

FILE NUMBER: Z212-260(AU) **DATE FILED:** May 3, 2022
LOCATION: Bounded by Alta Vista Lane, Wonderland Trail, and Northhaven Road
COUNCIL DISTRICT: 13
SIZE OF REQUEST: Approx. 8.5 acres **CENSUS TRACT:** 48113009609

REPRESENTATIVE: Karl 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-16(A) Single Family District.
SUMMARY: The applicant proposes to construct an addition to the existing public school. *[Harry C. Withers Elementary School]*
STAFF RECOMMENDATION: **Approval**, subject to a site plan, a traffic management plan, and conditions.
CPC RECOMMENDATION: On September 7, 2023, the City Plan Commission held the item under advisement until September 21, 2023 meeting.

R-16(A) Single Family:

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

BACKGROUND INFORMATION:

- The area of request is located within R-16(A) Single Family District and is currently developed with a public elementary school [*Harry C. Withers Elementary School*]. Public schools are allowable subject to a Specific Use Permit within R-16(A).
- The site is currently developed with a 45,929 square-foot building, one story in height, built in 1962, per DCAD records, being used for a public school, for 24 classrooms for grades Pre-K through 5th grade. The applicant proposes to expand the schools to approximately 65,000 square feet. The addition will add 10 classrooms, a kitchen addition, and security entrance addition.
- The property has an approved preliminary plat (S212-155) that will be relied upon to establish a building site for construction of an addition to the school.

Zoning History:

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

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing / Proposed ROW
Alta Vista Lane	Local Street	60 feet
Wonderland Trail	Local Street	60 feet
Northaven Road	Local Street	60 feet

Transportation:

A traffic management plan (TMP) has been submitted as part of the current zoning request and proposed SUP conditions include standard TMP language.

The proposed TMP, dated July 31, 2023, is sealed by a licensed professional engineer, and contains the signature of the school principal. Proposed SUP conditions require a traffic study evaluating the sufficiency of the TMP to be submitted by March 1, 2026, or within six months after students first begin attending classes (whichever is later), and by March 1st of each even-numbered year thereafter.

The proposed TMP is proposing to improve the current situation by moving the parents' pick-up and drop-off area on site, in the newly proposed parking lot along Wonderland Trail, and maintain bus drop-off and pick-up in the public right-of-way along Northaven Road. The busses and parents' drop-off and pick-up currently operate from the public right-of-way along all streets. The TMP also includes queuing along Alta Vista Lane.

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.

With the inclusion of the proposed conditions, 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.

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.1 Promote pedestrian friendly streetscapes

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	R-16(A) Single Family	Public school
North East South	R-16(A) Single Family	Single family homes
West	R-16(A) Single Family	Public Park [Northaven Park and Greenbelt]

Land Use Compatibility:

The area of request is a portion of a block bordered by Alta Vista Lane, Wonderland Trail, and Northaven Road. The property is developed with a public school other than an open-enrollment charter school [Harry C. Withers Elementary], for grades Pre-K through 5th grade. The subject site is surrounded by single family homes and by Northaven Park and Greenbelt to the west.

The current request is for a new Specific Use Permit to allow for the expansion of the school, from approximately 45,929 square feet to approximately 65,000 square feet. The addition is for ten new classrooms and administrative offices. No increase in enrollment is estimated.

Development Standards:

Following is a comparison table showing development standards for a R-16(A) Single Family District in general:

	Setbacks		Height ¹	Lot Coverage ²	Density/FAR
	Front	Side/Rear			
General standards for a public-school use in reference R-16(A) Single Family District	35' min	15' / 20' min	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

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.

The proposed SUP Conditions contain requirements for six-foot sidewalks and five-foot street buffers for Alta Vista Lane and Wonderland Trail, triggered by this request; and same requirement for Northaven Road when it will be replaced. The SUP Site Plan also indicates a six-foot sidewalk and a ten-foot buffer along the newly proposed parking lot.

The existing school has been serving the community for multiple decades and remains compatible with surrounding residential and recreational uses. Staff also took into consideration the proposed design improvements and public benefits associated with the school expansion.

Landscaping

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

The proposed SUP conditions contain additional requirements for large street trees along Alta Vista Drive, to be installed with this proposed addition, as well as three areas that will include amenities to be accessible to the public, such as benches and trash cans, and additional landscape screening requirements for the western parking lot. The proposed SUP site plan indicates a detention pond, the proposed SUP conditions include provisions for additional trees around the detention pond.

The city arborist reviewed the current zoning request and anticipates that the site can conform to Article X, as proposed. A landscape plan will be required for review at permitting. The city arborist supports the current zoning request and will coordinate with the applicant at permitting for further review of landscaping requirements at the request site.

Parking

Pursuant to §51A-4.200 of the Dallas Development Code, off-street parking must be provided in accordance with the standard use regulations, 1.5 spaces for each elementary school classroom. The school, including the proposed addition includes 34 classrooms, therefore requiring 51 parking spaces. Site data summary table on the proposed development plan indicates 56 off-street parking spaces provided, which is an increase of 21 spaces in addition to the amount already existing on 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). While the area of request is not located within an MVA cluster, it is surrounded by a "B" MVA cluster on all sides.

Dallas ISD Trustees and Administration

Dallas ISD Board of Trustees:

- District 1 **Edwin Flores**
- District 2 **Dustin Marshall**
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- District 4 **Camile White**
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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
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- Shannon Trejo** – Chief Academic Officer
- David Bates** – Chief Operations Officer
- Jon T Dahlander** – Chief Partnerships and Intergovernmental Relations Officer

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:
 - Except as provided in this condition, landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.
 - A minimum of nine additional large trees must be provided along the Alta Vista Drive frontage at a minimum of 40 feet on center and within 25 feet of the back of the curb.
 - A minimum of eight Bald Cypress trees must be planted around the proposed detention pond indicated on the Site Plan.
 - The Wonderland Trail street buffer zone between the points of ingress/egress may be provided in the right-of-way, subject to the requirements of Article X.
5. SIDEWALKS/BUFFER:
 - Prior to the issuance of a certificate of occupancy, minimum six-foot-wide unobstructed sidewalks with a minimum five-foot-wide buffer must be provided along the entire length of the Alta Vista Drive and Wonderland Trail frontages.
 - The existing sidewalks along the Northaven Road that are in good repair may remain, as shown on the site plan; however, when the existing sidewalk is replaced it must be replaced with a minimum six-foot-wide unobstructed sidewalk with a minimum five-foot-wide buffer.
6. PEDESTRIAN AMENITIES:
 - Prior to the issuance of a certificate of occupancy, each of the following pedestrian amenities must be provide as shown on the Site Plan:
 - Area A: a minimum of three benches and one trash can
 - Area B: a minimum of two benches and one trash can
 - Area C: a minimum of two benches and one trash can.
 - 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 elsewhere in these conditions.
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. 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 as shown on the attached traffic management plan.
- (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, 2026, or within six months a certificate of occupancy. 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, 2026, or within six 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.

