

FILE NUMBER: Z234-318 (LL) **DATE FILED:** August 15, 2024
LOCATION: Northeast corner of Simpson Stuart Road and Highland Hills Drive.
COUNCIL DISTRICT: 8
SIZE OF REQUEST: Approx. 10.6 acres **CENSUS TRACT:** 48113011401

REPRESENTATIVE: Elsie Thurman, Land Use Planning & Zoning Services

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application for an amendment to Subarea A within Planned Development District No. 975.

SUMMARY: The applicant requests an amendment to Subarea A of the PD to include a development and traffic management plan in order to construct a new, public middle and high school [*Dr. Frederick D. Haynes III, Global Preparatory Academy at Paul Quinn College*].

STAFF RECOMMENDATION: Approval, subject to a revised development plan, traffic management plan and conditions.

Planned Development District No. 975:

<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=975>

BACKGROUND INFORMATION:

- Planned Development District (PD) No. 975 was established on January 25, 2017, on property previously zoned an R-7.5(A) Single Family District and a CR Community Retail District.
- The site where the middle school and high school is proposed was previously developed with Old Bishop College. The building for the college was demolished in 1995, according to permit records.
- On January 25, 2017, Council approved the existing development plan for Subarea A that depicts a mixed use development with a 200-unit multifamily, child-care facility, retail and personal service uses in four separate buildings with a maximum height of 60 feet limited to five stories and surrounded by 317 parking spaces.
- The public, preparatory middle school (grades 6 through 10) and high school is currently operating further east at the Paul Quinn College campus [Joseph J. Rhodes Education Building and KIPP Oak Cliff Academy – Paul Quinn, respectively] .
- The new location for the proposed schools at Paul Quinn College will be built in two phases, with the high school being part of Phase I and the middle school being built sometime in the future. The approximately 45,925 gross square foot, maximum 5-story middle and high school buildings will provide four parking spaces beyond what is required (156 parking spaces required @ 9.5 parking spaces required for high school students and 3.5 parking spaces required for middle school students). The required eight bicycle parking spaces will be provided.
- The current request includes conditions for new design standards for sidewalks and pedestrian amenities along Simpson Stuart Road, Highland Hills Drive, and the private drive, buffers along Simpson Stuart Road and Highland Hills Drive, and fencing within the front yard; and amended development and traffic management plans to accommodate the site as the new location of the school campus.

Zoning History:

There have been no zoning change requests in the area in the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Simpson Stuart Road	Principal Arterial	Minimum-6 lanes-Divided 100' ROW; on-street bikeway system and proposed transit line.
Highland Hills Drive	Local Street	--

Traffic:

The proposed school is an academy-style school, with mainly parent drop-off/pick-up for either morning or afternoon attendance at the proposed new location on the Paul Quinn Campus using the passenger-side curb lane along the north side of Simpson Stuart Road. Queuing of vehicles starts along the south side of the school building via the private drive for middle school drop-off/pick-up and further north of the private drive for high school drop-off/pick-up and additional queuing space in the north parking lot so that all queuing will occur on school property. Most students will not drive themselves to the campus. Three buses are also planned to serve the new campus via the designated driveway from the private drive along Simpson Stuart Road for drop-off/pick-up of students. Transportation engineering staff will attend the briefing if any further changes are required.

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.

TRANSPORTATION ELEMENT

GOAL 4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS

Policy 4.2.2 Promote a network of on street and off-street walking and biking paths.

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.1 Promote pedestrian friendly streetscapes

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.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

Policy 5.3.1 Encourage a balance of land uses within walking distance of each other.

Surrounding Land Uses:

	Zoning	Land Use
Site	PD 975	Undeveloped
North	CR, R-7.5 (A), PD 975 Subareas A and B	Church, single family, historic cemetery, undeveloped
East	PD 975 Subarea B	College (Paul Quinn)
South	R-5 (A)	Church, single-family, church
West/ Northwest	CR, MF-1 (A)	Governmental (US Post Office), multi-family

Land Use Compatibility:

The area of request is currently undeveloped on the site, and was previously developed with the old Bishop College building that was demolished in 1995. Surrounding land uses include a mix of single family, multi-family, retail, governmental uses (U.S. Postal Service), civic uses, and churches. The property immediately to the east and northeast has a significant floodplain, a historic cemetery, and just beyond the floodplain further east is developed with the existing public middle and high school (Joseph J. Rhodes Education Building and KIPP Oak Cliff Academy – Paul Quinn, respectively), and Paul Quinn College. The use remains compatible with the surrounding properties and uses.

The applicant proposes to construct a new, academy-style public middle and high school on the property to replace the existing middle and high school buildings at Paul Quinn College. The current request includes a development plan in conformance with all regulations for a school use in Subarea A of PD 975, off-street parking requirements of 3.5 spaces per middle school and high school classrooms, including bicycle parking; provision for standard six-foot wide unobstructed sidewalks; pedestrian amenities at key locations along the perimeter of the site; and amendments to the traffic management, and development plans to accommodate the new, school design.

Staff supports the proposed use of the site for a public school, including all design standards per the conditions. However, staff also recommends condition language as noted in the traffic section of this report (see above).

Landscaping:

Landscaping must be provided and maintained in accordance with Article X, Tree Conservation and Landscaping.

Parking:

A minimum 9.5 off-street parking spaces are required for each high school classroom. With 24 classrooms proposed for the site, this would mean a total of 156 off-street parking spaces (9.5 x 12, plus 3.5 x 12 classrooms) would be required and 160 parking spaces are proposed.

The proposed school is an academy-style school, with students mostly dropped off and picked up by their parents at this location. Provided off-street parking is intended for staff and visitors only. There is also a bus stop adjacent to the school on Highland Hills Drive and a bus stop across Simpson Stuart Road on the southeast side of Highland Hills Drive.

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 located within a 'G' MVA cluster. The site is surrounded by a 'G' MVA cluster to the north, east and west, and an "H" MVA cluster to the south across Simpson Stuart Road to the south.

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Proposed Amended PD 975 Conditions

ARTICLE 975.

PD 975.

SEC. 51P-975.101. LEGISLATIVE HISTORY.

PD 975 was established by Ordinance No. 30344, passed by the Dallas City Council on January 25, 2017. (Ord. 30344)

SEC. 51P-975.102. PROPERTY LOCATION AND SIZE.

PD 975 is established on property located at the north corner of Simpson Stuart Road and Highland Hills Drive. The size of PD 975 is approximately 150.004 acres. (Ord. 30344)

SEC. 51P-975.103. CREATION OF SUBAREAS.

This district is divided into two subareas. Subarea A is intended for a public or open enrollment charter school, or a mixed use development to include multifamily, a child care facility, and neighborhood-serving retail uses. Subarea B is the campus for Paul Quinn College and may include college- and neighborhood- serving mixed uses. (Ord. 30344)

SEC. 51P-975.104. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.

(b) OPEN FENCE means a fence panel with a minimum of 50 percent open surface area in any given square foot of surface.

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

~~(d)~~ This district is considered to be a nonresidential zoning district. (Ord. 30344)

SEC. 51P-975.105. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 975A: conceptual plan.
- (2) Exhibit 975B: Subarea A development plan.
- (3) Exhibit 975C: mixed use development parking chart.
- (4) Exhibit 975D: **Subarea B** traffic management plan.
- (5) Exhibit 975E: Subarea A traffic management plan. (Ord. 30344)

SEC. 51P-975.106. CONCEPTUAL PLAN.

Development and use of the Property must comply with the conceptual plan (Exhibit 975A). If there is a conflict between the text of this article and the conceptual plan, the text of this article controls. (Ord. 30344)

SEC. 51P-975.107. DEVELOPMENT PLAN.

(a) Development and use of the Property in Subarea A must comply with the Subarea A development plan (Exhibit 975**B[A]**). If there is a conflict between the text of this article and the Subarea A development plan, the text of this article controls.

