family structures 10' / 15' min for other permitted structures | 30' max | 45% max for residential structures 25% max for nonresidential structures | No max FAR Min lot area for a residential use is 7,500 sq ft | Continuity of blockface Parking must comply w front yard setback Max 4' tall fence in front yard |
| Proposed school addition at this R-7.5(A) site in particular | Walmsley Ave. 25' min Castle St. 25' min | 10' side (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 34.2% per plan | No max FAR No min lot area for a public school | Parking must comply w front yard setback Max 4' tall fence in front yard |

| | | | | | | |
|--|--|--|--|--|--|---|
| | | | | | | Plan shows existing portable structures in side yard on N. Montclair Ave. and existing parking in front yard on Walmsley Ave. |
|--|--|--|--|--|--|---|

Landscaping:

The proposed redevelopment of the site will require full compliance with Article X, as amended. The proposed site plan was reviewed by the chief arborist who found the plan acceptable in regard to having the capacity to adhere to the Article X requirements.

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)]. Section 51A requires 1.5 spaces for each elementary school classroom and 3.5 spaces for each middle school classroom. Site data summary table on the proposed SUP site plan indicates there will be 18 elementary classrooms and 13 middle school classrooms. A total of 73 parking spaces are required. The SUP site plan notes 65 spaces are proposed for the site plus six bicycle parking spaces. The SUP conditions confirm the reduction of eight spaces with the new total of 31 mixed elementary and middle school classrooms.

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 subject site is not located in an MVA cluster; however, all surrounding properties are within the “G” cluster.

CPC Action
August 3, 2023

Motion: It was moved to recommend **approval** of a Specific Use Permit for a public school other than an open-enrollment charter school, subject to a revised site plan with revisions correcting the site data parking and bicycle parking to conform with SUP conditions, a traffic management plan, and conditions, as briefed; with revisions limited to adding a height limitation of 40 feet on site and a requirement for 65 parking spaces and 6 bicycle parking spaces for a public school other than an open enrollment charter school with 31 classrooms on property zoned an R-7.5(A) Single Family District, on the southeast corner of North Montclair Avenue and Walmsley Avenue.

Maker: Carpenter
Second: Hampton
Result: Carried: 12 to 0

For: 12 - Popken, Hampton, Anderson, Shidid,
Carpenter, Blair, Jung, Housewright, Haqq,
Stanard, Kingston, Rubin

Against: 0
Absent: 2 - Herbert, Treadway
Vacancy: 1 - District 7

| | | |
|-----------------|-----------|-------------|
| Notices: | Area: 400 | Mailed: 103 |
| Replies: | For: 0 | Against: 1 |

Speakers: For: Karl Crawley, 2201 Main St., Dallas, TX, 75201
Against: None

Dallas ISD Trustees and Administration

Dallas ISD Board of Trustees:

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District 2 **Sarah Weinberg – Board Secretary**
District 3 **Dan Micciche – First Vice President**
District 4 **Camile D. White**
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Dallas ISD Administration:

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Dr. Pamela Lear – Deputy Superintendent of Staff and Racial Equity
Dwayne Thompson – Deputy Superintendent Business Services
Brent Alfred, AIA – Chief Construction Services Officer
Robert Abel – Chief of Human Capital Management
Dr. Tamika Alford-Stephens – Chief Financial Officer
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Dr. Shannon Trejo – Chief Academic Officer
David Bates – Chief Operations Officer
Jon T Dahlander – Chief Partnerships and Intergovernmental Relations Officer

**CPC RECOMMENDED
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.
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. HEIGHT: Maximum height is 40 feet, as shown on the site plan.
6. SIDEWALKS/BUFFER: Prior to the issuance of a certificate of occupancy or final inspection, minimum six feet wide unobstructed sidewalks with a minimum five feet wide buffer must be provided along the entire length of all street frontages, typ.
7. PEDESTRIAN AMENITIES: Prior to the issuance of a certificate of occupancy, each of the following pedestrian amenities:
 - Area 1: a minimum of 2 benches, one trash can and one bike rack
 - Area 2: a minimum of two benches and one trash can
 - Area 3: a minimum of two benches and one trash can.
7. INGRESS-EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.
8. PARKING: For a public school other than an open-enrollment charter school with 18 elementary classrooms and 13 middle school classrooms, 65 off-street parking spaces and six bicycle parking spaces are required.
9. 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. Except as shown on the attached traffic management plan, queuing, student drop-off and pick-up are 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 six months after the issuance of a certificate of occupancy, 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 six months after the issuance of a certificate of occupancy, 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.

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

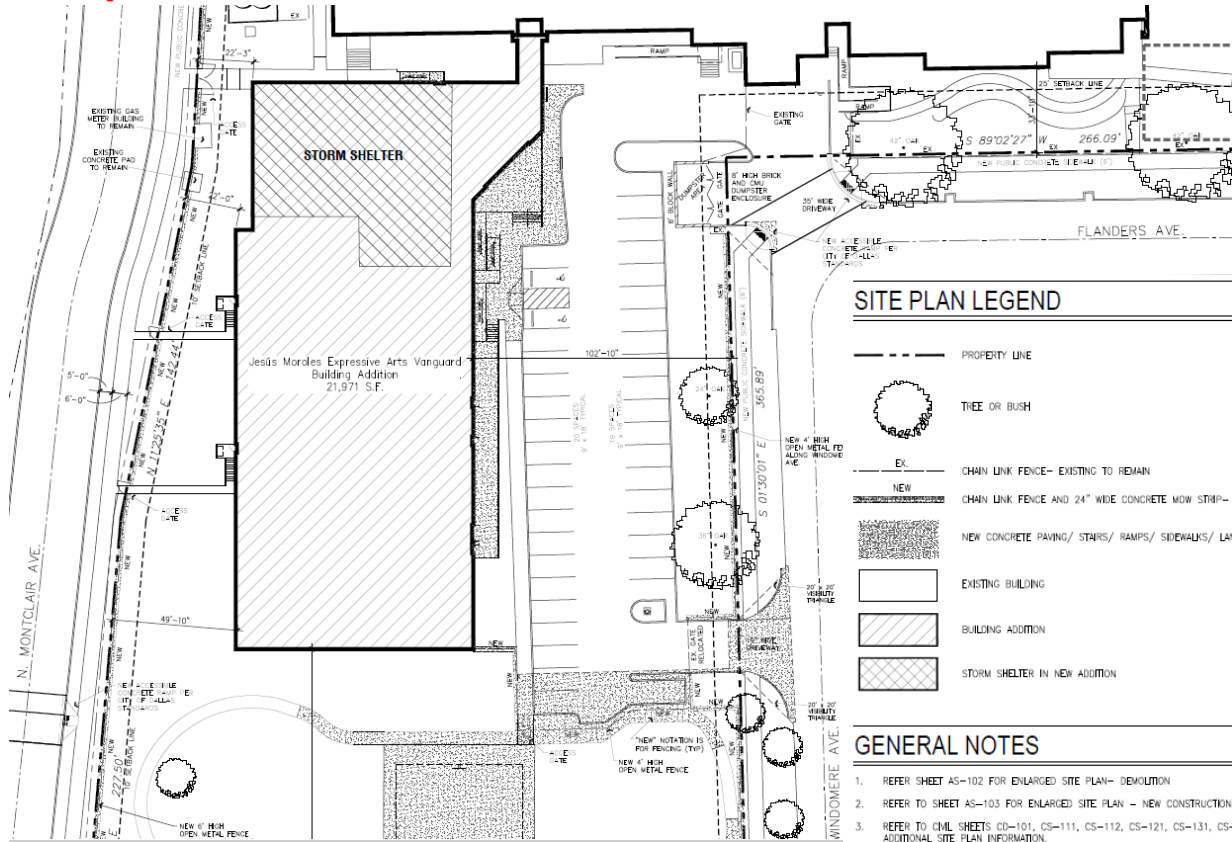
11. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas