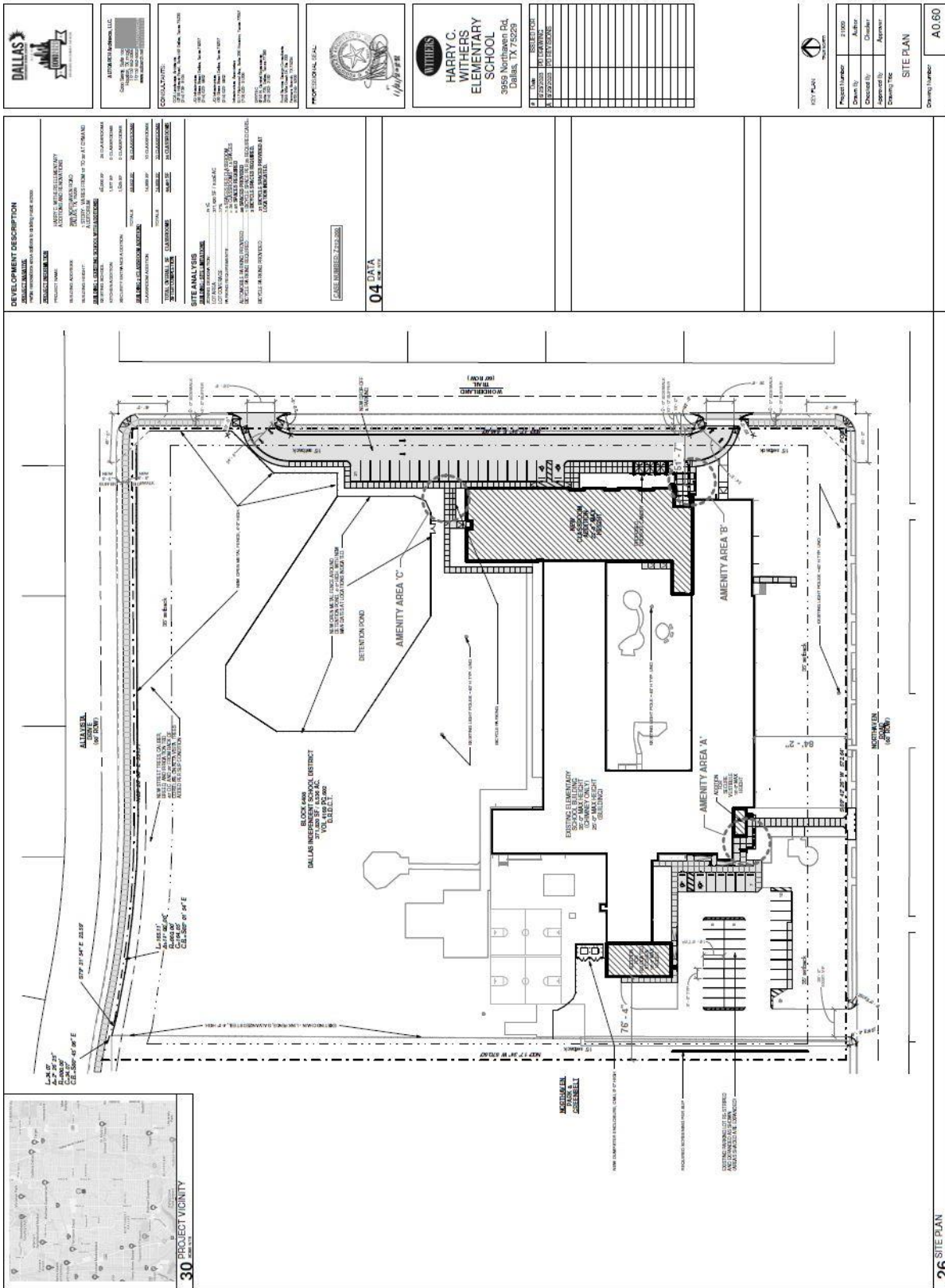
9. SCREENING:

- Screening of the parking located along the western boundary of the Property must be provided.
- The screening must be evergreen plant material, located in a bed with a minimum width of three feet and a minimum soil depth of 24 inches or one of the options for design included in Article X.
- The initial plantings must be capable of obtaining a solid appearance within three years.

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

Proposed Site Plan



DEVELOPMENT DESCRIPTION

PROJECT NAME: HARRY C. WITHERS WITHERS ELEMENTARY SCHOOL

PROJECT NUMBER: 212000

OWNER: DALLAS ISD

DESIGNER: HOK

DATE: 08/20/2020

SCALE: AS SHOWN

PROJECT LOCATION: 3925 N. GARDNER ST., DALLAS, TX 75226

PROJECT AREA: 1.00 AC

PROJECT TYPE: SCHOOL

PROJECT PHASE: PRELIMINARY

PROJECT STATUS: PRELIMINARY

PROJECT DESCRIPTION: HARRY C. WITHERS WITHERS ELEMENTARY SCHOOL

PROJECT AREA: 1.00 AC

PROJECT TYPE: SCHOOL

PROJECT PHASE: PRELIMINARY

PROJECT STATUS: PRELIMINARY

04 DATA

CASE NUMBER: Z212-260

DATE: 08/20/2020

SCALE: AS SHOWN

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	08/20/2020
2	ISSUED FOR PERMIT	08/20/2020
3	ISSUED FOR PERMIT	08/20/2020
4	ISSUED FOR PERMIT	08/20/2020
5	ISSUED FOR PERMIT	08/20/2020
6	ISSUED FOR PERMIT	08/20/2020
7	ISSUED FOR PERMIT	08/20/2020
8	ISSUED FOR PERMIT	08/20/2020
9	ISSUED FOR PERMIT	08/20/2020
10	ISSUED FOR PERMIT	08/20/2020