(b) A development plan must be approved by the city plan commission before the issuance of any building permit to authorize work in Subarea B. Development plans may be submitted in phases. If there is a conflict between the text of this article and the development plan, the text of this article controls. (Ord. 30344)

SEC. 51P-975.108. MAIN USES PERMITTED.

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the MU-1 Mixed Use District, subject to the same conditions applicable in the MU-1 Mixed Use District, as set out in Chapter 51A. For example, a use permitted in the MU-1 Mixed Use 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 MU-1 Mixed Use District is subject to DIR in this district; etc.

(b) The following additional main uses are permitted by right:

- Open enrollment charter school.
- Public school.

(c) The following main uses are prohibited:

- Auto service center.
- General merchandise or food store 100,000 square feet or more.
- Mini-warehouse.
- Swap or buy shop. (Ord. 30344)

SEC. 51P-975.109. ACCESSORY USES.

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. (Ord. 30344)

SEC. 51P-975.110. 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 a conflict between this section and Division 51A-4.400, this section controls.)

- (a) In general. Except as provided in this section, the yard, lot, and space regulations for the MU-1 Mixed Use District apply.
- (b) Front yard. No urban form setback is required.
- (c) Side and rear yard. An enclosed dumpster may be located in the side or rear yard.
- (d) Density. For Subarea A, maximum number of dwelling units is 200.
- (e) Floor area. For **public and open enrollment charter school uses in Subarea A no maximum floor area. For all other uses in** Subarea A, maximum non-residential floor area is 20,000 square feet.
- (f) Height. For Subarea A, maximum structure height is 60 feet.
- (g) Stories. For Subarea A, maximum number of stories above grade is five.

SEC. 51P-975.111. OFF-STREET PARKING AND LOADING.

- (a) In general. Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.
- (b) Multifamily. A minimum of 1.25 spaces per dwelling unit is required.

(c) Child care facility. No parking is required for a child care facility located within a structure also containing a multifamily use, mixed use, or a college, university, or seminary use.

(d) Mixed use shared parking reduction.

(1) In general.

(A) The off-street parking requirement for a mixed use development may be reduced in accordance with the mixed use development (MUD) parking chart (Exhibit 975C).

(B) In this section, MIXED USE DEVELOPMENT means a subarea with more than one main use.

(C) This reduction may be used in combination with other parking reductions.

(2) Calculation of adjusted standard off-street parking requirement. The adjusted off-street parking requirement for a mixed use development is calculated as follows:

(A) First, the standard parking requirements for each of the uses in the mixed use development must be ascertained.

(B) Next, the parking demand for each use is determined for each of the five times of day shown in the MUD parking chart by multiplying the standard off-street parking requirement for each use by the percentage in the chart assigned to the category of use.

(C) Finally, the “time of day” columns are totaled to produce sums that represent the aggregate parking demand for the development at each time of day. The largest of these five sums is the adjusted off-street parking requirement for the development.

(3) Minimum parking requirement. If one or more of the main uses in a mixed use development is a retail or personal service use, the minimum parking requirement for the mixed use development cannot be reduced to a number of spaces that is less than the sum of the standard parking spaces required for each of the retail and personal service uses in the mixed use development.

(e) Location. The entire district is considered one lot for off-street parking purposes. (Ord. 30344)

SEC. 51P-975.111.1 FENCING IN SUBAREA A.

(a) Except as provided in this section, fences must be constructed and maintained in accordance with the fence standards in Sec. 51A-4.602(a).

(b) For a public or open-enrollment charter school use in Subarea A, fences are limited to four feet in height within the front yard.

(c) An ornamental metal open fence with a maximum height of six feet may be located in a required yard along a street frontage if all of the following conditions are met:

(1) No gates for vehicular traffic may be located less than 20 feet from the back of the street curb;

(2) The fence complies with the visual obstruction regulations in Sec. 51A-4.602(d); and

(3) The fence does not inhibit compliance with landscaping, sidewalks, buffers, or other regulations applicable to the Property.

SEC. 51P-975.112. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 30344)

SEC. 51P-975.113. LANDSCAPING.

(a) Landscaping must be provided in accordance with Article X.

(b) Plant materials must be maintained in a healthy, growing condition. (Ord. 30344)

SEC. 51P-975.114. SIGNS.

Signs must comply with the provisions for business zoning districts in Article VII. (Ord. 30344)

SEC. 51P-975.115. URBAN DESIGN.

(a) Purpose. The purpose of the urban design standards is to ensure that development along Simpson Stuart Road enhances the character of the corridor and complements adjacent neighborhoods.

(b) Applicability. The urban design standards of this section apply to building facades that are parallel to and visible from Simpson Stuart Road.

(c) Orientation. The primary facade must be oriented to face the public right-of-way.

(d) Entrance. A minimum of one public entrance must be provided facing the street. Street-facing entrances must be architecturally prominent and clearly visible from the street. Buildings containing a retail use may have the required entrance face Highland Hills Drive or be oriented to the corner.

(e) Facades. Facades exceeding 100 feet in length must have a minimum of three of the following elements.

(1) Change in plane, such as an offset, reveal, recess, or projection. Changes in plane must have a width of no less than 24 inches and a depth of at least eight inches and may include columns, planters, arches, and niches.

(2) Architectural details such as raised bands and cornices.

(3) Architecturally prominent public entrance.

(4) Exterior solar shading devices such as vertical fins, horizontal sun shades, or overhangs.

(5) Awnings.

(6) Change in color.

(7) Change in material.

(8) Change in texture.

(f) Subarea A design standards.

(1) In general. In addition to the design standards specified in subparagraphs (a) through (e) of this section, the following are required for a public school or open enrollment charter school.

(2) Sidewalks and pedestrian paths.

(A) In general. Prior to the issuance of a certificate of occupancy for any use on the Property, the following sidewalks and pedestrian paths are required.

(B) Sidewalks. In addition to Section 51P-975.117(c), a minimum six-foot-wide unobstructed sidewalk along the entire length of the property abutting all streets and the private drive is required. When abutting a public street, sidewalks must be located a minimum of five feet from the street curb.

(C) Pedestrian pathways. An accessible pathway that complies with subparagraphs (i) through (v) is required. If the pathway is located behind a fence or a section of

the pathway is located behind a fence, a pedestrian gate made accessible to staff and students is required.

(i) A minimum four-foot-wide unobstructed pathway at least four feet is required to connect a primary entrance of each main building and off-street parking spaces. No parking space may be located more than 65 feet from a connected pathway.

(ii) Unobstructed sidewalks located in the public right-of-way may count toward subparagraph (i) when all criteria in this subsection are met. Sidewalk connections to pathways must be no more than 130 linear feet apart.

(iii) When abutting parking spaces, all pathways must be protected by concrete curbs, wheel stops, or other permanent barriers such that no part of a parked automobile extends into the pathway.

(iv) When crossing a drive aisle, all pathways must be a contrasting color, material, or texture.

(v) The pathway with the shortest distance between a primary entrance and a lot line on the opposite side of the parking lot from the building must connect to the sidewalk and be raised to the level of the sidewalk when crossing a drive aisle.

(3) Pedestrian amenities.

(A) The following pedestrian amenities must be provided prior to the issuance of a certificate of occupancy:

(A) Type A. A minimum of one bench, one trash receptacle, and one bicycle rack must be provided at each location labeled “Pedestrian Amenities, Type A” on the development plan.

(B) Type B. A minimum of one bench must be provided at each location labeled “Pedestrian Amenities, Type B” on the development plan.

(B) Pedestrian amenities must be accessible from the public sidewalk but may not be located in a manner that reduces the unobstructed sidewalk width to less than what is required.

SEC. 51P-975.116. TRAFFIC MANAGEMENT PLAN.

(a) In general. Operation of a public school and an open-enrollment charter school must comply with the Subarea A traffic management plan and Subarea B traffic management plan (Exhibits 975E and 975D).

