

FILE NUMBER: Z234-122(JA) **DATE FILED:** November 7, 2023

LOCATION: Property bounded by Bickers Street, North Westmoreland Road, Gallagher Street, and Furey Street

COUNCIL DISTRICT: 6

SIZE OF REQUEST: Approx. 5.224 acres **CENSUS TRACT:** 48113010500

REPRESENTATIVE: Elsie Thurman, Land Use Planning & Zoning Services

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application for an amendment to Planned Development District No. 1017.

SUMMARY: The applicant requests modified development standards, including height and floor area, and to amend the development, landscape, and traffic management plans in order to construct a new public high school [*C/ West*] to replace the existing public middle school [*Dallas Environmental Science Academy*].

CPC RECOMMENDATION: **Approval** subject to an amended development plan, an amended landscape plan, an amended traffic management plan, and amended conditions.

STAFF RECOMMENDATION: **Approval** subject to an amended development plan, an amended landscape plan, an amended traffic management plan, and amended conditions.

Planned Development District No. 1017:
<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=1017>

BACKGROUND INFORMATION:

- Planned Development District (PD) No. 1017 was established on August 19, 2019, on property previously zoned an R-5(A) Single Family District and a CR Community Retail District.
- The existing two-story middle school, which has operated on the site since the early 1950s, will be demolished and a new academy-style public high school will be constructed on the property.
- The current request includes modified development standards (floor area, height, and setbacks); reduced off-street parking requirements; new design standards for sidewalks, buffers, and pedestrian amenities; and amended development, landscape, and traffic management plans to accommodate the new school design.
- After the July 25th CPC hearing, the applicant submitted revised landscape and development plans and a revised traffic management plan.

Zoning History:

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

1. **Z189-168:** On August 19, 2019, City Council approved Planned Development District No. 1017 on property zoned an R-5(A) Single Family District and a CR Community Retail District bounded by Bickers Street, North Westmoreland Avenue, Gallagher Street, and Furey Street. *[Subject site]*.
2. **Z201-110:** On January 26, 2022, City Council approved an amendment to Tract 13A [MF-2A Multifamily Tract] within Planned Development District No. 508, on the north line of Singleton Boulevard, east of North Westmoreland Road.
3. **Z201-308:** On January 12, 2022, City Council approved an ordinance permitting property within Tract 12 – Area 1 [MU-1 Mixed Use Tract] of Planned Development District No. 508. on the southeast corner of North Westmoreland Road and Bickers Street, to be used under Specific Use Permit No. 2435 for retirement housing for a 20-year period, with eligibility for automatic renewal for additional 20-year periods.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Bickers Street	Local	-
Westmoreland <i>(Trinity River to Wheatland)</i>	Principal Arterial	Minimum-6 lanes-Divided 100' ROW; bike plan
Gallagher	Local	-
Furey	Local	-

Traffic:

The proposed school is an academy-style school, with all students bussed to and from their home campuses for either morning or afternoon attendance at the proposed CI West campus. Queuing of busses starts along the west side of the school building so that all queuing will occur on school property. There will be no parent drop-off/pick-up, and students will not drive themselves to the campus.

After the July 25th CPC hearing, the applicant revised the traffic management plan so that busses enter the site from Gallagher Street and exit the site from the westernmost drive approach on Bickers Street.

The easternmost drive approach on Bickers Street is retained for use by first responder vehicles only. In consultation with Dallas Fire Rescue, staff recommends condition language [see proposed Sec. 51P-1017.112(b)(4)] requiring a non-motorized sliding gate with Knox equipment at this location. This gate is to remain closed and locked except when in use by first responder vehicles. School busses and non-emergency passenger vehicles are prohibited from entering or exiting the property via this drive approach

The Transportation Development Services Division of the Planning and Development Department, in coordination with the Transportation Department, has reviewed the current request and supports the request as revised. The principal's signature will be included on the traffic management plan (TMP) attached to the ordinance.

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 1017	Public school
North	R-5(A) and CR	Single family; undeveloped; various retail; church
East	PD No. 508 [Tract 12-Area 1] w/ SUP No. 2453	Retirement housing
South/ Southeast	R-5(A) and CR PD No. 508 [Tract 12-Area 1]	Single family; church; undeveloped; various retail
West	R-5(A)	Single family and undeveloped

Land Use Compatibility:

The area of request is currently developed with a public school [*Dallas Environmental Science Academy*]. Surrounding land uses include a mix of single family, undeveloped land, churches, and various retail uses to the north, west, and south of the site. The property to the east, across North Westmoreland Road, is developed with retirement housing. The use remains compatible with the surrounding properties and uses.