PROFESSIONAL SEAL

REGISTERED PROFESSIONAL ENGINEER

STATE OF TEXAS

NO. 12345

EXPIRES 12/31/2025

PROJECT NUMBER: 212000

OWNER: DALLAS ISD

DESIGNER: HOK

DATE: 08/20/2020

SCALE: AS SHOWN

PROJECT LOCATION: 3925 N. GARDNER ST., DALLAS, TX 75226

PROJECT AREA: 1.00 AC

PROJECT TYPE: SCHOOL

PROJECT PHASE: PRELIMINARY

PROJECT STATUS: PRELIMINARY

04 DATA

CASE NUMBER: Z212-260

DATE: 08/20/2020

SCALE: AS SHOWN

04 DATA

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CASE NUMBER: Z212-260

DATE: 08/20/2020

SCALE: AS SHOWN

04 DATA

CASE NUMBER: Z212-260

DATE: 08/20/2020

SCALE: AS SHOWN

Proposed Traffic Management Plan

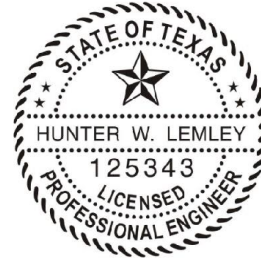
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August 11, 2023

PK# 2215-21.352

TRAFFIC MANAGEMENT PLAN

Z212-260



Dallas Independent School District Harry C. Withers 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 DISD Harry C. Withers Elementary School described below. The school has an existing enrollment of 428 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 dismissal field observations on Monday, April 11th, 2022 and Tuesday, April 12th, 2022 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

Proposed Traffic Management Plan (cont.)

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2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 3959 Northaven Road, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Northaven Road:
 - Cross-section: Approximately 38' in width, two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - Wonderland Trail:
 - Cross-section: Approximately 36' in width, two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school.
 - Speed Limit: 30 mph
 - Alta Vista Lane:
 - Cross-section: Approximately 35' in width, two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school.
 - Speed Limit: 30 mph
 - **Adjacent Intersections:**
 - Northaven Road and Candlelight lane - Marked crosswalks on all approaches, with barrier free ramps provided on the northwest corner.
 - Northaven Road and Wonderland Trail - Marked crosswalks on north, west, and south legs approaches, with barrier free ramps provided on all corners.
 - Alta Vista Lane and Wonderland Trail - Marked crosswalks on west and south legs approaches, no barrier free ramps provided on any corners.

Proposed Traffic Management Plan (cont.)

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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:**
 - Wonderland Trail: No Driveways (Existing); Two Driveways (Proposed)
 - Northaven Road: One Driveway (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 Monday, April 11th, 2022 and Tuesday, April 12th, 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	7:15 AM – 3:00 PM	428	428	84 (84)	34 (0)	-50 (-84)

*All times are subject to change

Proposed Traffic Management Plan (cont.)

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August 11, 2023

5. CIRCULATION

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

- Description of Existing Conditions

On-Site Circulation:

Parent traffic enters the area traveling eastbound on Alta Vista Lane and turn onto Wonderland Trail. Parent traffic queues/stands on the southbound curb lane of Wonderland Trail, east of the school building as a managed loading system. Queuing then backs along Wonderland Trail and onto Alta Vista Lane along the eastbound curbside. (See **Exhibit 2**)

Traffic exits continuing south after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle. Traffic then exits turning right or left onto Northaven Road.

School buses load and unload students along the westbound curbside of Northaven Road adjacent to the site.

Staff and visitor parking lots are provided west of the 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.

- Description of Proposed Conditions

On-Site Circulation:

Parent traffic is to enter the area traveling on eastbound on Alta Vista Lane and turn onto Wonderland Trail. Parent traffic queues along the recessed area provided on site adjacent to the southbound curb lane of Wonderland Trail, east of the school building as a managed loading system. Queuing then backs along Wonderland Trail and onto Alta Vista Lane along the eastbound curbside. Parent traffic also queues northbound along Wonderland Trail to turn left at the entry driveway.

Traffic is to queue in the recessed area provided on-site along Wonderland Trail (See **Exhibit 1**)

Traffic exits continuing east after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle. Traffic then exits turning right or left onto Wonderland Trail to exit the area via Northaven Road or Alta Vista Lane.

School buses load and unload students along the westbound curbside of Northaven Road adjacent to the site.

Staff and visitor parking lots are provided west of the school building.

Proposed Traffic Management Plan (cont.)

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August 11, 2023

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.

EVALUATION OF SCHOOL ZONES:

- Due to new driveways/recessed area to be utilized for pick-up, the installation of a school zone for Wonderland Trail is recommended – PENDING CITY COUCIL APPROVAL.

6. DROP-OFF/PICK-UP COORDINATION

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

- **Subject School Recommended Loading System:**
 - Administered Sequential Loading System

DEFINITIONS:

An "Administered Sequential Loading System" refers to a managed system that enforces a prescribed policy for picking up students at a specific release time. Passenger loading and vehicle departures are sequential and consecutive order 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. In situations with a double queue line, students are loaded in "groups" where students enter several vehicles in an instance. After, that group of vehicles depart, then another group of vehicles pull forward for the next set of students to enter each vehicle. Groups of vehicles can contain 5-10 vehicles at one time.

A "Monitored Non-Sequential System" refers to a more commonly used managed system that includes a passively supervised protocol that monitors and discourages unsafe activity along the perimeter of the site. This protocol manages students that wait to exit the building at parent vehicle arrival to get to their destination. Passenger loading and vehicle departures are considered non-consecutive to allow drivers to circulate through the area on a more random, but structured basis.

An "Unmanaged System" refers to an unmanaged protocol where students are not monitored or supervised during the loading period. Vehicle arrivals are non-consecutive and circulate through the area on a more random basis without the supervision of school staff.

Proposed Traffic Management Plan (cont.)

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August 11, 2023

- **Separation of modes of transportation:**

- Bus: 5%
- Walk: 5%
- Student Drivers: 0%
- Picked Up by Parent: 90%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 7:15 AM – 3:00 PM (Pre-Kindergarten - 5th)

7. SCHOOL STAFF ASSISTANCE

- **Number:**

- Observed: +15
- Desired: +15

- **Location:**

- Observed: Northaven Road, Wonderland Trail
- Desired: Northaven Road and Wonderland Trail

- **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

Proposed Traffic Management Plan (cont.)

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August 11, 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 Harry C. Withers 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.

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.

<u>Wendy K. Miller</u> Principal Signature	<u>8/29/2023</u> Date
-----------------------------------------------	--------------------------

Name: Wendy K. Miller

Title: Harry C. Withers ES, 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.

Proposed Traffic Management Plan (cont.)