(b) Queuing. Queuing is only permitted inside the Property. Student drop-off and

pick- up are not permitted within the city rights-of-way.

(c) Traffic study for Subarea A.

(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, 2026, or within six months after students first begin attending classes in the new building, whichever is later. 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-numbered year.

(A) If the Property owner or operator fails to submit the required initial traffic study to the director by November 1, 2026, or within six months after students first begin attending classes in the new building, 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 November 1, 2026, or within six months after students first begin attending classes in the new building, whichever is later, the director shall notify the city plan commission.

(2) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

(A) ingress and egress points;

(B) queue lengths;

(C) number and location of personnel assisting with loading and unloading of students;

(D) drop-off and pick-up locations;

(E) drop-off and pick-up hours for each grade level;

(F) hours for each grade level; and

(G) circulation.

(3) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.

(A) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.

(B) If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

(d) Traffic study for Subarea B.

(1) If the traffic management plan is amended to utilize Bishop College Drive for vehicular traffic, 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 with the amendment. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 1st every two years.

(2) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

- (A) ingress and egress points;
- (B) queue lengths;
- (C) number and location of personnel assisting with loading and unloading of students;
- (D) drop-off and pick-up locations;
- (E) drop-off and pick-up hours for each grade level;
- (F) hours for each grade level; and
- (G) circulation.

(3) Within 30 days after submission of an annual update of the 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.

(e [d]) Amendment process.

(1) A traffic management plan may be amended using the minor amendment

fee and public hearing process in Section 51A-1.105(k)(3).

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

(3) The **public and** open-enrollment charter school must amend the traffic management plan before changing the traffic operation and queuing from that shown in Exhibits 975C and 975D. (Ord. 30344)

SEC. 51P-975.117. ADDITIONAL PROVISIONS.

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

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

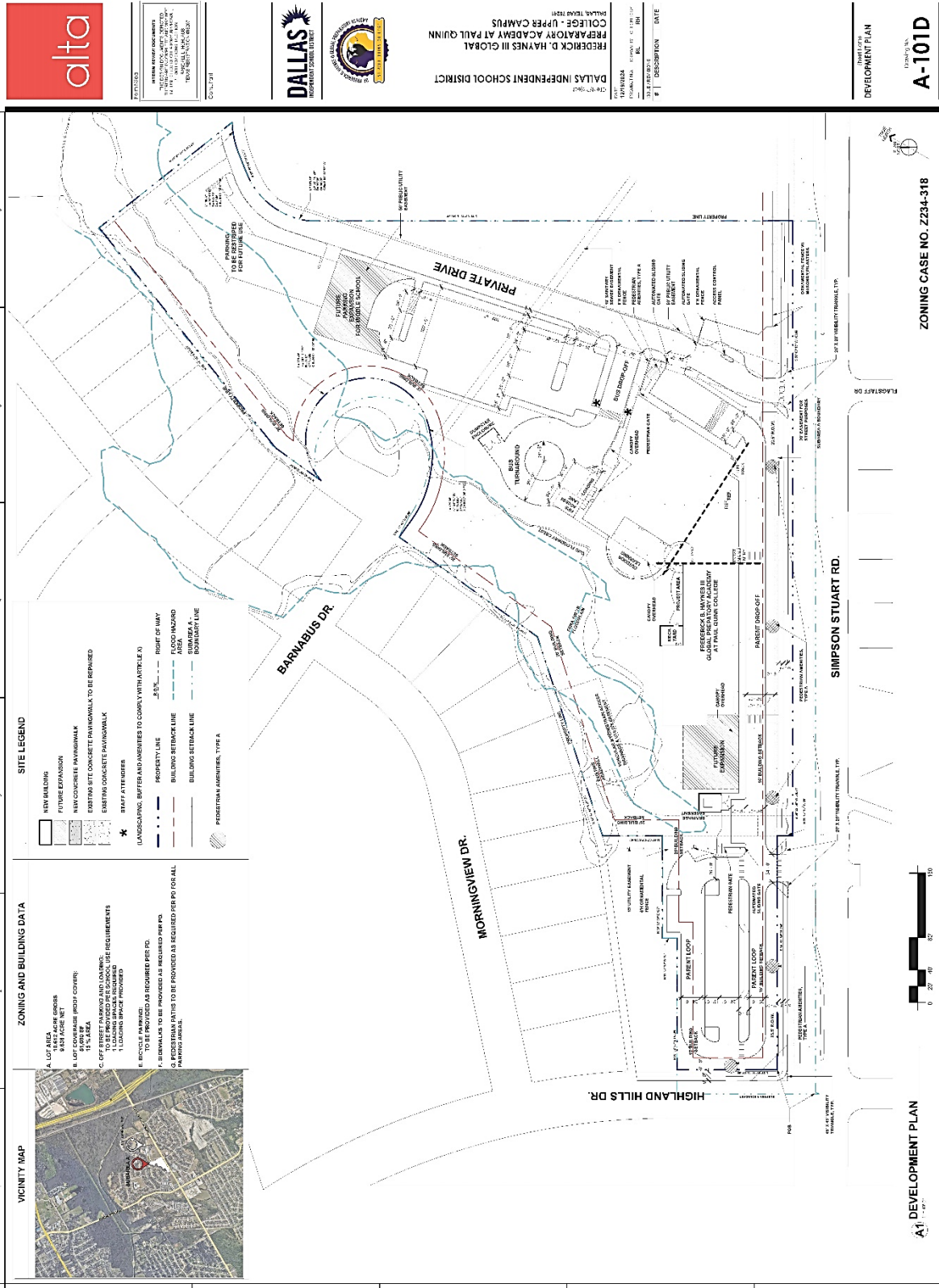
(c) Pedestrian crossings at driveways that intersect Simpson Stuart Road or Highland Hills Drive must be enhanced, such as using striping, pavers, or providing a continuous elevation across the driveway. This requirement is applicable to driveways within each phase of development.

SEC. 51P-975.118. COMPLIANCE WITH CONDITIONS.

(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

(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, 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. (Ord. 30344)

Proposed Amended PD 975 (Subarea A_ Development Plan)



DATE: 02/14/24
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]



DALLAS INDEPENDENT SCHOOL DISTRICT
 PROJECT NO. 234-318
 PROJECT NAME: FREDERICK D. HAYNES III GLOBAL PREPARATORY ACADEMY AT PAUL QUINN
 PROJECT LOCATION: 11111 MORNINGVIEW DRIVE, DALLAS, TEXAS 75243

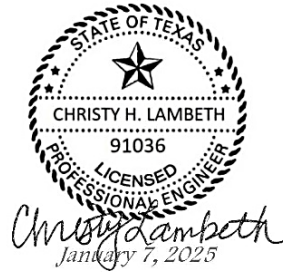
DEVELOPMENT PLAN
 SHEET NO. A-101D
 ZONING CASE NO. Z234-318

- ### ZONING AND BUILDING DATA
- A. LOT AREA: 10,000 SQ. FT. MINIMUM
 - B. LOT AREA: 10,000 SQ. FT. MINIMUM
 - C. OFF-STREET PARKING: 15% AREA
 - D. OFF-STREET PARKING: 15% AREA
 - E. BICYCLE PARKING: 1 PER 100 VEHICLES
 - F. BICYCLE PARKING: 1 PER 100 VEHICLES
 - G. SIDEWALKS TO BE PROVIDED AS REQUIRED PER P.A.
 - H. SIDEWALKS TO BE PROVIDED AS REQUIRED PER P.A.