**CPC RECOMMENDED
PROPOSED SUP SITE PLAN**

[illegible]

PROPOSED SUP SITE PLAN ENLARGED

[ADDITION AREA AND SITE PLAN LEGEND/DETAILS with CPC Amendments]



SITE PLAN LEGEND

| | |
|--|---|
| | PROPERTY LINE |
| | TREE OR BUSH |
| | CHAIN LINK FENCE- EXISTING TO REMAIN |
| | CHAIN LINK FENCE AND 24" WIDE CONCRETE MOW STRIP- NEW |
| | NEW CONCRETE PAVING/ STAIRS/ RAMPS/ SIDEWALKS/ LANDINGS |
| | EXISTING BUILDING |
| | BUILDING ADDITION |
| | STORM SHELTER IN NEW ADDITION |

GENERAL NOTES

1. REFER SHEET AS-102 FOR ENLARGED SITE PLAN- DEMOLITION
2. REFER TO SHEET AS-103 FOR ENLARGED SITE PLAN - NEW CONSTRUCTION
3. REFER TO CIVIL SHEETS CD-101, CS-111, CS-112, CS-121, CS-131, CS-141, AND CS-151 FOR ADDITIONAL SITE PLAN INFORMATION.

SITE DATA

SITE AREA: 5.25 ACRES (228,690 SQ. FT.)
 ZONING: R-7.5(A)
 BUILDING FOOTPRINT (EXISTING): 54,870 SQUARE FEET
 BUILDING FOOTPRINT (ADDITION): 21,971 SQUARE FEET
 EXISTING BUILDING AND BUILDING ADDITION LOT COVERAGE WITH CANOPIES: 34.2%
 MAXIMUM BUILDING HEIGHT: 40 FEET ABOVE GRADE
 NUMBER OF CLASSROOMS:
 GRADES K-5: 18 CLASSROOMS
 GRADES 6-8: 13 CLASSROOMS
 PARKING PROVIDED PER SUP CONDITIONS:
 PARKING PROVIDED: 65 SPACES
 BICYCLE PARKING PROVIDED: 6 SPACES

**CPC RECOMMENDED
PROPOSED TRAFFIC MANAGEMENT PLAN**

July 6, 2023
PK# 5174-21.676

TRAFFIC MANAGEMENT PLAN

Z212-239



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

Dallas Independent School District (DISD)
Jesús Morales Expressive Arts Vanguard
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 DISD Jesús Morales Expressive Arts Vanguard described below. The school has an existing enrollment of 624 students and is anticipated to remain after improvements are complete.

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 arrival and dismissal field observations on Monday, March 28th and Tuesday March 29th during morning and afternoon periods 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

July 6, 2023

2. SCHOOL LOCATION AND DESCRIPTION

- School site location: 1400 Walmsley Avenue, Dallas, Texas
- Description of adjacent roadways:
 - Adjacent Streets:
 - Walmsley Avenue:
 - Cross-section: Two lanes, two-way operation [eastbound one-way operational during school hours], undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - N Montclair Avenue:
 - Cross-section: Two lanes, two-way operation [northbound one-way operational during school hours], undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - Castle Street:
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school.
 - Speed Limit: 30 mph
 - Flanders Street:
 - Cross-section: Two lanes, two-way operation, undivided.
 - No sidewalk connectivity evident along frontage of school.
 - Speed Limit: 30 mph

July 6, 2023

- o **Adjacent Intersections:**

- Walmsley Avenue and N Montclair Avenue – No marked crosswalks on any approaches, no barrier free ramps provided on the northwest corner.
- Walmsley Avenue and N Windomere Avenue – Marked crosswalks (faded) on southbound approach, barrier free ramps provided on all corners.
- N Montclair Avenue and Bradley Street – Marked crosswalks on southbound and eastbound approaches, no barrier free ramps provided on northeast and southeast corners.
- N Montclair Avenue and Castle Street – No crosswalks on any approaches, barrier free ramps provided only on northeast corner.

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:**
 - o Walmsley Avenue: One Driveways
 - o N Windomere Avenue (south of the school building near Flanders Street): Two Driveways
- **Student (Building) Ingress/Egress Points:**
 - o Main student pedestrian access is located at the main entrance on the north 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 Monday, March 28th and Tuesday March 29th. All information provided in the table below is strictly for the afternoon student pick-up release period.

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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 | Proposed (Existing) | | |
| 1A | Pre-K – Kinder | 7:45 AM – 3:00 PM | 75 | 16 (16) | 16 (16) | 0(0) |
| 2A | 1 st – 8 th | 7:45 AM – 3:15 PM | 550 | 84 (84) | 0 (0) | -84 (-84) |

5. CIRCULATION

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

Description of Existing and Proposed Conditions

- On-Site Circulation:

• Pre-K – 8th Grade:

Parent traffic enters the area traveling eastbound on Walmsley Avenue. Parent traffic queues/stands on both curbsides along Walmsley Avenue past the frontage of the property. Also, queuing occurs on the northbound curbside of N Montclair Avenue and along the southbound curbside of Castle Street. Currently, Walmsley Avenue is designated as eastbound one way operational, and N Montclair Avenue is designated as northbound one-way operational during school zone hours.