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August 11, 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: 5%
 - ii. Walk: 5%
 - iii. Students Drivers: 0%
 - iv. Picked Up by Parent: 90%
 - NOTE: Information provided by DISD and validated with field observations
 - d. Projected maximum vehicle accumulation: 84
 - e. Projected on-site storage capacity: 34
 - f. Deficit: -50
- c) Proposed 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 pedestrian routes include the sidewalk paths on site.
- d) Proposed Parking Management Strategies:
 - a. On-street parking restrictions: no parking signs along eastbound and westbound curbsides on Northaven Road. No parking signs along northbound and southbound curbsides on Wonderland Trail.
 - b. Faculty Parking: parking lot on south of the building
 - c. Visitor Parking: parking lot on south of the building
- e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)
- f) Other Recommendations: (See **Exhibit 1**)

END OF MEMO

Proposed Traffic Management Plan (cont.)

TI DocuSign Envelope ID: 02F7721F-829F-4B47-9018-A4076F807629
 Student ID System: Administered Sequential Loading System
 # of Staff Assistance: +15
 # of Crossing Guards: None

LEGEND

- ←←← - Queue Area (Sequential Loading)
- ← - Front (or Start) of Queue
- ↻ - Circulation/Flow
- ← - School Bus Loading/Unloading
- ↔ - Pedestrian Access Point
- ↔ - Parent Vehicle 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. Queues are not to obstruct crosswalks at intersections. School Buses to load/unload at least 50' from crosswalks
5. School Zone is pending City Council approval

PK 2215-21.352 (DAC: 08/11/23)

EXHIBIT 1 Z212-260
Traffic Management Plan
 DISD Harry C. Withers Elementary School, Dallas, Texas

Pacheco Koch
 a Westwood company

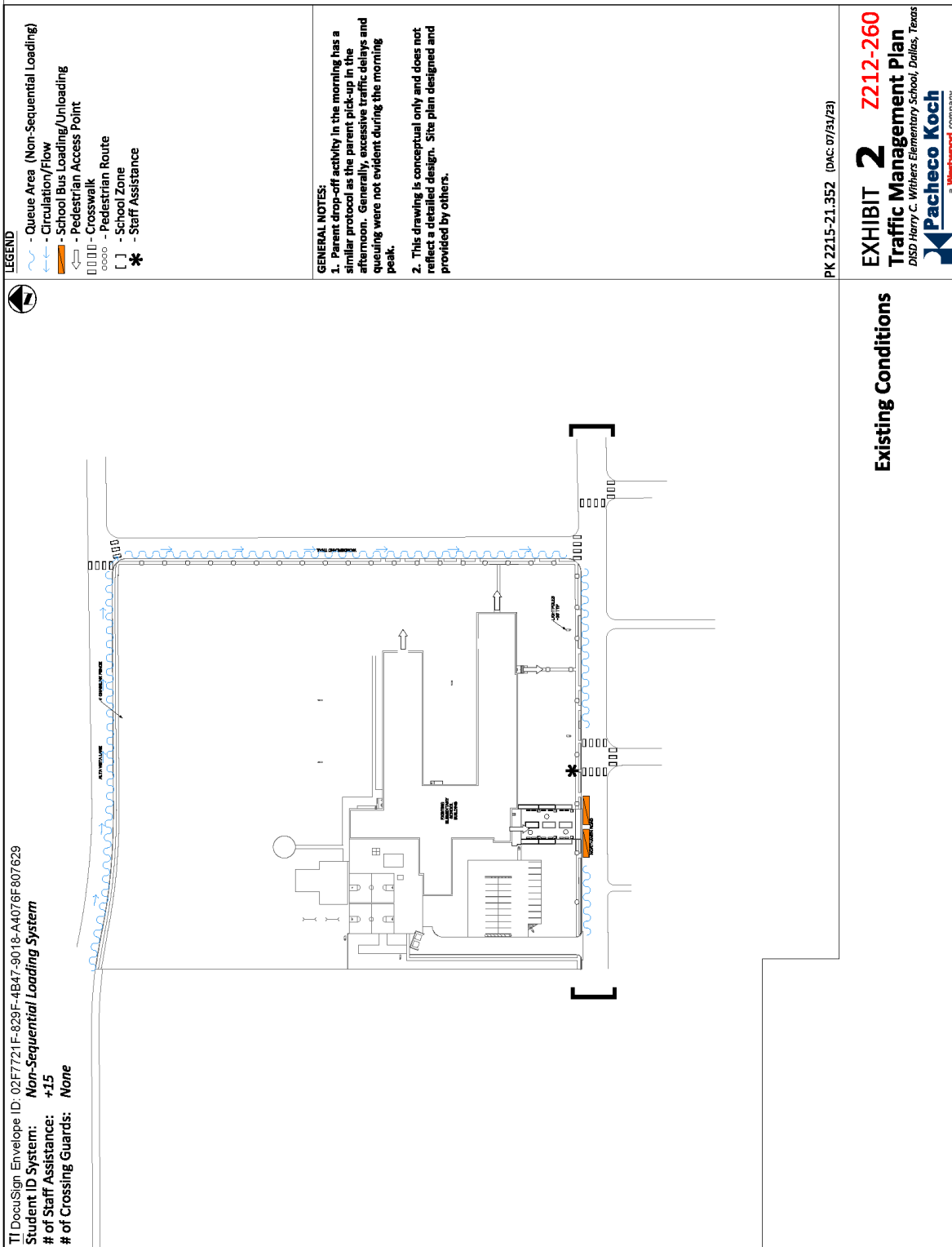
Vehicle Accumulation/Capacity	Notes
Projected Enrollment	428 Students
Deductions:	
By School Bus (5%)*	22 Students
By Walking (5%)*	22 Students
Other (0%)*	0 Students
Students by Pick-up/Drop-off	384 Students
Engineer Recommended Rate:	5.12 lf of max. queue per student
Average Length of Vehicle:	23.5 lf/veh (Pacheco Koch Observed)
*Projected Maximum Vehicle Accumulation**:	84 Vehicles (1 966 LF)
Projected On-Site Capacity:	34 Vehicles (809 LF)
DEFICIT	-50