- ### SITE LEGEND
- NEW BUILDING
 - FUTURE EXPANSION
 - EXISTING SITE CONCRETE PAVEMENT TO BE REPAIRED
 - EXISTING CONCRETE PAVEMENT
 - STREET ATTENUATION
 - LANDSCAPING BUFFER AND BARRIERS TO COMPLY WITH ARTICLE 3(A)
 - PROPERTY LINE
 - RIGHT OF WAY
 - BUILDING SETBACK LINE
 - BUILDING SETBACK LINE
 - PROPOSED SIDEWALK, TYPE A

Proposed Traffic Management Plan



Traffic Management Plan Dr. Frederick D. Haynes III, Global Preparatory Academy at Paul Quinn College

January 7, 2025

Introduction

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth Engineering) were retained to conduct a traffic management plan (TMP) for Dr. Frederick D. Haynes III, Global Preparatory Academy at Paul Quinn College (Dr. F.D. Haynes III Academy). The purpose of this TMP is to ensure safe vehicular and pedestrian circulation during peak morning drop-off and afternoon pick-up periods. It is our understanding that a traffic impact analysis (TIA) is not needed at this time and has not been conducted. If required by the City of Dallas, a TIA will be performed.

Dr. F.D. Haynes III Academy is a DISD Candidate School where students apply to attend and is not a neighborhood school. The school is currently located at Paul Quinn College serving grades 6 through 10. The new campus is being built on the Paul Quinn College property. DISD plans to develop the campus in two phases, first phase building the high school then second phase building the middle school. There is no set time frame for construction of the middle school, it could be five years or more. This TMP considers the school with two phases, high school only, and high school and middle school combined.

Below is general information about Dr. F.D. Haynes III Academy.

School:

- **New Location:** 3775 Simpson Stuart Road, Dallas, Texas; Dr. F.D. Haynes III Academy is located on the northeast corner of the Simpson Stuart Road/Highland Hills Drive intersection at Paul Quinn College.
- **Existing Location:** 3887 Simpson Stuart Road, Dallas, Texas at Paul Quinn College
- **School District:** Dallas Independent School District (DISD)
- **School Times:**
 - High School: 9:10 AM – 4:30 PM
 - Middle School: 8:35 AM – 3:55 PM

Zoning:

- **Existing Zoning:** PD-975
- **Proposed Zoning:** PD Amendment
- **Project:** New high school to be built and open approximately in the fall of 2026. Middle school is planned to be constructed at a future date, five or more years away

Table 3. Planned Student Enrollment Per Grade – High School + Middle School (Phase 2)

Grade	Planned Student Enrollment
6 th	75
7 th	75
8 th	75
6 th - 8 th :	225
9 th	75
10 th	75
11 th	75
12 th	75
9 th - 12 th :	300
Total:	525

School Access:

- Surrounding Roadways:
 - Simpson Stuart Road: Six-lane, divided roadway
 - Highland Hills Drive: Four-lane, undivided roadway
 - Private Drive through Paul Quinn College: Two-lane, undivided roadway
- Sidewalks to be provided as required per the PD.

Traffic Management PlanQueue

Lambeth Engineering conducted observations at the current Dr. F.D. Haynes III Academy campus during the process of developing the TMP. Traffic observations were conducted on the following dates and times:

- Wednesday, November 6, 2024 – PM Dismissal
- Tuesday, December 10, 2024 – PM Dismissal
- Wednesday, December 11, 2024 – AM Arrival
- Wednesday, December 11, 2024 – PM Dismissal

The peak queue of parent vehicles picking up students was observed to be about 46 vehicles. For planning purposes, a rate of one parent vehicle per 5.5 students is used for this TMP.

As expected, the peak period of parent vehicles accumulating at the school occurred during the afternoon dismissal period. Most of the traffic clears the campus within ten (10) minutes once school is dismissed. The current traffic pattern is summarized in the **Appendix**.

The projected vehicular accumulations are summarized in **Table 4** and **Table 5** below. As shown, the proposed site plan has adequate space to accommodate all parents on-site.

Table 4. High School TMP Summary

Students	Travel Modes	Projected Parent Vehicles	Planned Queue for Parents On-Site	Additional Parent Queue Space On-Site*	Total On-Site Queue Space	Surplus Queue Space
300 Students	Parents 77%					
	Walkers 3%					
	Buses 20%					
	School Times	55 Veh. (1,293 Feet)	58 Veh. (1,352 Feet)	27 Veh. (624 Feet)	85 Veh. (1,976 Feet)	30 Veh. (683 Feet)
9th - 12th	Beginning: 9:10 AM Dismissal: 4:30 PM					

*An additional 27 vehicles can be accommodated in the north parking lot, if needed.

Table 5. Middle School TMP Summary

Students	Travel Modes	Middle School			High School Staging	Total		
		Projected Parent Vehicles	Planned Queue for Parents On-Site	Surplus Queue Space in Front Driveway	High School Parent Vehicle Staging Area in North Lot*	Projected HS Parents to Arrive Early, Before MS Parents are Dismissed	Total On-Site Queue Space	Total Surplus Queue Space
225 Students	Parents 77%							
	Walkers 3%							
	Buses 20%							
	School Times	41 Veh. (964 Feet)	49 Veh. (1,157 Feet)	8 Veh. (817 Feet)	27 Veh. (624 Feet)	10 Veh.	76 Veh. (1,781 Feet)	32 Veh.
6th - 8th	Beginning: 8:35 AM Dismissal: 3:55 PM							

*High school parents that arrive during middle school dismissal will stage in the north lot that provides queueing space for 27 vehicles.

Recommendations

The TMP recommendations for the new campus are described below and shown in the following exhibits.

Students

1. Drop off and pick up using the passenger-side curb lane.
2. Students walking home should be instructed to walk along sidewalks and cross at crosswalks. Students should not be permitted to cross midblock.

Parents

3. Parents pick up students in the following locations:
 - a. High School:
 - i. Before Middle School Opens: 9th – 12th grade parents enter the southernmost school driveway via Private Drive. Parents will pick up students using the passenger-side curb lane. Once the students have entered the vehicle, parents will use the designated passthrough lane to exit onto Stuart Simpson Road.
 - ii. After Middle School opens: 9th – 12th grade parents that arrive before 4:10 PM will enter the northern parking lot via Private Drive and wait for middle school parents to leave campus. After 4:10 PM, high school parents will enter the front parking lot to pick up students.



- iii. If parent vehicles begin to back onto Private Drive with either plan, then additional parents should enter the northernmost school driveway and use the north lot to form a queue lane, as shown in the TMP exhibit.
- b. Middle School (Future):
 - i. 6th – 8th grade parents enter the school driveway via the Private Drive. Parents will pick up students using the passenger-side curb lane. Once a student has entered the vehicle, parents will use the designated passthrough lane to exit onto Stuart Simpson Road. High school parents that arrive while middle school is still being dismissed may enter the northernmost school driveway via the Private Drive.
- c. Parents may not park in school parking spaces during arrival or dismissal periods since queuing will prevent vehicles backing up to exit the parking spaces.

Buses

- 4. Currently, three (3) buses are planned to serve Dr. F.D. Haynes III Academy. Buses will use the designated driveway via the private drive to drop off and pick up students.

Staff

- 5. Staff should monitor students at each area where parents are picking up students until all students are dismissed.
- 6. Staff should direct parents to move forward while in the designated queue lane to close any gaps and prevent vehicles from backing onto the private drive.
- 7. Staff should monitor parent vehicles exiting the queue lane and entering the passthrough lane safely.

Licensed Peace Officers

- 8. Based on the projected and provided queue space, a licensed peace officer is not expected to be needed at Dr. F.D. Haynes Academy.

Parking Restrictions

- 9. Parking should be prohibited around the driveway openings.
- 10. Parents should not be allowed to park in parking spaces on-site during arrival/dismissal times.

School Zones

- 11. Currently, there are no school zones on Simpson Stuart Road or Highland Hills Drive. There were 7-10 students observed walking along Stuart Simpson Road. Given the number of houses and apartments near the campus, student walkers are likely to also walk to this campus. It is a school zone be installed on Stuart Simpson Road with construction of the new school.