Multiple school buses are used for this particular school and loads and unloads students along the northbound curbside of N Montclair Avenue adjacent to the site.

Staff and visitor parking lots are provided surrounding the site.

- 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.

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6. DROP-OFF/PICK-UP COORDINATION

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

- **Passenger ID system:**

- Conventional Loading System

NOTE: A "conventional loading system" at schools refers to the self-regulated method of passenger loading. Designated loading areas are not established. Upon arrival motorists choose a preferred location, typically in close proximity to the building entry, to stand (such as a curbside) or park (such as in a parking lot) while waiting for their passenger. Once passengers are loaded, vehicles may exit accordingly. Vehicle arrivals and departures are not sequential and dwell times are variable.

- **Separation of modes of transportation:**

- Bus: 30%
 - Walk: 0%
 - Picked Up by Parent: 70%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 7:45 AM – 3:00 PM (Pre-Kindergarten - K)
 - 7:45 AM – 3:15 PM (1st – 8th)

7. SCHOOL STAFF ASSISTANCE

- **Number:**

- Observed: 6-10
 - Desired: 6-10

- **Location:**

- Observed: Queuing areas along the eastbound curbside of Walmsley Avenue and the northbound curbside of N Montclair Avenue
 - Desired: Queuing areas

- **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.



July 6, 2023

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

- Number:
 - Observed: 2
 - Desired: 2
- Location:
 - Observed: Marked crosswalks at the intersection of Walmsley Avenue and N Windomere Avenue.
 - Desired: Marked crosswalks at the intersection of Walmsley Avenue and N Windomere Avenue.

July 6, 2023

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

This school traffic management plan (TMP) for DISD Jesús Morales Expressive Arts Vanguard 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.

Marissa N. Tavallae
7/7/2023

Principal Signature

Date

Name: Marissa N. TavallaeTitle: Jesús Morales Expressive Arts Vanguard, Principal

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.

July 6, 2023

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: 30%
 - ii. Walk: 0%
 - iii. Picked Up by Parent: 70%
 - NOTE: Information provided by DISD and validated with field observations
 - d. Projected maximum vehicle accumulation: 84
 - e. Projected on-site storage capacity: 0
 - f. Surplus/Deficit: -84
- c) Proposed Pedestrian Routes: The pedestrian routes will be/are based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study and/however, the anticipated (and observed) pedestrian routes include the sidewalk paths along Walmsley Avenue and N Montclair Avenue.
- d) Proposed Parking Management Strategies:
 - a. On-street parking restrictions: none
 - b. Faculty Parking: south of school building
 - c. Visitor Parking: south of school building
- e) Recommendations (if applicable) for walking/biking: (See Exhibit 1)
- f) Other Recommendations: (See Exhibit 1)

END OF MEMO

CPC RECOMMENDED PROPOSED TRAFFIC MANAGEMENT PLAN

DocuSign Envelope ID: 9667DAD1-DAFA-402F-9612-E64EF60CCC26
 THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
 Student ID System: Conventional Loading System
 # of Staff Assistance: 6-10
 # of Crossing Guards and/or Off-Duty Deputized Officers: 1

LEGEND

- Queue Area (Conventional Loading)
- School Bus Loading/Unloading
- Pedestrian Access Point
- Crosswalk
- Pedestrian Route
- School Zone
- No Parking/Queuing within 40'
- Traffic Signal
- Staff Assistance
- Crossing Guard

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

VEHICLE ACCUMULATION CAPACITY

| PRE-K - 8TH GRADE | PRE-K - 8TH GRADE | PRE-K - 8TH GRADE | NOTES |
|---|-------------------|-------------------|-------|
| PROJECTED ENROLLMENT: | STUDENTS | STUDENTS | |
| DEDUCTIONS: | 74 | 509 | |
| BY SCHOOL BUS & WALKING (100%): | | 185 | |
| STUDENTS BY PICK-UP/DROP-OFF: | 74 | 385 | |
| ENGINEER RECOMMENDED RATE: | 5.12 | | |
| AVERAGE LENGTH OF VEHICLE: | 23.5 | | |
| PROJECTED MAXIMUM VEHICLE ACCUMULATION: | 16 (379 U) | 86 (1,971 U) | |
| PROJECTED OFF-STREET CAPACITY: | 0 | 0 | |
| SURPLUS/DEFICIT | -16 | -86 | |