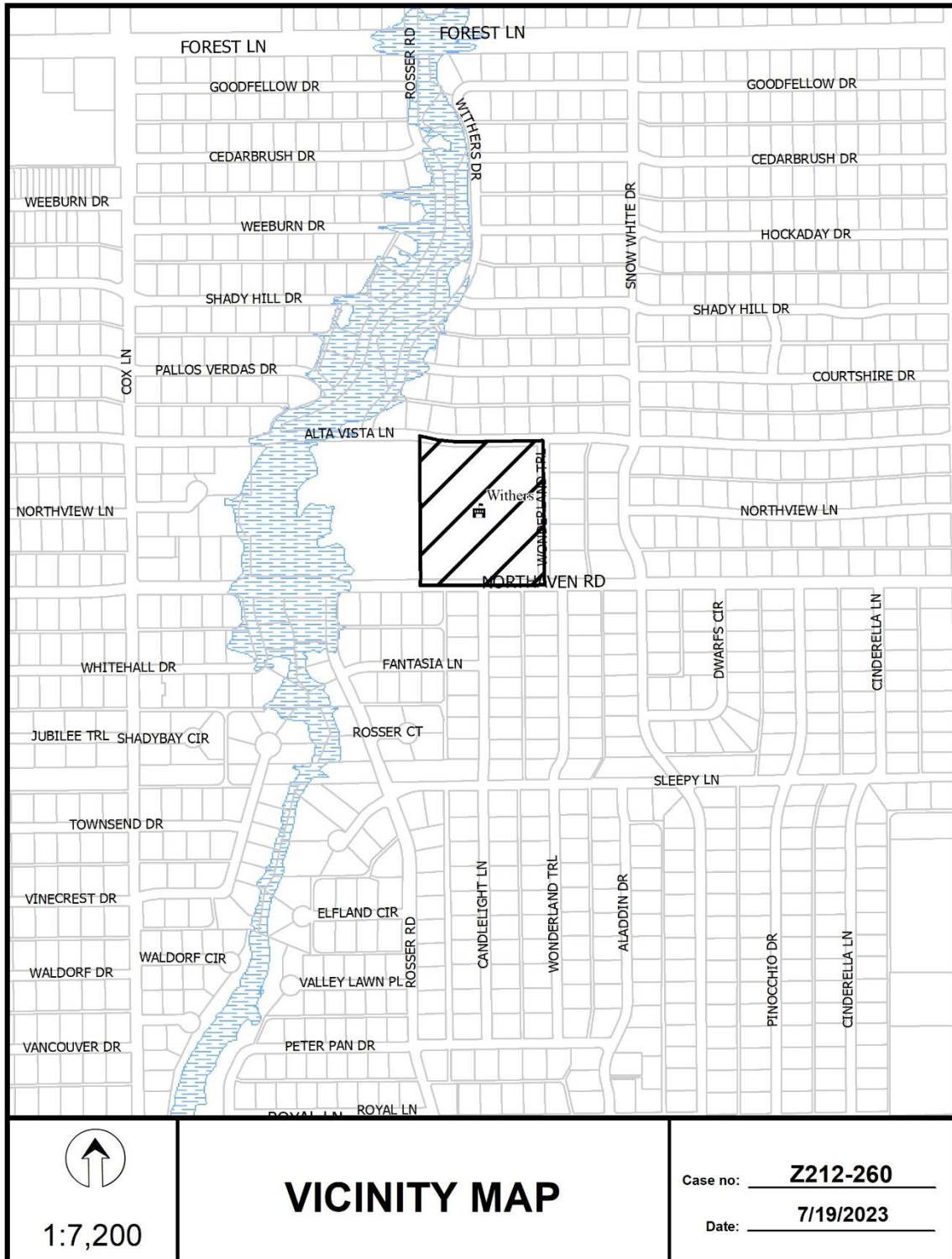
*Information given by school district

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

THE SEAL APPEARING ON THIS DOCUMENT WAS ALLEGEDLY FORGED BY HUNTER W. LEMLEY, P.E. 125343 ON 08/11/23. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER AUTHORITY IS A PROFESSIONAL ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

Proposed Traffic Management Plan (cont.)