The applicant proposes to demolish the existing school and construct a new, academy-style public high school on the property. The current request includes modified PD conditions to increase the maximum floor area to a maximum of 160,000 square feet; increase the maximum height to 40 feet; reduce the side yard setback on Bickers Street to the standard 10 foot side yard setback required per R-5(A) zoning; reduce the off-street parking requirement to 3.5 spaces per high school classroom; provide standard six-foot wide unobstructed sidewalks; provide pedestrian amenities at key locations along the perimeter of the site; and amend the traffic management, development, and landscape plans to accommodate the new school design.

Staff supports the continued use of the site for a public school, including all modified development standards, reduced parking requirement, amended development and landscape plans, and amended traffic management plan as provided in this report. However, the principal's signature will be included on the traffic management plan (TMP) attached to the ordinance.

Landscaping:

Landscaping must be provided and maintained in accordance with the proposed amended landscape plan. The currently proposed landscape plan has been revised from the version in the July 25th CPC docket to show three small/ornamental trees in lieu of three canopy trees at the southwest side of the building. This change is to accommodate a covered walkway added to protect students from harsh or inclement weather conditions as they exit/enter busses at the far northwest corner of the building, far removed from the building entrance towards the middle of the south facade. The city arborist has reviewed the current request and supports the landscape design as shown.

Parking:

Typically, 9.5 spaces are required for each high school classroom. With 32 classrooms proposed for the site, this would mean a total of 304 off-street parking spaces (9.5 x 32 classrooms) would be required.

The proposed school is an academy-style school, with high school students bussed to and from their home campuses for half day attendance 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 North West Moreland Avenue.

Staff supports the request for reduced off-street parking to be provided at 3.5 spaces per high school classroom. A total of 112 off-street parking spaces (3.5 x 32 classrooms) are required at this reduced ratio; 118 spaces are provided per the proposed development plan.

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 an 'E' MVA cluster. There is an "F" MVA cluster across North Westmoreland Road to the east, and an "H" MVA cluster across the Trinity River to the north.

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(updated 8.21.24)

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**CPC Action
August 8, 2024**

Motion: It was moved to recommend **approval** of an amendment to Planned Development District No. 1017, subject to an amended development plan, an amended landscape plan, a revised amended traffic management plan, and staff's recommended conditions with the following change: "Section 51P-1017.112 (b) (4) The first sentence should read, "An unmotorized, sliding "first responder only" gate with Knox or equivalent equipment must be provided at the easternmost drive approach on Bickers Street", on property bounded by Bickers Street, North Westmoreland Road, Gallagher Street, and Furey Street.

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

For: 12 - Chernock, Hampton, Herbert, Forsyth, Shidid, Carpenter, Blair, Sleeper, Housewright, Eppler, Hall, Kingston

Against: 0
Absent: 2 - Wheeler-Reagan, Haqq
Vacancy: 0
Conflict: 1 - Rubin**

**out of the room when vote was taken

Notices: Area: 500 Mailed: 105
Replies: For: 0 Against: 0

Speakers: For: Warren Ellis, 8700 Stonebrook Pkwy., Frisco, TX, 75034
Katy Lenihan, 9400 NCX, Dallas, TX, 75231
For(Did not speak): George Castro, 4323 Brown St., Dallas, TX, 75219
Rayella Delley, 1707 Kraft St., Dallas, TX, 75212
Logan Primm, 400 S. Houston St., Dallas, TX, 75202
Josh Burkhart, 123777 Merit Dr., Dallas, TX, 75231
Oswaldo Alverenga, 9400 NCX, Dallas, TX, 75231
Jazmin Harrison, 9400 NCX, Dallas, TX, 75231
Piers Christian, 9400 NCX, Dallas, TX, 75231

CPC Action
July 25, 2024

Motion: In considering an application for an amendment to Planned Development District No. 1017 on property bounded by Bickers Street, North Westmoreland Road, Gallagher Street, and Furey Street, it was moved to **hold** this case under advisement until August 8, 2024.