It is recommended the school zone be from west of Highlands Hill Drive to east of the Private Driveway.

On-Site Improvements

- 12. Install “Buses Only” signs with “School Times” plaques at the northern most driveway on Branham Drive, as shown in **Exhibit 1**.
- 13. Install “Exit Only” signs with “School Times” plaques at the bus driveway exit on Branham Drive, as shown in **Exhibit 1**.



13. Install "Exit Only" signs with "School Times" plaques at the bus driveway exit on Branham Drive, as shown in **Exhibit 1**.
14. Install "Do Not Enter" signs with "School Times" plaques at the school driveway on Simpson Stuart Road, as shown in **Exhibit 1**.

Off-Site Improvements

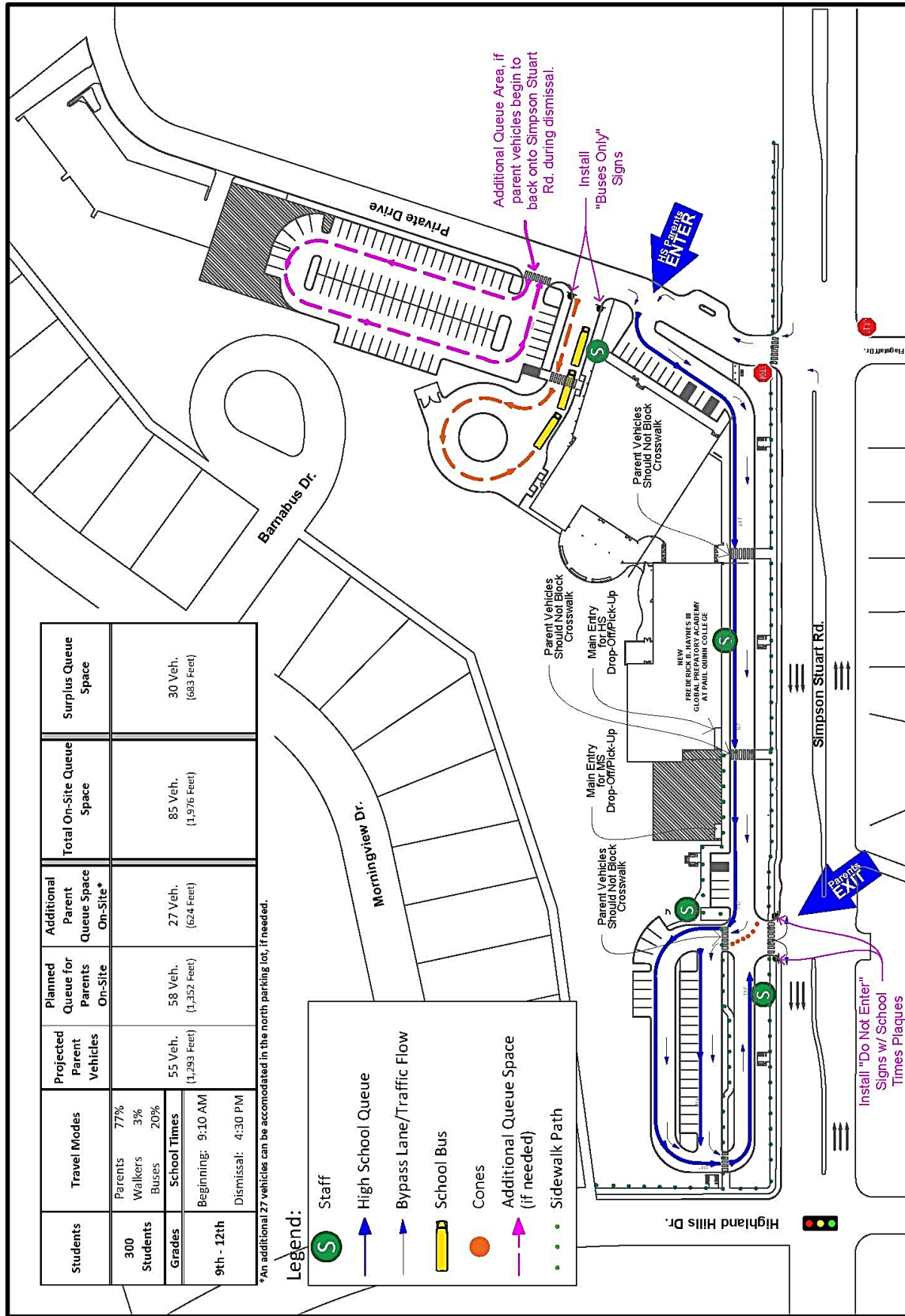
15. Update all school-related signs to comply with current TxMUTCD criteria. Detailed review will be provided with the Civil engineer's signing and striping plan submittal.
16. It is recommended to install a school zone on Simpson Stuart Road as stated above.