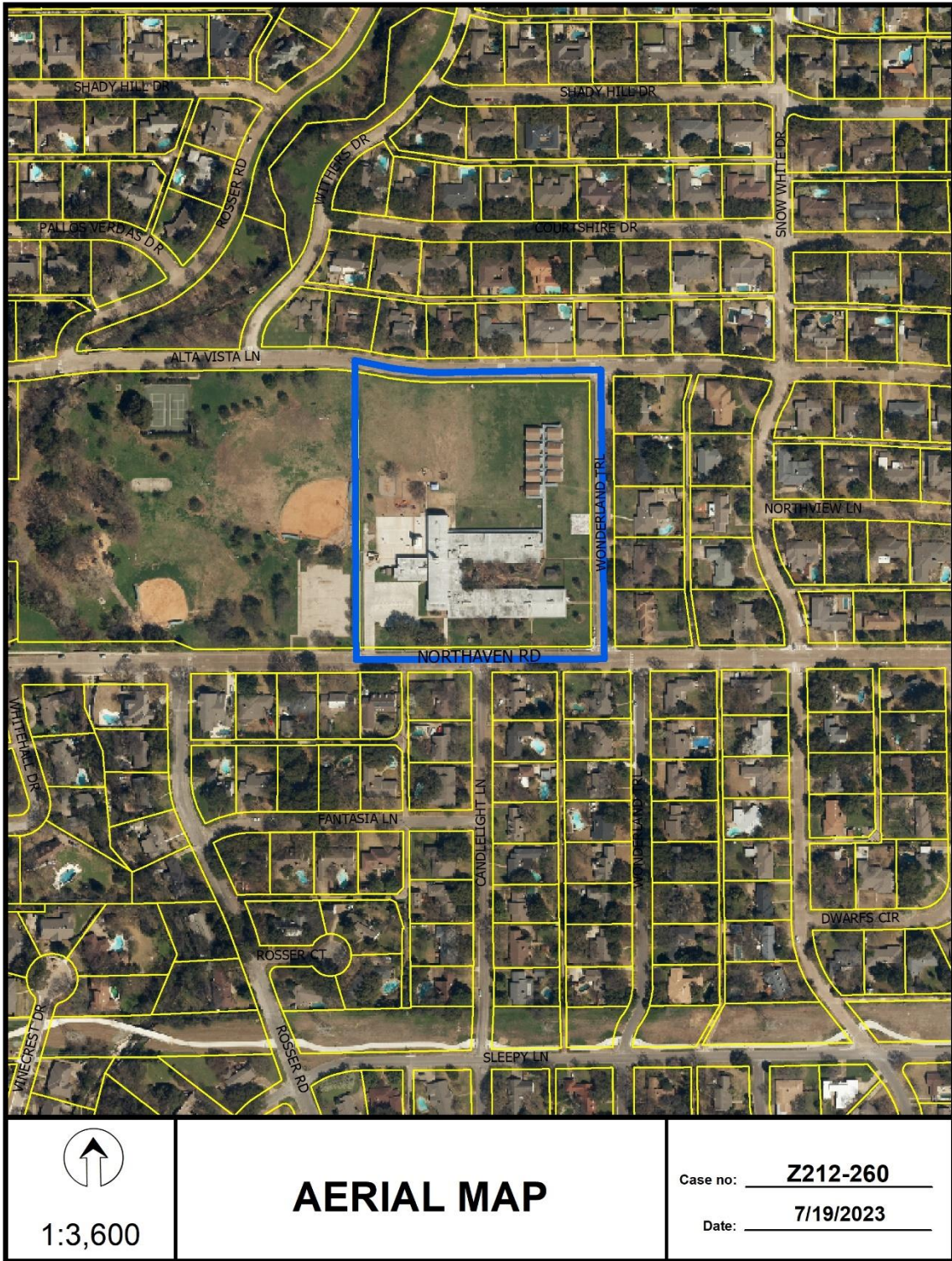


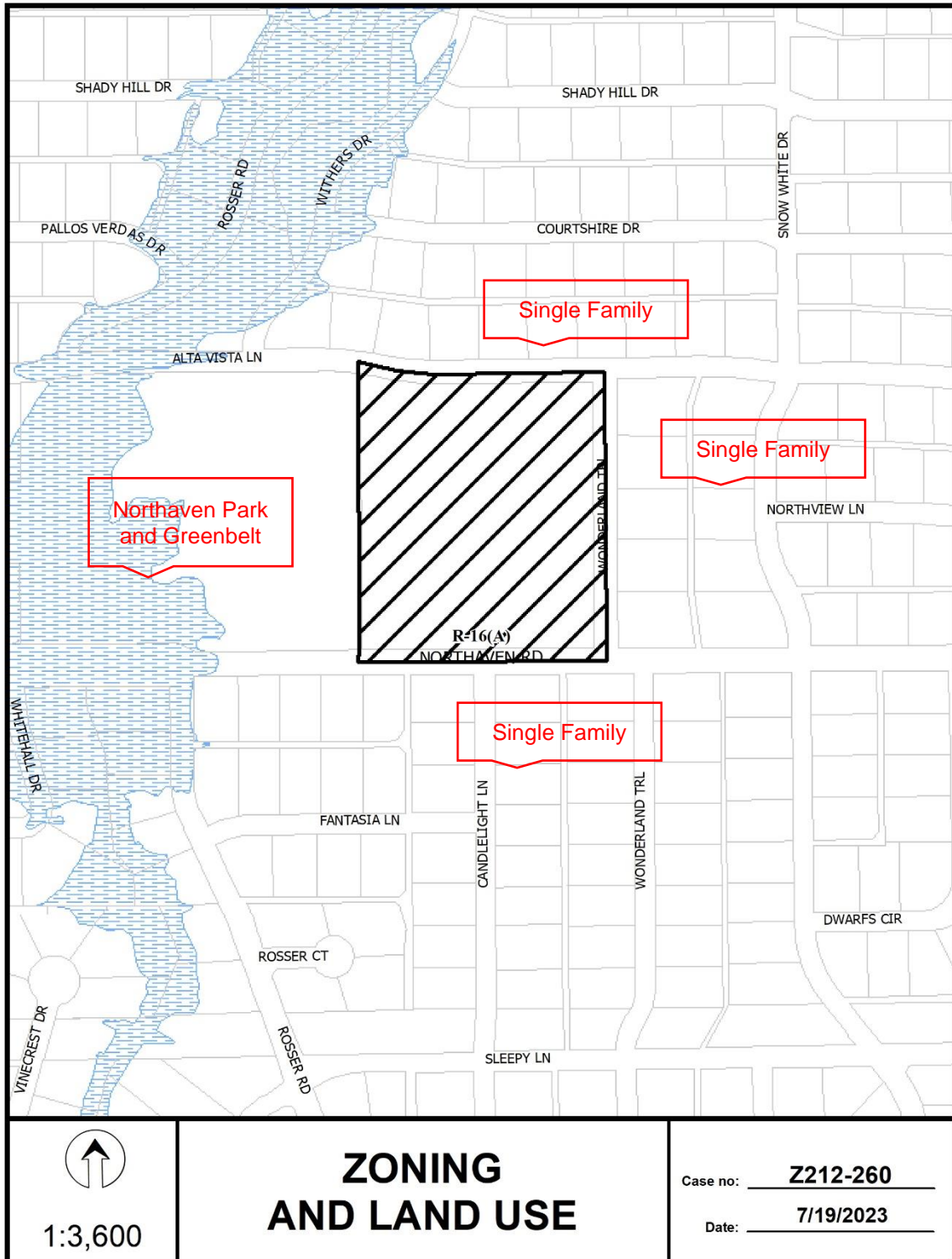