Maker: Carpenter
Second: Hampton
Result: Carried: 11 to 0

For: 11 - Chernock, Hampton, Herbert, Forsyth, Shidid,
Carpenter, Wheeler-Reagan, Blair, Sleeper,
Housewright, Eppler, Hall

Against: 0
Absent: 2 - Haqq, Kingston
Vacancy: 0
Conflict: 1 - Rubin**

**out of the room when vote taken

Notices: Area: 500 Mailed: 105
Replies: For: 0 Against: 0

Speakers: For: None

FOR (Did not speak): Josh, Burkhart, 12377 Merit Dr., Dallas, TX, 75251
Oswaldo Alvarenga, 9400 N. Central Expy., Dallas, TX, 75231
Jazmin Harrison, 3531 N. Westmoreland Rd., Dallas, TX, 75212
Ronnie Mestas, 3215 Rutz St., Dallas, TX, 75202
Onkar Dhondkar, 400 S. Houston St., 330 Dallas, TX, 75202
Janice Mickels, Address not provided.

Against: None

CPC-Recommended Amended PD 1017 Conditions

ARTICLE 1017.

PD 1017.

SEC. 51P-1017.101. LEGISLATIVE HISTORY.

PD 1017 was established by Ordinance No. 31299, passed by the Dallas City Council on August 28, 2019. PD 1017 was amended by Ordinance No. xxxxx, passed by the Dallas City Council on September, xx, 2024. (Ords. 31299 & xxxxx)

SEC. 51P-1017.102. PROPERTY LOCATION AND SIZE.

PD 1017 is established on property located in an area generally bounded by Westmoreland Road, Gallagher Street, Furey Street, and Bickers Street. The size of PD 1017 is approximately 5.224 acres. (Ord. 31299)

SEC. 51P-1017.103. DEFINITIONS AND INTERPRETATIONS.

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

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

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

~~d[(e)]~~ This district is considered to be a residential zoning district. (Ords. 31299 & xxxxx)

SEC. 51P-1017.104. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 1017A: development [~~landscape plan~~].
- (2) Exhibit 1017B: landscape plan
- ~~(3)[(2)]~~ Exhibit 1017[~~B~~]C: traffic management plan. (Ords. 31299 & xxxxx)

SEC. 51P-1017.105. DEVELOPMENT [~~LANDSCAPE~~] PLAN.

(a) For a public school [~~other than an open-enrollment charter school~~], development

and use of the Property must comply with the development [~~landscape~~] plan (Exhibit 1017A). If there is a conflict between the text of this article and the development [~~landscape~~] plan, the text of this article controls.

(b) For all other uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply. (Ords. 31299 & xxxxx)

SEC. 51P-1017.105.1 LANDSCAPE PLAN

(a) For a public school, development and use of the Property must comply with the landscape plan (Exhibit 1017B). If there is a conflict between the text of this article and the landscape plan, the text of this article controls.

(b) For all other uses, no landscape plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply. (Ord. xxxxx)

SEC. 51P-1017.106. MAIN USES PERMITTED.

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the R-5(A) Single Family District, subject to the same conditions applicable in the R- 5(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R-5(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the R-5(A) Single Family District is subject to DIR in this district; etc.

(b) The following main use is permitted by right:

-- Public school [~~other than an open-enrollment charter school~~]. (Ords. 31299 & xxxxx)

SEC. 51P-1017.107. 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. 31299)

SEC. 51P-1017.108. 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 R-5(A) Single Family District apply.

(b) Public school [~~other than an open enrollment charter school~~].

(1) Side yard setback at Gallagher Street. Minimum side yard setback along Gallagher Street [~~all street frontages~~] is 20 feet.

(2) — [~~Encroachments. Steps, handrails, light poles, and playground equipment are allowed within the required setbacks.~~]

(2) Floor area. Maximum floor area is 160,000 [~~58,650~~] square feet.

(3 [4]) Height.

(A) Except as provided in this paragraph, maximum structure height is 40 [~~24~~] feet.

(B) Maximum height for light poles is 30 feet. (Ords. 31299 & xxxxx)

SEC. 51P-1017.109. 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) Public school [~~other than an open enrollment charter school~~].

(1) Off-street parking is allowed to be located within the required setbacks.

(2) Parking lot screening shown on the [~~development~~] landscape plan must be a minimum height of three feet.