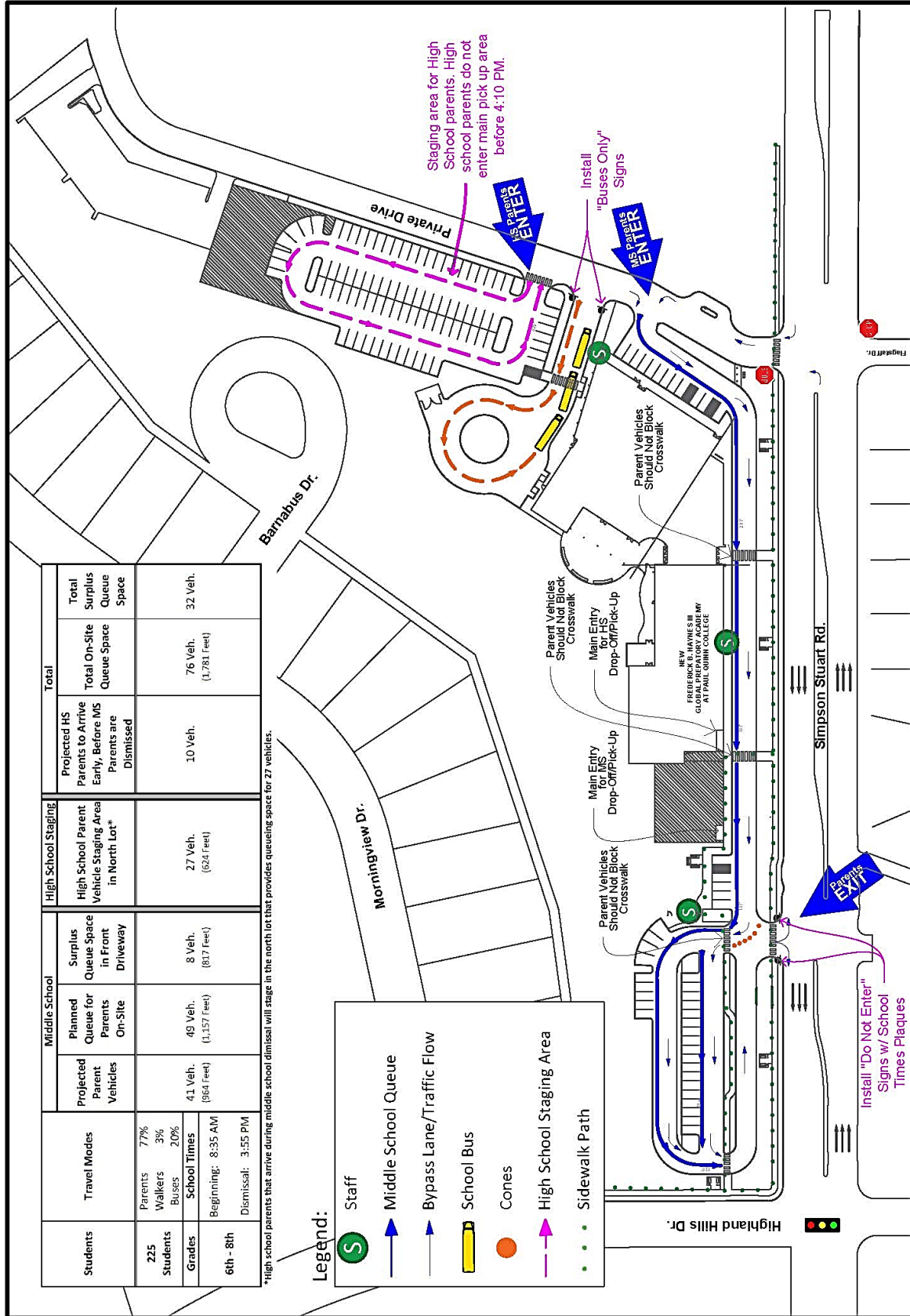
Summary

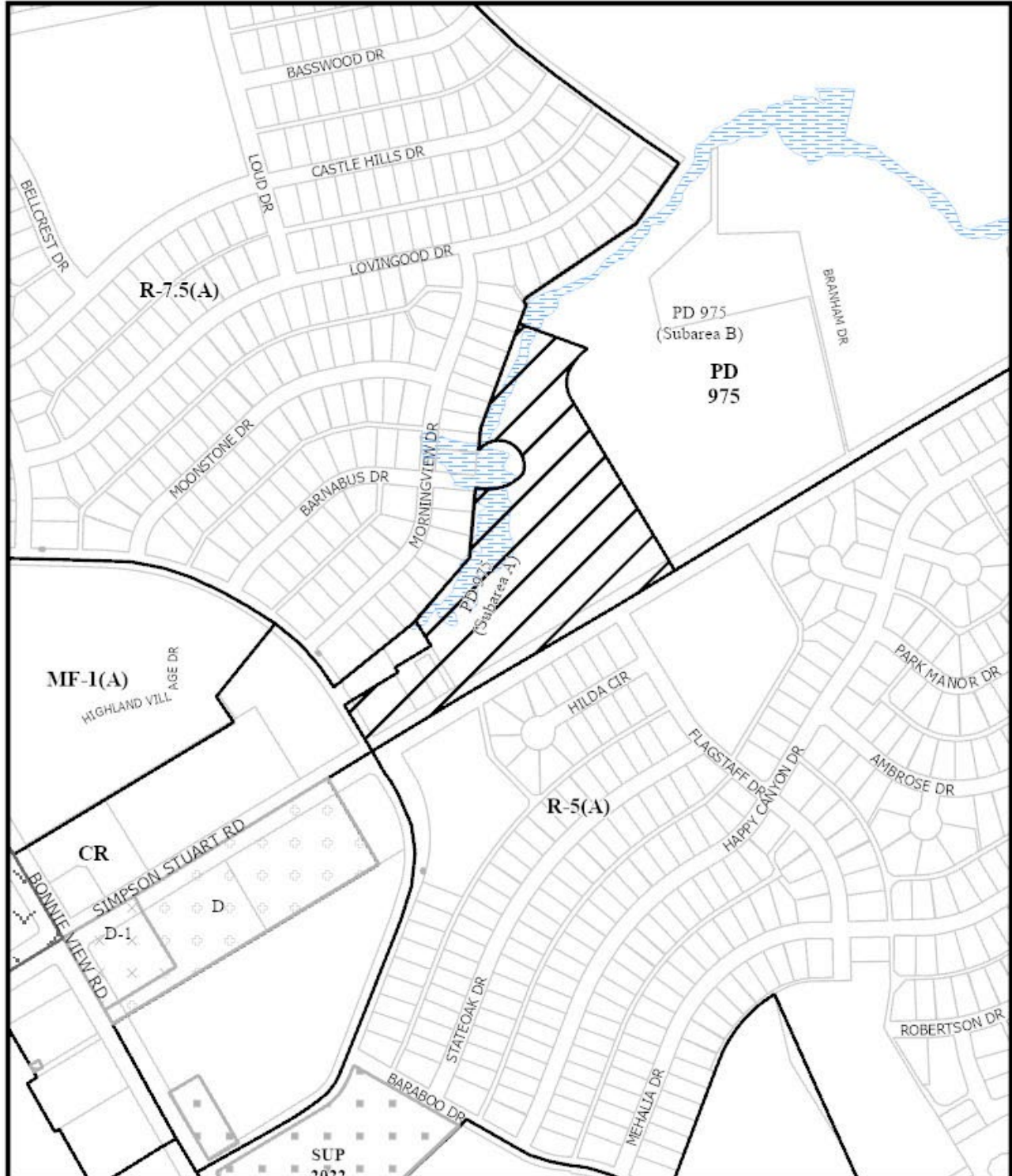
The Dr. Frederick D. Haynes III, Global Preparatory Academy at Paul Quinn College Traffic Management Plan is designed to provide safe vehicular and pedestrian movement to and from school and can accommodate the projected vehicular queues on campus without blocking through traffic.