* INFORMATION PROVIDED BY SCHOOL DISTRICT
 ** PRE-K TO 8TH GRADE DISMISSAL START AT 3:15 PM

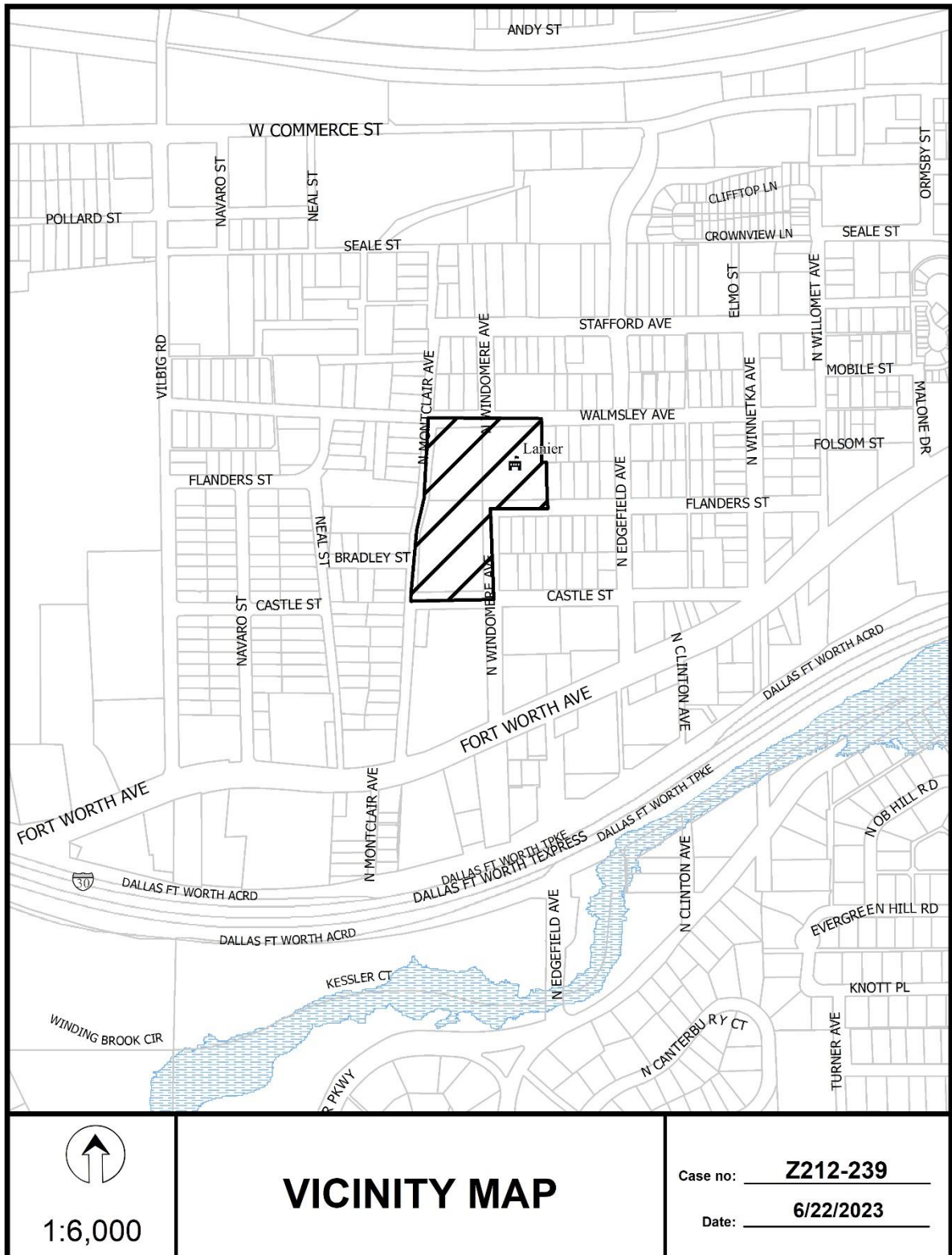
PRELIMINARY
 NOT FOR CONSTRUCTION

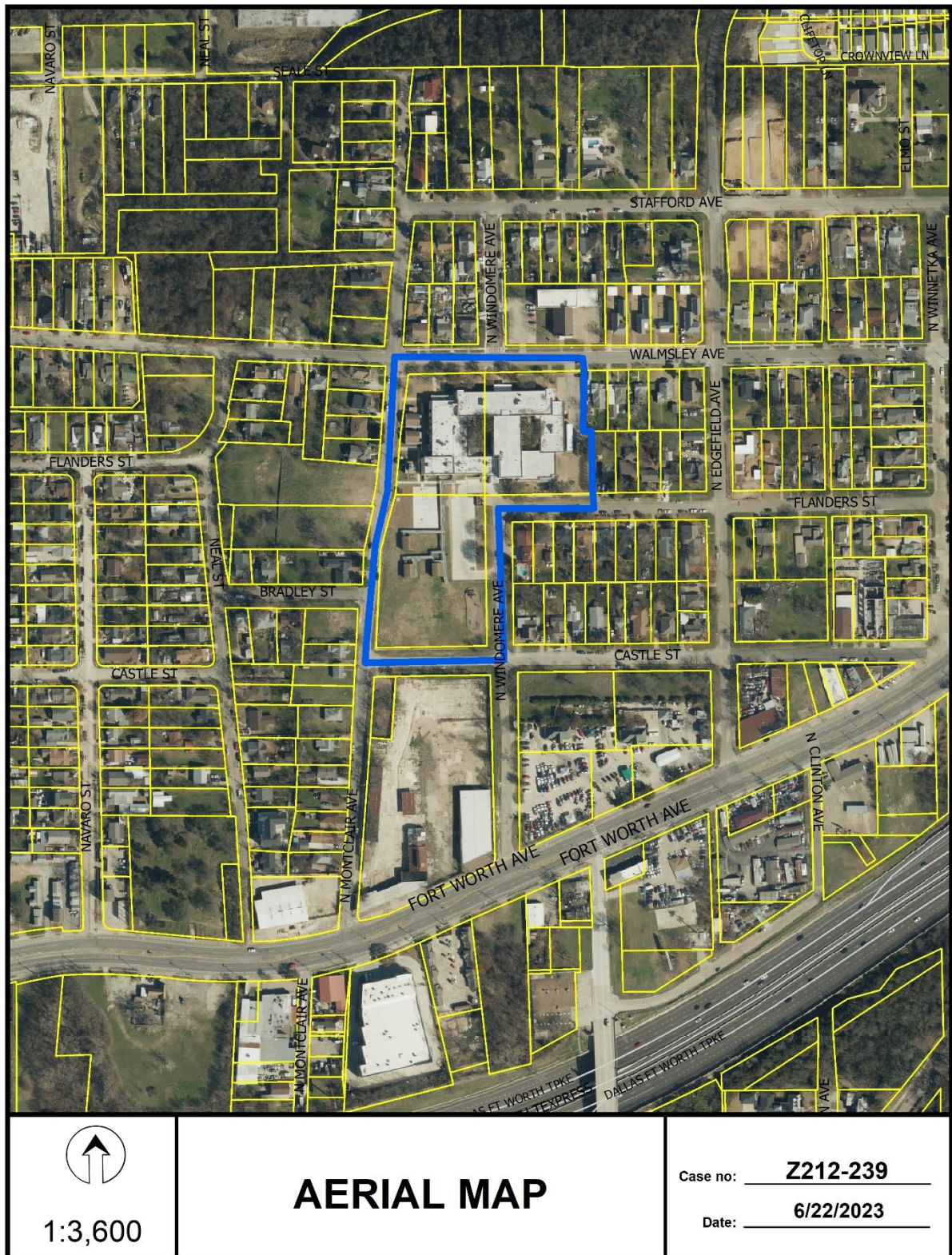
THIS DOCUMENT IS ISSUED FOR THE PURPOSE OF SCHEMATIC REVIEW ONLY AND IS NOT INTENDED FOR PERMITTING, BIDDING, OR CONSTRUCTION PURPOSES.