(3) Screening is not required for off-street loading spaces.

(4) Off-Street Parking for a public high school: A minimum of 3.5 spaces per high school classroom is required. (Ords. 31299 & xxxxx)

SEC. 51P-1017.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 31299)

SEC. 51P-1017.111. LANDSCAPING.

(a) In general.

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

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

(b) Public school ~~[other than an open enrollment charter school]~~. Landscaping must be provided as shown on the ~~[development/]~~ landscape plan. If there is a conflict between the text of this article and the ~~[development/]~~ landscape plan, the text of this article controls. (Ords. 31299 & xxxxx)

SEC. 51P-1017.112. FENCES ~~[ING FOR A PUBLIC SCHOOL OTHER THAN AN OPEN ENROLLMENT CHARTER SCHOOL].~~

(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 school use, an 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 with the following exception:

(A) Motorized sliding gates may be located within the visibility triangle when in the closed positions, provided that the visibility triangles are clear and free of obstruction at all times when the gates are open for vehicle ingress/egress.

(2) The fence complies with the visual obstruction regulations in Sec. 51A4.602(d);
and

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

(4) An unmotorized, sliding “first responder only” gate with Knox (or equivalent) equipment must be provided at the easternmost drive approach on Bickers Street. This gate is to remain closed and locked at all times when not in use by first responder vehicles. School busses and non-emergency passenger vehicles are prohibited from entering or exiting the property via this drive approach.

~~[Maximum six foot tall fencing and maximum 10 foot tall baseball backstops may be located within the required setbacks.]~~ (Ords. 31299 & xxxxx)

SEC. 51P-1017.113. SIGNS.

Signs must comply with the provisions for non-business zoning districts in Article VII.
(Ord. 31299)

SEC. 51P-1017.114. TRAFFIC MANAGEMENT PLAN.

(a) In general. Operation of a public school [~~other than an open enrollment charter school~~] must comply with the traffic management plan (Exhibit 1017C ~~[B]~~).

(b) Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.

(c) Traffic study.

(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 [2020], or within six months after students first begin attending classes in the new school 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 1 of each even-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 school 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 1st of each even-numbered year, 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.

(c) Amendment process.

(1) A traffic management plan may be amended using the minor plan 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. (Ords. 31299 & xxxxx)

SEC. 51P-1017.114.1

DESIGN STANDARDS FOR A PUBLIC SCHOOL.

(a) Sidewalks and buffers. Except as noted in this subsection, prior to the issuance of a certificate of occupancy for any use on the Property, minimum six-foot-wide unobstructed sidewalks with a minimum five-foot wide buffer must be provided along the entire length of all street frontages. The buffer width may be reduced to a minimum of three feet on Gallagher Street and Furey Street in order to avoid existing trees or utilities.

(b) Pedestrian Amenities.

(1) 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

(2) 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. (Ord. xxxxx)

SEC. 51P-1017.115. ADDITIONAL PROVISIONS.

(a) Portable classrooms are only permitted in the areas shown on the development plan and must be removed from the Property by August 31, 2024.