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

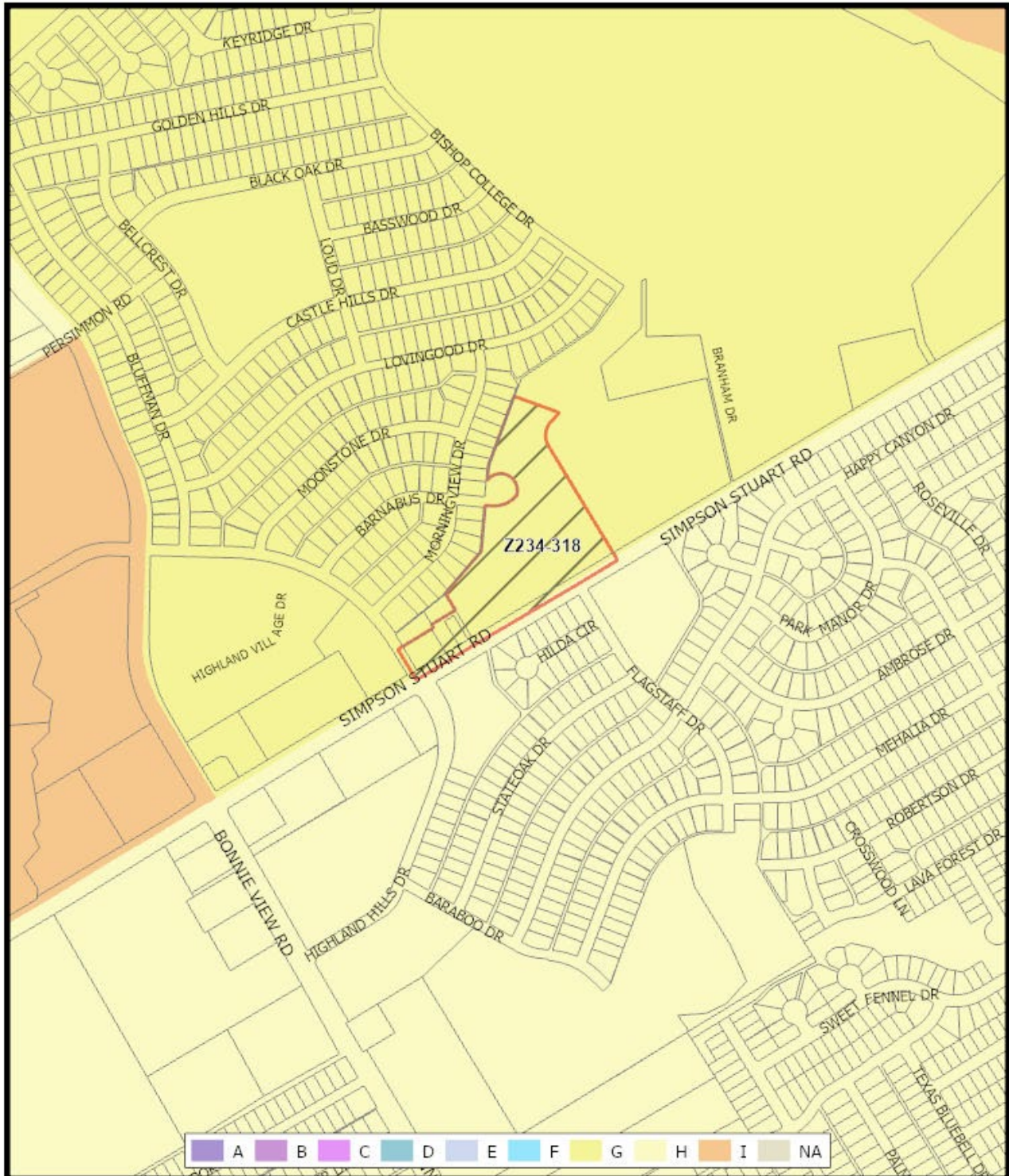
END







 1:4,800	<h1>ZONING AND LAND USE</h1>	Case no: <u> Z234-318 </u> Date: <u> 12/10/2024 </u>
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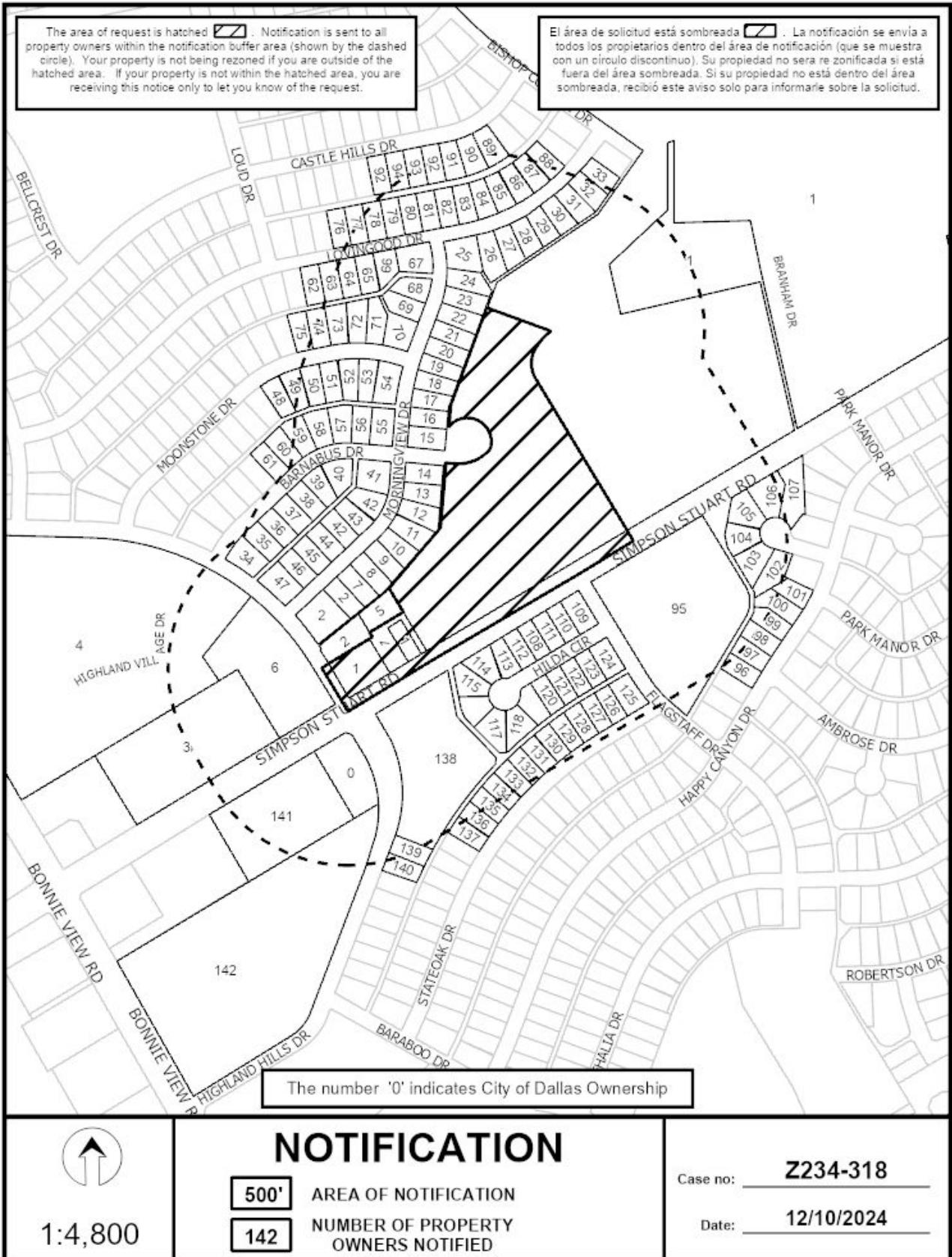


1:7,200

Market Value Analysis

Case no: Z234-318

Date: 12/10/2024



Notification List of Property Owners

Z234-318

142 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	3837 SIMPSON STUART RD	PAUL QUINN COLLEGE
2	6042 HIGHLAND HILLS DR	DRCOSM
3	3659 SIMPSON STUART RD	MOUNT TABOR BAPTIST
4	5969 HIGHLAND VILLAGE DR	ESTELLE COMMUNITY PARTNERS LP
5	3709 SIMPSON STUART RD	SUNNYVALE BLDG CORP
6	3655 SIMPSON STUART RD	U S POSTAL SERVICE
7	3720 MORNINGVIEW DR	LANZA NELSON DAVID &
8	3724 MORNINGVIEW DR	NIXON LUTHER JR &
9	3730 MORNINGVIEW DR	JACKSON PHILLIP
10	3734 MORNINGVIEW DR	FITZGERALD CATHERINE EST OF & ET AL
11	3740 MORNINGVIEW DR	MARTINEZ BERENICE BEATRIZ &
12	3744 MORNINGVIEW DR	GRAY RODERICK B EST OF
13	3750 MORNINGVIEW DR	PEREZ ASHLEY N
14	3754 MORNINGVIEW DR	INGRAM RONALD D
15	3806 MORNINGVIEW DR	HARRELL TERRY L
16	3810 MORNINGVIEW DR	BHATT SONAI N
17	3816 MORNINGVIEW DR	CARTER RENEE
18	3820 MORNINGVIEW DR	CITY & COUNTRY HOMES OF
19	3826 MORNINGVIEW DR	REYES JEYSI M & ZEPEDA EDUARDO B
20	3830 MORNINGVIEW DR	CORNISH NITA MICHELLE
21	3836 MORNINGVIEW DR	THOMAS QUENDOLYN J
22	3840 MORNINGVIEW DR	Taxpayer at
23	3846 MORNINGVIEW DR	BELTRAN BENITA
24	3850 MORNINGVIEW DR	SOLIS JACKLIN &
25	3856 MORNINGVIEW DR	NEAL MAXCINE
26	3912 LOVINGOOD DR	PAYNE ELZA J