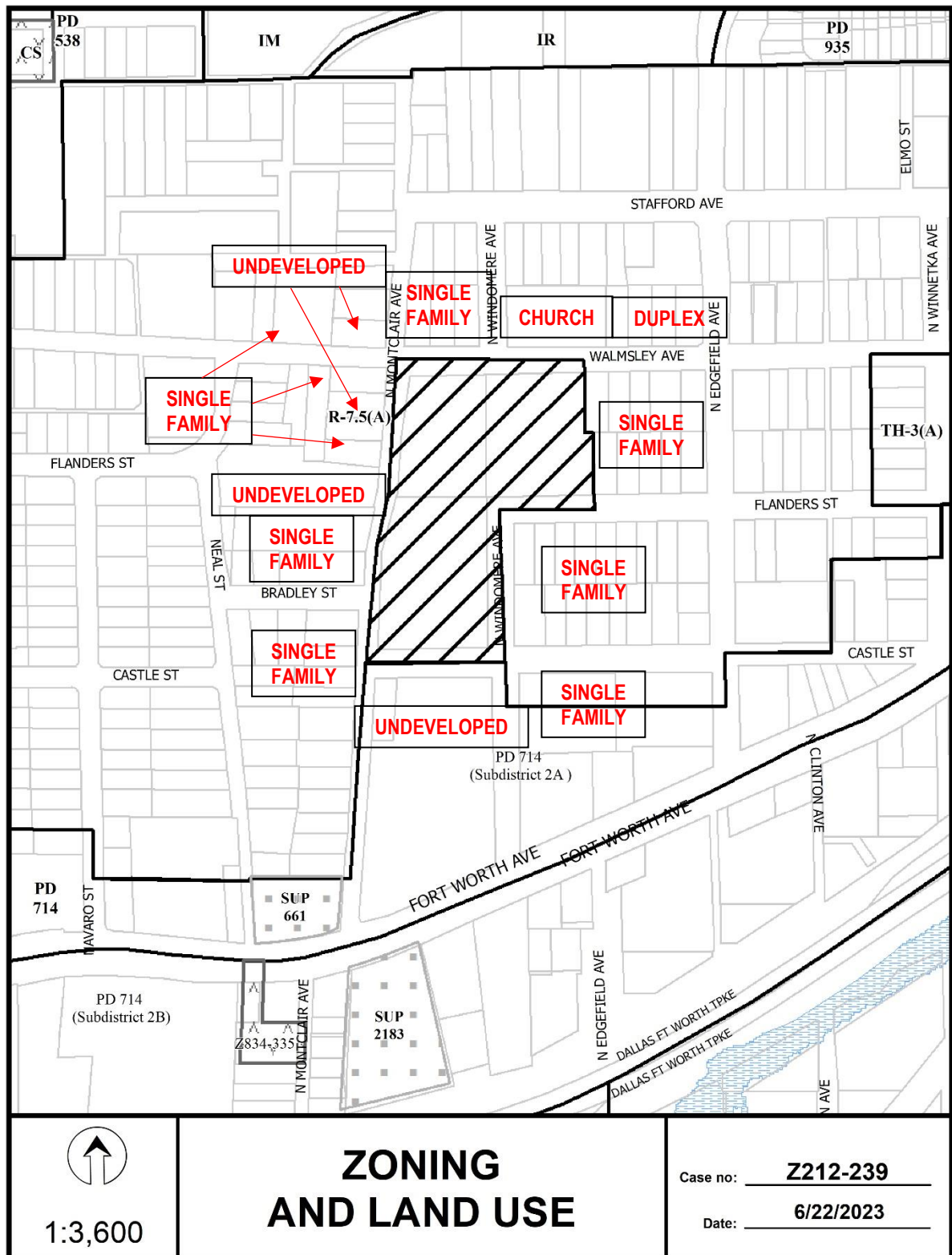
PLANS PREPARED UNDER THE DIRECT SUPERVISION OF HUNTER W. LEMLEY, P.E.

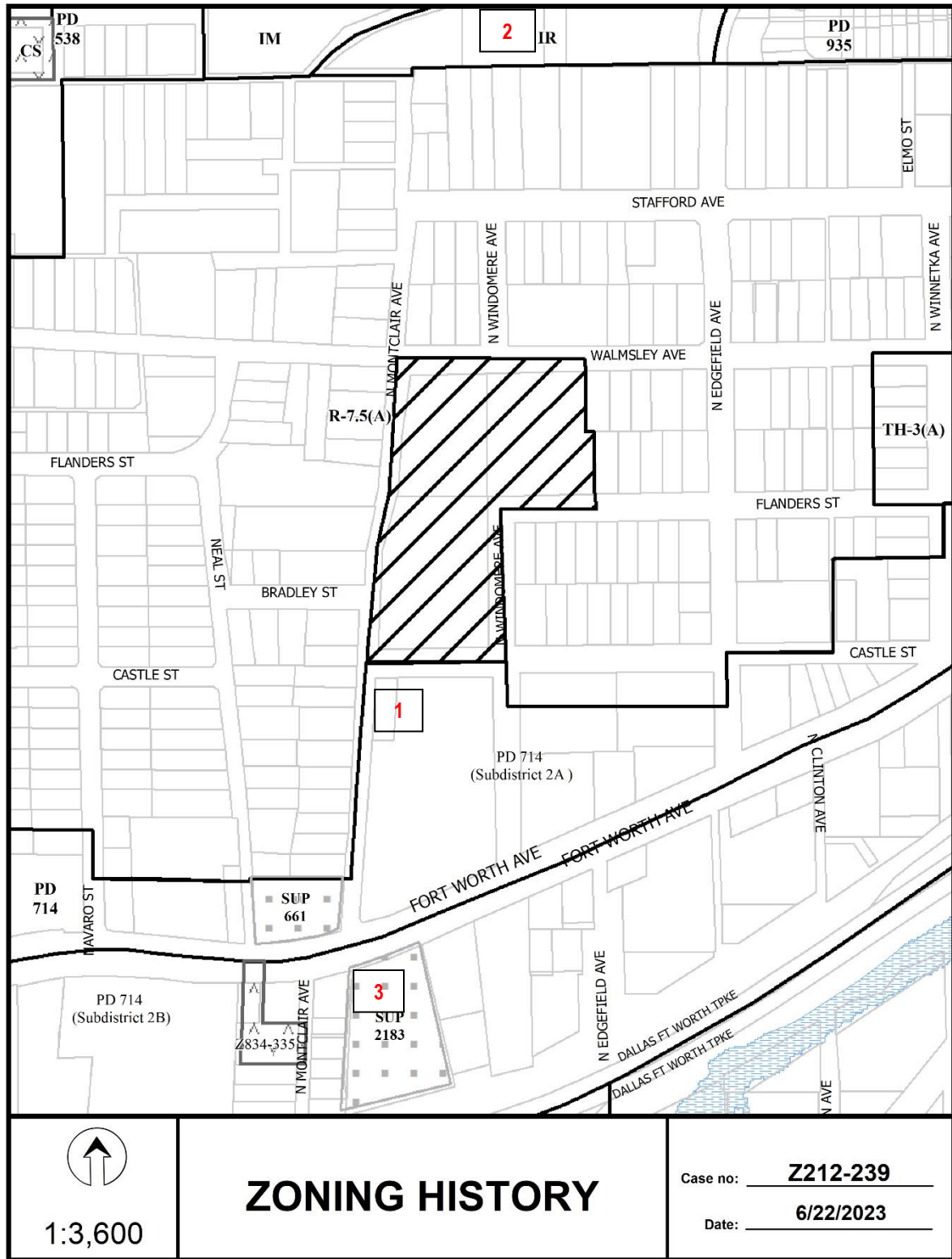
EXHIBIT 1 Z212-239
 Traffic Management Plan