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

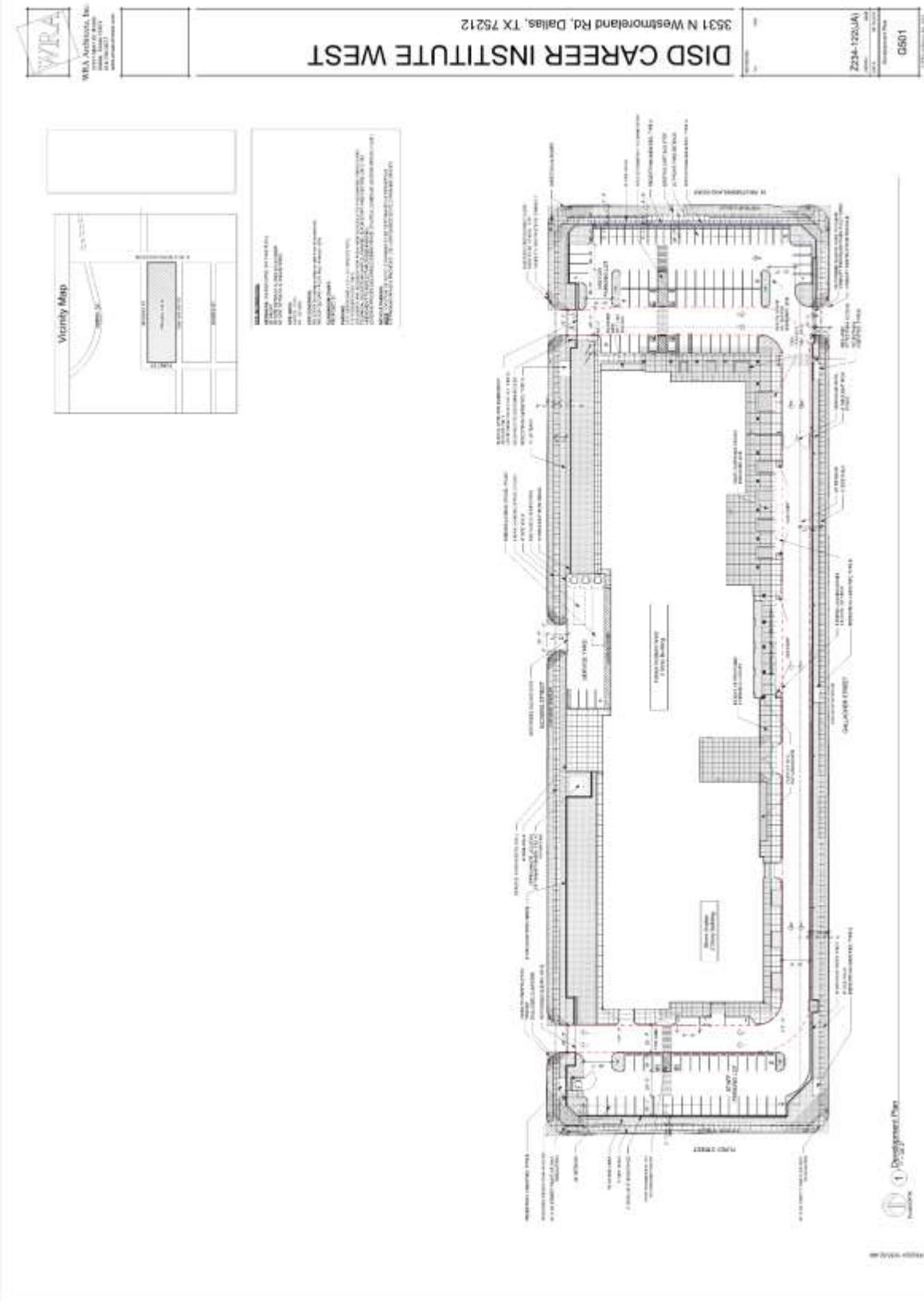
(c) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. 31299)

SEC. 51P-1017.116. 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.

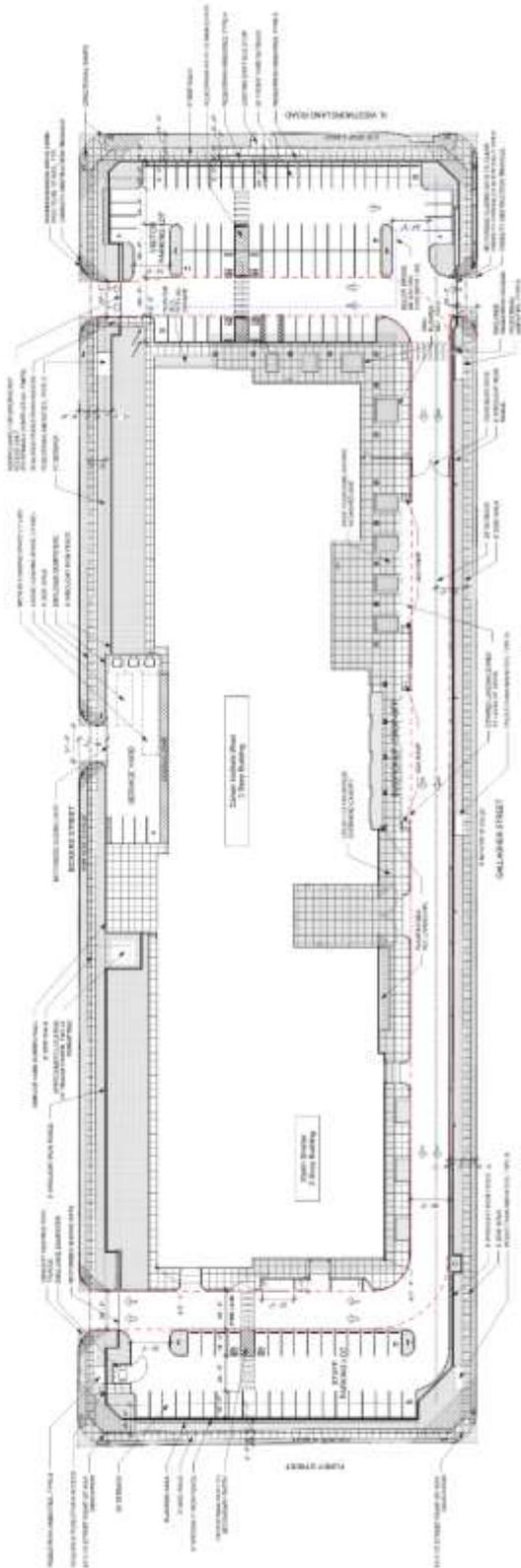
(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy for a use until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. 31299)