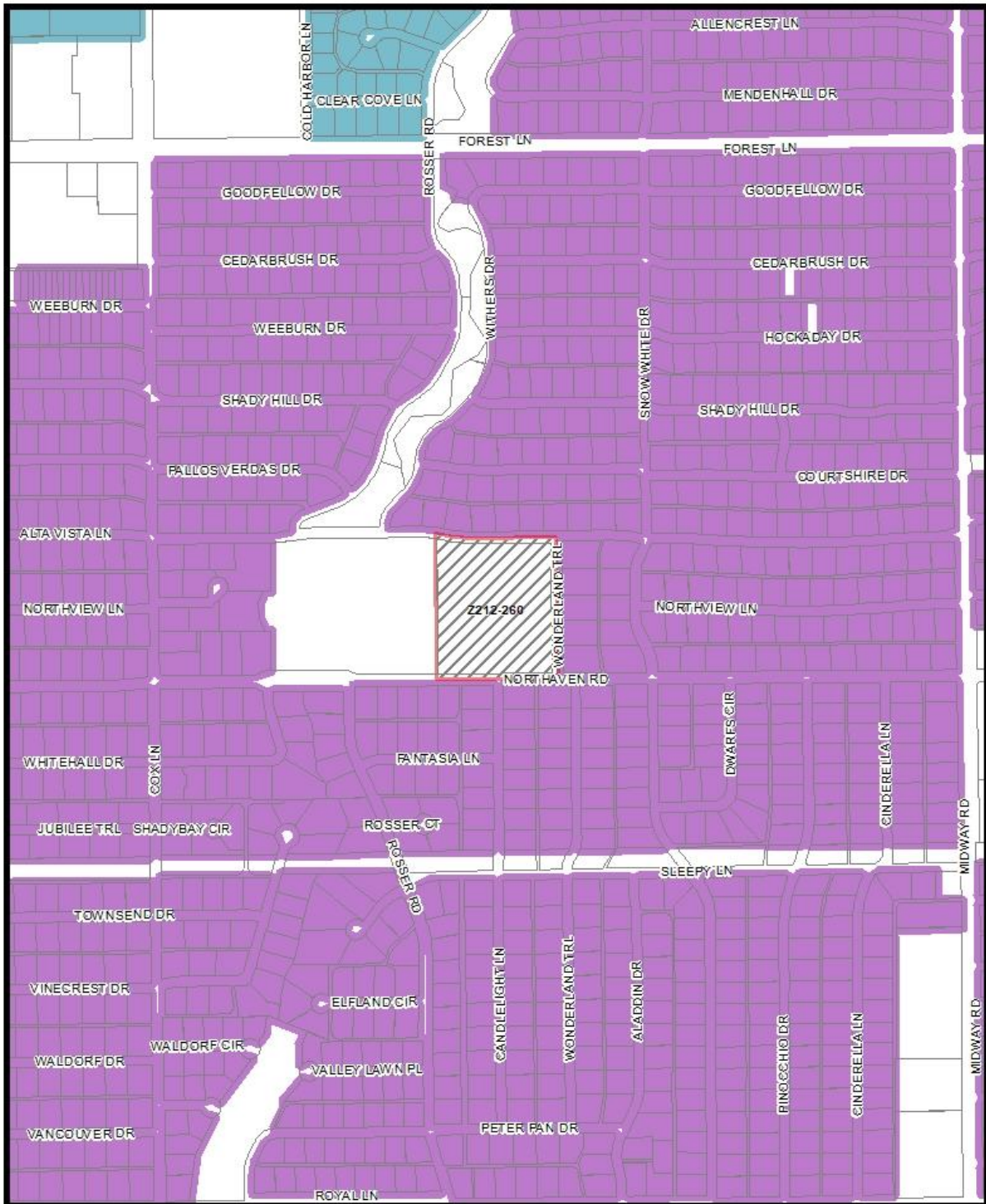
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VICINITY MAP