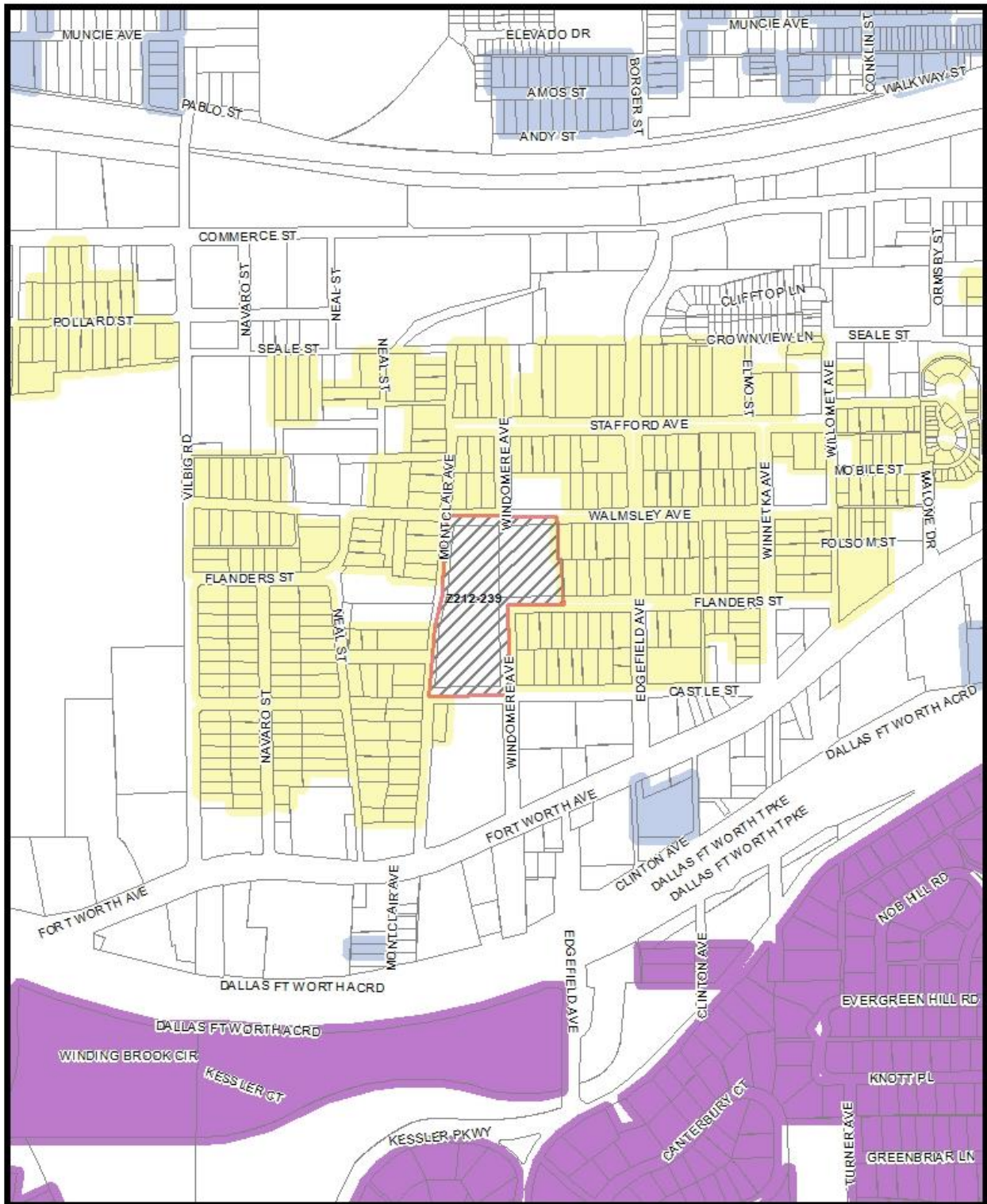
PK 5174-21.676 (LHC 07/06/23)