CPC-Recommended Amended PD 1017 Development Plan



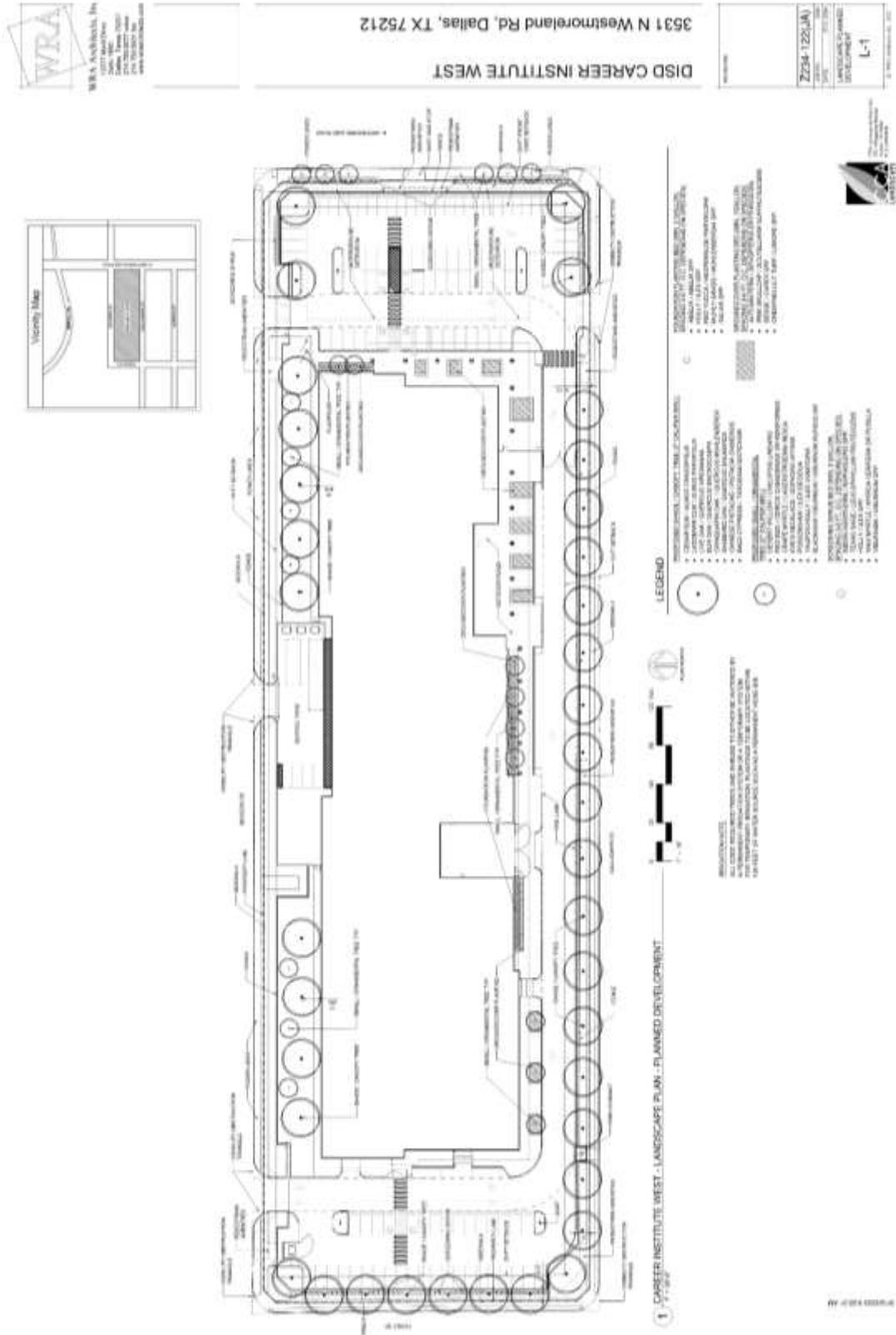
CPC-Recommended Amended PD 1017 Development Plan [Enlarged]