Case no: Z212-260
Date: 7/19/2023







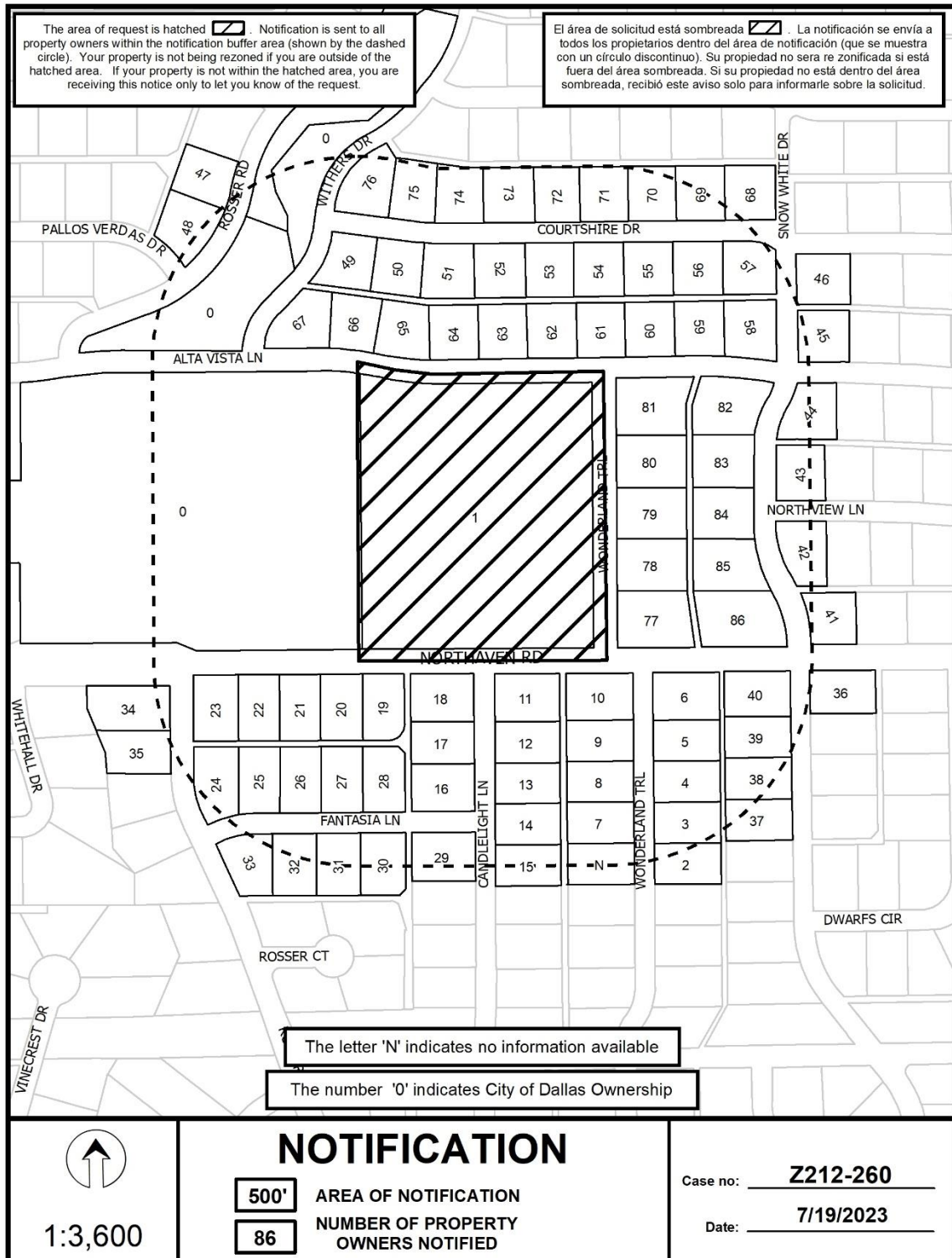
Market Value Analysis

- A
- B
- C
- D
- E
- F
- G
- H
- I
- NA

1:7,200

Market Value Analysis

Printed Date: 7/19/2023



07/19/2023

Notification List of Property Owners***Z212-260******86 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	3959 NORTHAVEN RD	Dallas ISD
2	11138 WONDERLAND TRL	BENTLEY JEFFREY MILLER &
3	11206 WONDERLAND TRL	KENT CHRISTOPHER LANCE &
4	11212 WONDERLAND TRL	CHERNIK DIANE D
5	11218 WONDERLAND TRL	Taxpayer at
6	11224 WONDERLAND TRL	MOSELEY BAILEY JR
7	11205 WONDERLAND TRL	LENZEN GREG K & SHERI
8	11211 WONDERLAND TRL	URBAN SUSAN MCGUIRE
9	11217 WONDERLAND TRL	STANLEY TOM & MINDY
10	11223 WONDERLAND TRL	SIMON FAMILY EDUCATIONAL TRUST THE
11	11224 CANDLELIGHT LN	HINE KELLY D
12	11218 CANDLELIGHT LN	FERMAN SCOTT A
13	11208 CANDLELIGHT LN	MCCUNE CAROLYN J WILT
14	11134 CANDLELIGHT LN	EDMONSON SARA H
15	11128 CANDLELIGHT LN	QKAS LLC
16	11207 CANDLELIGHT LN	CUMMINS MICHAEL P & ANNE E
17	11217 CANDLELIGHT LN	NIX DONALD J
18	11225 CANDLELIGHT LN	SCANNELL TERESA M
19	3950 NORTHAVEN RD	MCSTAY FRANK II &
20	3940 NORTHAVEN RD	ROBINSON EUGENE J
21	3930 NORTHAVEN RD	HURLBURT JOAN M & JOHN
22	3920 NORTHAVEN RD	WELHAUSEN CHARLES
23	11240 ROSSER RD	HOVIVIAN THEODORE F &
24	3909 FANTASIA LN	JOSEPHS JOAN P
25	3919 FANTASIA LN	WANG JUE
26	3929 FANTASIA LN	FREEMAN CHRISTOPHER J &

07/19/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	3939 FANTASIA LN	ECHOLS EDDIE G & PATTY R
28	3949 FANTASIA LN	ABBONDANZIO LUCIANNE
29	11129 CANDLELIGHT LN	QKAS LLC
30	3948 FANTASIA LN	TEEGARDEN MARSHALL SLOAN &
31	3938 FANTASIA LN	BERNISH CHERRY LISA
32	3928 FANTASIA LN	HAUG H EDWARD
33	3918 FANTASIA LN	SHANNON CLAYTON N &
34	11241 ROSSER RD	JOHNSON ELTON
35	11231 ROSSER RD	HAUS & CO HOMES LLC
36	11232 SNOW WHITE DR	JEFFRYES MISTI M
37	11207 SNOW WHITE DR	COX JOHN M
38	11215 SNOW WHITE DR	SCHMIDT WILLIAM C
39	11223 SNOW WHITE DR	SELF JOHN STEPHEN &
40	11231 SNOW WHITE DR	STUHL KATYA
41	4037 NORTHAVEN RD	EHM SECURE TRUST
42	4006 NORTHVIEW LN	SOKAL BEVERLY H TR &
43	4007 NORTHVIEW LN	ASE TRUST AGREEMENT
44	4006 ALTA VISTA LN	PAPPAS WILLIAM B
45	4007 ALTA VISTA LN	SIRKSTILES ALLYSON &
46	4008 COURTSIRE DR	JONES DAVID HIRAM
47	11429 ROSSER RD	ARGAR GROUP LLC
48	11419 ROSSER RD	SYKES JERRET & ALLISON
49	3908 COURTSIRE DR	Taxpayer at
50	3918 COURTSIRE DR	MCGOWEN JENNIFER &
51	3928 COURTSIRE DR	WALKER J SCOTT &
52	3938 COURTSIRE DR	CZERWINSKI DEBORAH ANN
53	3948 COURTSIRE DR	JD LIVING TRUST
54	3958 COURTSIRE DR	LOGAN ADAM M & ALLISON B
55	3968 COURTSIRE DR	Taxpayer at
56	3978 COURTSIRE DR	PARK BRIAN & CONNIE
57	3988 COURTSIRE DR	CRAWFORD HOLLY G &

07/19/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	3999 ALTA VISTA LN	HARVEY SUSAN S & WALTER D
59	3989 ALTA VISTA LN	PYKE DAVID M &
60	3979 ALTA VISTA LN	GIDCOMB TAD H & VELMA L
61	3969 ALTA VISTA LN	BRIGHT SHEILA GEORGE
62	3959 ALTA VISTA LN	WOLFKIEL GREG
63	3949 ALTA VISTA LN	NORI SAIKRISHNA &
64	3939 ALTA VISTA LN	DOYLE GORDON BAUER &
65	3929 ALTA VISTA LN	BRICKMAN EMILY ROSE &
66	3919 ALTA VISTA LN	HAYNES WILLIAM C &
67	3909 ALTA VISTA LN	ROWE ELIZABETH B
68	3989 COURTSIRE DR	SNYDER RHONDA BAYOUD &
69	3979 COURTSIRE DR	WEINHART WESLEY H
70	3969 COURTSIRE DR	SHUTLER DAVID F &
71	3959 COURTSIRE DR	WALLER JOHN C JR
72	3949 COURTSIRE DR	JAMES LYNNE R LIFE ESTATE
73	3939 COURTSIRE DR	HABERN JIMMY R JR &
74	3929 COURTSIRE DR	BEANE GREGORY SINCLAIR &
75	3919 COURTSIRE DR	NOLAN PAUL & KELLY
76	3909 COURTSIRE DR	WALKER JOE ROBERT
77	11312 WONDERLAND TRL	ACKER LORNA LIFE EST
78	11322 WONDERLAND TRL	LUNDBERG THOMAS D
79	11410 WONDERLAND TRL	GARCIA BERNARDO &
80	11420 WONDERLAND TRL	ESTES CLAY H & BRENDA J
81	11430 WONDERLAND TRL	SELF JACOB E & MEAGAN D
82	11429 SNOW WHITE DR	OCONNOR KEITH & HARLEY
83	11419 SNOW WHITE DR	BUSS BARON & EWA KORZENIOWSKA
84	11409 SNOW WHITE DR	THOMPSON DAVID C & RHONDA J
85	11321 SNOW WHITE DR	M PRICHARD PROPERTIES LLC
86	11311 SNOW WHITE DR	Taxpayer at