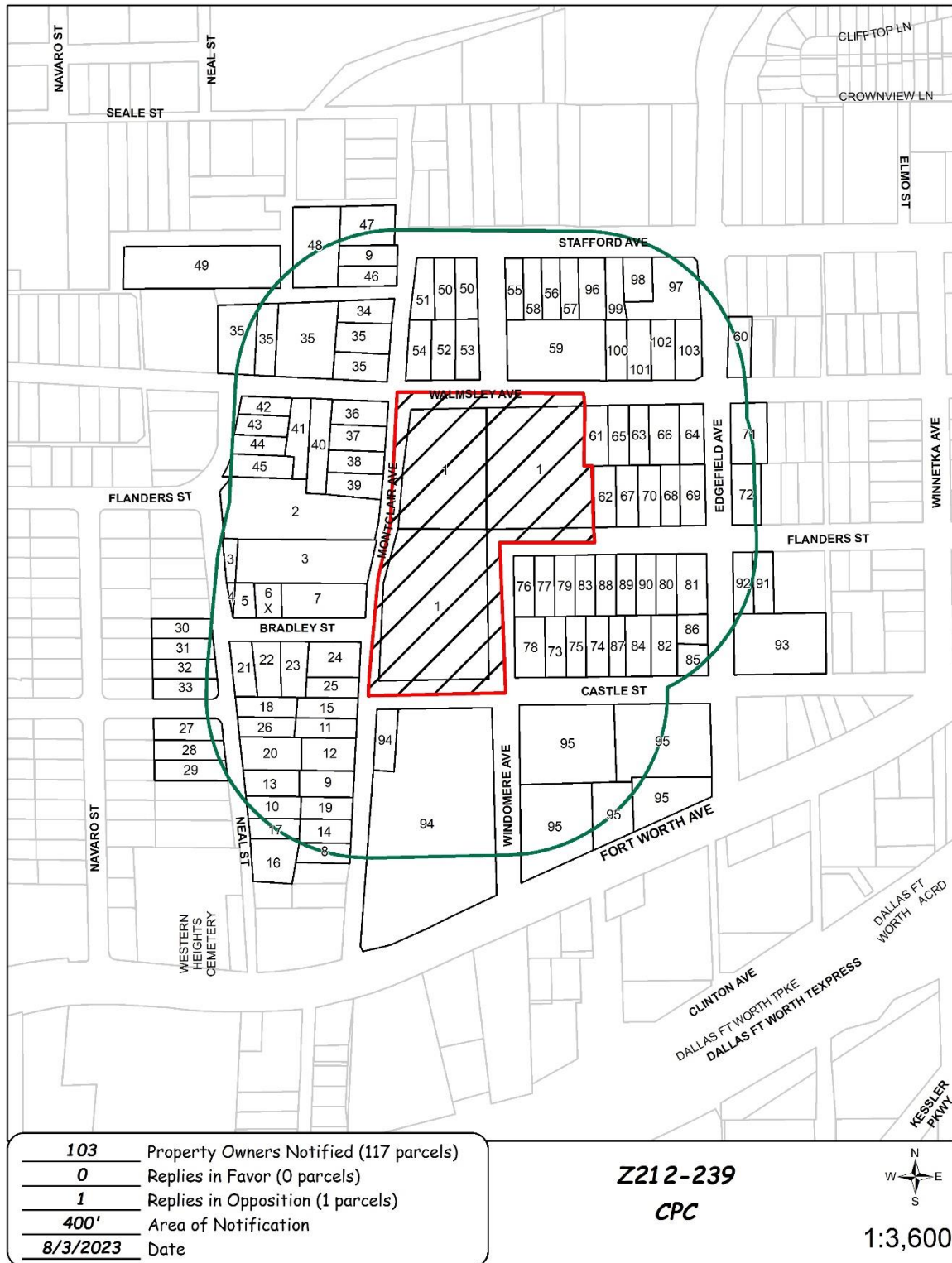
Market Value Analysis A B C D E F G H I NA



1:6,000

Market Value Analysis

Printed Date: 6/22/2023

CPC RESPONSES

08/02/2023

Reply List of Property Owners***Z212-239******103 Property Owners Notified******0 Property Owners in Favor******1 Property Owners Opposed***

| <i>Reply</i> | <i>Label #</i> | <i>Address</i> | <i>Owner</i> |
|---------------------|-----------------------|-----------------------|--------------------------|
| | 1 | 1400 WALMSLEY AVE | Dallas ISD |
| | 2 | 1737 N MONTCLAIR AVE | SAGE LOUETTA LTD |
| | 3 | 1731 N MONTCLAIR AVE | SAGE LOUETTA LTD |
| | 4 | 1720 NEAL ST | CALVARY LATIN AMERICAN |
| | 5 | 1625 BRADLEY ST | PINA LUIS A & ROSA |
| X | 6 | 1621 BRADLEY ST | MARTINEZ JUAN A |
| | 7 | 1717 N MONTCLAIR AVE | LEON JOSE & |
| | 8 | 1623 N MONTCLAIR AVE | BARAJAS NECTALI & |
| | 9 | 1635 N MONTCLAIR AVE | MARTINEZ SILVERIO |
| | 10 | 1632 NEAL ST | RIVERA ANTONIA |
| | 11 | 1645 N MONTCLAIR AVE | JONES JACK M |
| | 12 | 1643 N MONTCLAIR AVE | JONES TOMMY L |
| | 13 | 1638 NEAL ST | Taxpayer at |
| | 14 | 1627 N MONTCLAIR AVE | BARAJAS ROSALINDA |
| | 15 | 1651 N MONTCLAIR AVE | JONES TOMMY L |
| | 16 | 1620 NEAL ST | DAVIS MACARTHUR & NICOLE |
| | 17 | 1628 NEAL ST | FLORES ARACELY E & |
| | 18 | 1650 NEAL ST | BOTELLO JUAN D & |
| | 19 | 1631 N MONTCLAIR AVE | RUIZ MICHAEL & |
| | 20 | 1642 NEAL ST | NIETO ADRIANA G |
| | 21 | 1626 BRADLEY ST | GARZA VALENTINE & SARRA |
| | 22 | 1620 BRADLEY ST | BARAJAS NECTALI & |
| | 23 | 1618 BRADLEY ST | BARAJAS NECTALI & |
| | 24 | 1707 N MONTCLAIR AVE | ROJAS JOSE ARMANDO & |
| | 25 | 1703 N MONTCLAIR AVE | JONES TOMMY LOU ETAL |
| | 26 | 1648 NEAL ST | GONZALEZ JOSE & LUZ |