12/10/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	3918 LOVINGOOD DR	ALARCON RUBI AGUILAR
28	3922 LOVINGOOD DR	HERNANDEZ MARK DELEON
29	3928 LOVINGOOD DR	OFFORD BOBBIE M
30	3932 LOVINGOOD DR	THORNTON DAN ESTATE OF
31	3938 LOVINGOOD DR	Taxpayer at
32	3942 LOVINGOOD DR	MCCOY KAYE FRANCIS
33	3948 LOVINGOOD DR	ASHRIEF INTERNATIONAL INC
34	3706 BARNABUS DR	VELEZ ALBERTO &
35	3710 BARNABUS DR	WALKER KATHY
36	3716 BARNABUS DR	GARCIA NANCY ISIDRO
37	3720 BARNABUS DR	JACKSON JUDY LAVERNE
38	3726 BARNABUS DR	RODRIGUEZ NILZA E
39	3732 BARNABUS DR	MUNOZ CAROLINA HERNANDEZ &
40	3742 BARNABUS DR	WASHINGTON GEORGE L
41	3753 MORNINGVIEW DR	INGRAM RONALD
42	3743 MORNINGVIEW DR	NIXON FREDERICK DREW
43	3731 MORNINGVIEW DR	MP LIMITED HOLDINGS LLC
44	3721 MORNINGVIEW DR	JOHNSON PATRICE R &
45	3715 MORNINGVIEW DR	RAY JACQUELINE &
46	3711 MORNINGVIEW DR	DAVIS MARY E
47	3705 MORNINGVIEW DR	SANCHEZ ALBERTO & RITA
48	3708 MOONSTONE DR	MEDLOCK ESTHER L ET AL
49	3718 MOONSTONE DR	STANBERRY MARY EST OF
50	3724 MOONSTONE DR	MORALES JOSE MANUEL
51	3728 MOONSTONE DR	HIGGS LAWRENCE C
52	3732 MOONSTONE DR	HERNANDEZ KAREN M &
53	3740 MOONSTONE DR	APARICIO PAULA I SANCHEZ
54	3744 MOONSTONE DR	TORRES MONTOYA ADAN &
55	3753 BARNABUS DR	SANDOVAL RICHARD
56	3747 BARNABUS DR	MOORE JOHNNIE R ESTATE &
57	3743 BARNABUS DR	PEREZ MARIA B

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	3739 BARNABUS DR	PENSCO TRUST CO
59	3735 BARNABUS DR	CONNER ANTONIO
60	3731 BARNABUS DR	ROBERSON DARYL
61	3727 BARNABUS DR	RODRIGUEZ GERARDO SANCHEZ
62	3810 LOVINGOOD DR	CARRILLO ERIK IVAN
63	3816 LOVINGOOD DR	MOORE HAZEL W
64	3820 LOVINGOOD DR	CAMPA FRANCISCO &
65	3826 LOVINGOOD DR	GREENHOUSE CAPITAL LLC
66	3830 LOVINGOOD DR	HARDIN OSCAR C EST OF
67	3855 MORNINGVIEW DR	WILLEMS DAN
68	3847 MORNINGVIEW DR	RODRIGUEZ RAISTLIN MIKKAEL
69	3839 MORNINGVIEW DR	VIGIL MARC
70	3831 MORNINGVIEW DR	ANDERSON N JOE
71	3739 MOONSTONE DR	MCSHANE ROOSEVELT
72	3735 MOONSTONE DR	WARE ROBERT ESTATE OF
73	3731 MOONSTONE DR	WALKER TRAVIS
74	3727 MOONSTONE DR	JACKSON LOUISE ESTATE OF
75	3723 MOONSTONE DR	FIALLO JENEAN
76	3819 LOVINGOOD DR	SHEPHERD OPHELIA EST OF
77	3825 LOVINGOOD DR	RIDER WILFORD & ANGELA
78	3829 LOVINGOOD DR	FOREST ANNIE SIMMS
79	3835 LOVINGOOD DR	Taxpayer at
80	3839 LOVINGOOD DR	MANUS AUDREY
81	3845 LOVINGOOD DR	MILES JOHNNIE ROY
82	3903 LOVINGOOD DR	STILL CALLIE M ESTATE OF
83	3909 LOVINGOOD DR	BYRD LEEMON JR
84	3917 LOVINGOOD DR	Taxpayer at
85	3923 LOVINGOOD DR	Taxpayer at
86	3929 LOVINGOOD DR	ALVAREZ ERIKA HERNANDEZ
87	3933 LOVINGOOD DR	THOMPSON TOMMY SR
88	3939 LOVINGOOD DR	KELLY ROBERT ESTATE OF

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	3864 CASTLE HILLS DR	CAVADIAN PROPERTIES LLC
90	3860 CASTLE HILLS DR	EQUITABLE REAL ESTATE INV LLC
91	3856 CASTLE HILLS DR	MUNOZ JESUS MANUEL MORALES &
92	3850 CASTLE HILLS DR	SERRANO FAMILY INVESTMENTS LLC
93	3846 CASTLE HILLS DR	MCNEELY JOHN D
94	3840 CASTLE HILLS DR	GUERRERO ANA ROSA &
95	3800 SIMPSON STUART RD	HIGHLAND HILLS METHODIST CHURCH
96	3875 HAPPY CANYON DR	BROWN BERTHA R DUNN &
97	3879 HAPPY CANYON DR	GARCIA ARMANDO & MARIAM A B FRAIRE
98	3883 HAPPY CANYON DR	COLE DORA L LIFE ESTATE
99	3887 HAPPY CANYON DR	SMITH HAROLD G EST OF
100	3891 HAPPY CANYON DR	CARPENTERJONES LASHONDA
101	3897 HAPPY CANYON DR	LUCIO JUAN FRANCISCO C &
102	3909 HAPPY CANYON CT	DMS INVESTMENT PROPERTIES LLC
103	3915 HAPPY CANYON CT	BROOKS WILLIA A ESTATE
104	3919 HAPPY CANYON CT	DIGGLES BREVELY HARPER
105	3923 HAPPY CANYON CT	LEWIS CORMA JEAN EST OF
106	3927 HAPPY CANYON CT	LADEJO CYNTHIA WILLIAMS
107	3931 HAPPY CANYON CT	MEDELLIN JUAN PABLO
108	3725 HILDA CIR	ZAMBRANO MARIO ALBERTO FLORES &
109	3739 HILDA CIR	KEFFER JASON
110	3733 HILDA CIR	WILLIAMS THERESA D
111	3729 HILDA CIR	SANCHEZ MARIA DOLORES &
112	3721 HILDA CIR	CARRANZA JAVIER A &
113	3717 HILDA CIR	WALKER BRENDA JEAN
114	3709 HILDA CIR	COATES MARY ET AL
115	3703 HILDA CIR	YOHANNES SEYOUM
116	3704 HILDA CIR	ARRINGTON NATHANIEL EST
117	3708 HILDA CIR	SMITH ALICIA ANYEE
118	3712 HILDA CIR	REI NATION LLC
119	3718 HILDA CIR	MACIAS TERESA

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	3722 HILDA CIR	BEASLEY LONNIE LEE JR
121	3726 HILDA CIR	SOLIS SABINO
122	3730 HILDA CIR	ESCOBAR JULIO ISAIAS &
123	3734 HILDA CIR	CRUMBY JUDITH L
124	3740 HILDA CIR	WHITEHEAD PATTY RUTH
125	3855 STATE OAK DR	RAMIREZ JUAN ADOLFO PAZ
126	3847 STATE OAK DR	RAMIREZ JUAN ADOLFO PAZ
127	3843 STATE OAK DR	SHAW ROSELENE
128	3839 STATE OAK DR	DONALSON EARNEST LEE
129	3835 STATE OAK DR	FISHER CHARLES LINSON LIFE EST &
130	3831 STATE OAK DR	GATSON MAURICE
131	3827 STATE OAK DR	SANTILLAN JOSE CARMEN
132	3823 STATE OAK DR	SANTILLANHERNANDEZ MARIA ANGELICA
133	3819 STATE OAK DR	CALLOWAY DAVID H
134	3815 STATE OAK DR	POTTS KATIE
135	3811 STATE OAK DR	LEE GLORIA JEAN
136	3807 STATE OAK DR	Taxpayer at
137	3803 STATE OAK DR	SANTILLAN MARGARITA
138	3700 SIMPSON STUART RD	MOUNT TABOR BAPTIST
139	6154 HIGHLAND HILLS DR	SILVA ELSA
140	6158 HIGHLAND HILLS DR	PICKLES SHARON
141	3546 SIMPSON STUART RD	MOUNT TABOR BAPTIST
142	6271 HIGHLAND HILLS DR	HIGHLAND PARK APARTMENTS LLC