08/02/2023

| <i>Reply</i> | <i>Label #</i> | <i>Address</i> | <i>Owner</i> |
|--------------|----------------|-----------------|--|
| 27 | 1647 | NEAL ST | RENTERIA ARONEL |
| 28 | 1643 | NEAL ST | VARELABARRUETA MARIA G |
| 29 | 1639 | NEAL ST | CARREON VICTOR & ANGELINA |
| 30 | 1715 | NEAL ST | Taxpayer at |
| 31 | 1711 | NEAL ST | MOJICA BERNARDO & |
| 32 | 1707 | NEAL ST | BOTELLO JUAN & |
| 33 | 1703 | NEAL ST | HARGROVE EDDIE M |
| 34 | 1915 | N MONTCLAIR AVE | DELEON ALICIA |
| 35 | 1907 | N MONTCLAIR AVE | WILLIEJAXON V LLC |
| 36 | 1827 | N MONTCLAIR AVE | DEL TORO LUIS E & |
| 37 | 1823 | N MONTCLAIR AVE | Taxpayer at |
| 38 | 1819 | N MONTCLAIR AVE | GONZALEZ FEDERICO |
| 39 | 1811 | N MONTCLAIR AVE | PINON AGUSTIN FLORES & NINFA SAUCEDO ORTIZ FLORES |
| 40 | 1514 | WALMSLEY AVE | Taxpayer at |
| 41 | 1518 | WALMSLEY AVE | LUNA DANIEL |
| 42 | 1826 | NEAL ST | MASON ALAN S |
| 43 | 1822 | NEAL ST | GARCIA FRANCISCO & |
| 44 | 1818 | NEAL ST | Taxpayer at |
| 45 | 1814 | NEAL ST | Taxpayer at |
| 46 | 1923 | N MONTCLAIR AVE | Taxpayer at |
| 47 | 2011 | N MONTCLAIR AVE | BARRIGA JAMES P |
| 48 | 2006 | NEAL ST | LYONS J A |
| 49 | 1909 | NEAL ST | Taxpayer at |
| 50 | 1402 | STAFFORD AVE | MARTINEZ SILVERO |
| 51 | 1410 | STAFFORD AVE | DELGADO PEDRO LAZCANO & |
| 52 | 1407 | WALMSLEY AVE | CORDELL DORIS I |
| 53 | 1401 | WALMSLEY AVE | MARTINEZ SILVERIO |
| 54 | 1411 | WALMSLEY AVE | SIXTOS SYLVIA |
| 55 | 1336 | STAFFORD AVE | PONCE JOE |
| 56 | 1328 | STAFFORD AVE | MENA DAVID TREIJO |
| 57 | 1324 | STAFFORD AVE | Taxpayer at |

08/02/2023

| <i>Reply</i> | <i>Label #</i> | <i>Address</i> | <i>Owner</i> |
|--------------|----------------|-----------------|--|
| 58 | 1332 | STAFFORD AVE | MARTINEZ SILVERIO JR |
| 59 | 1327 | WALMSLEY AVE | IGLESIA BAUTISTA CHRISTIAN FELLOWSHIP |
| 60 | 1235 | WALMSLEY AVE | RUBEALCABA STEVE JR & CHRISTINA |
| 61 | 1320 | WALMSLEY AVE | ORTIZ FRANCISCO |
| 62 | 1319 | FLANDERS ST | SANCHEZ JUSTINO & MARIA |
| 63 | 1312 | WALMSLEY AVE | VILLANUEVA JAVIER & SYLVIA |
| 64 | 1304 | WALMSLEY AVE | Taxpayer at |
| 65 | 1316 | WALMSLEY AVE | HERNANDEZ JUDITH & JOAQUIN |
| 66 | 1310 | WALMSLEY AVE | Taxpayer at |
| 67 | 1315 | FLANDERS ST | Taxpayer at |
| 68 | 1307 | FLANDERS ST | POSADA ERICA |
| 69 | 1303 | FLANDERS ST | GONZALEZ JUAN M & |
| 70 | 1311 | FLANDERS ST | ALVARADO MARTIN M |
| 71 | 1234 | WALMSLEY AVE | RODRIGUEZ MARIA DE JESUS |
| 72 | 1235 | FLANDERS ST | KNAUSS MEGAN E & |
| 73 | 1331 | CASTLE ST | LOPEZ CARLOS F |
| 74 | 1321 | CASTLE ST | Taxpayer at |
| 75 | 1327 | CASTLE ST | LOPEZ CHRISTINA & |
| 76 | 1336 | FLANDERS ST | RIVERA JOEL |
| 77 | 1332 | FLANDERS ST | Taxpayer at |
| 78 | 1335 | CASTLE ST | Taxpayer at |
| 79 | 1328 | FLANDERS ST | CASTRO ALEXANDER J & |
| 80 | 1306 | FLANDERS ST | Taxpayer at |
| 81 | 1723 | N EDGEFIELD AVE | JOBIN MELISSA LAUREN & |
| 82 | 1309 | CASTLE ST | GARCIA CHRISTINA O & |
| 83 | 1324 | FLANDERS ST | MARTINEZ TEODORO & |
| 84 | 1313 | CASTLE ST | Taxpayer at |
| 85 | 1305 | CASTLE ST | RAMIREZ TERESA |
| 86 | 1711 | N EDGEFIELD AVE | DICK & DUNN ENTERPRISES LLC |
| 87 | 1317 | CASTLE ST | SIERRA AMPARO JOSE |
| 88 | 1320 | FLANDERS ST | FETZER LETICIA |

08/02/2023

| <i>Reply</i> | <i>Label #</i> | <i>Address</i> | <i>Owner</i> |
|--------------|----------------|-----------------|-----------------------------|
| 89 | 1316 | FLANDERS ST | LOPEZ BRAULIA MEDRANO REYES |
| 90 | 1312 | FLANDERS ST | ROMAN AGAPITA MONTES |
| 91 | 1232 | FLANDERS ST | OROZCO ANTONIO |
| 92 | 1234 | FLANDERS ST | HERNANDEZ JOSEFITA |
| 93 | 1235 | CASTLE ST | OLERIO INTERESTS LLC |
| 94 | 1515 | FORT WORTH AVE | VILLAS AT WH 20 LP |
| 95 | 1411 | FORT WORTH AVE | MARTINEZ JOSE M |
| 96 | 1320 | STAFFORD AVE | MEDRANO ALVARO |
| 97 | 1923 | N EDGEFIELD AVE | RAMLER ANDREW J & MICHAELLA |
| 98 | 1314 | STAFFORD AVE | Taxpayer at |
| 99 | 1318 | STAFFORD AVE | ONE TOOTH PRODUCTION LLC |
| 100 | 1321 | WALMSLEY AVE | HALABI MALEKALI |
| 101 | 1315 | WALMSLEY AVE | GRANT GIANCARLO & |
| 102 | 1309 | WALMSLEY AVE | MERRILL FRANCIS R IV & |
| 103 | 1303 | WALMSLEY AVE | ESPAY SHELLY & JASON |