REVISIONS:
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Development Plan

CPC-Recommended Amended PD 1017 Landscape Plan



CPC-Recommended Amended Traffic Management Plan

TRAFFIC MANAGEMENT PLAN FOR
DISD CAREER INSTITUTE WEST
IN DALLAS, TEXAS

DeShazo Project No. 23120

Prepared for:

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Prepared by:

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08/06/2024

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August 6, 2024

REVISED



Revised Traffic Management Plan For
DISD Career Institute West in Dallas, Texas
— DeShazo Project No. 23120 —

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SCHOOL TMP CERTIFICATION

SCHOOL REVIEW AND COMMITMENT

This plan was developed for Career Institute West High School with the intent of predicting safety and efficiency related to vehicular traffic generated by the school during peak traffic periods. A concerted effort and full participation by the school administration, staff, and students are essential to maintain safe and efficient traffic operations.

The school has reviewed the Traffic Management Plan and is in support of the strategies presented herein.

The school is committed to continually reviewing and assessing the effectiveness of the TMP and if warranted, will implement changes in the interest of increasing safety, and efficiency and minimizing impacts on the surrounding community.

**TMP attached to ordinance
will contain principal's
signature.**

CI WEST Officer (if applicable) Date

INTRODUCTION

DeShazo Group, Inc. (DeShazo) is an engineering consulting firm based in Dallas, Texas, that provides licensed engineers and planners skilled in the field of traffic and transportation engineering. DeShazo’s services were retained by **WRA Architects, Inc.** (client) to provide a Traffic Management Plan (TMP) for the DISD Career Institute (CI) West located at 3531 N Westmoreland Road in Dallas, Texas.

The preliminary site plan proposes a 2-story building with approximately 150,000 SF of building area. The plan proposes a classroom capacity of 32 classrooms. The site will have 118 Parking spaces for staff and visitors. The proposed DISD Career Institute West site (school) is expected to be constructed and open for operation by 2027.

PURPOSE

A school TMP is important to achieve an optimum safe level of traffic flow and circulation during the peak traffic periods associated with student drop-off and pick-up operations. By properly managing the vehicular traffic generated during these critical periods, the safety and efficiency of other modes of travel—including pedestrian traffic—will also inherently improve and the operational impact on the public street system should also be minimized. This plan, however, should not be considered a comprehensive set of instructions to ensure adequate safety. It should be used as a tool to facilitate a safer and more efficient mobility environment.

SCHOOL DESCRIPTION

Based on the preliminary information obtained from the client, the Career Institute West school in this TMP is going to operate similarly to the Career Institute North campus. The Career Institute West campus is a proposed public career institute school to be located at 3531 N Westmoreland Road. This campus will be servicing the Dallas Independent School District and will work with students in grades 9th-12th. The service time of the school is expected to be from 9:00 a.m.-4:20 p.m.

The school will have two groups of 800 students (one group in the morning and one group in the afternoon) with A and B groups on alternating days (even and odd weeks). On odd weeks the schedule for the groups will be A-B-A-B-A. On even weeks the schedule for the groups will be A-B-A-B-B. Only one group of students (800 students) is planned to be on campus at any given time.

CI West campus proposes to have all of the students bussed to this shared career and technical education campus. The school will consist of loading and unloading students by bus from the following schools in the Dallas school district: Adamson HS, Kimball HS, Molina HS, Pinkston HS, and Sunset HS. There is an expected number of 18 buses that will transport students between Career Institute West and the student’s main high school. Due to the school being a remote campus, the parking demand should not be as high as a normal high school. Based upon the information given to DeShazo from the school, there are expected to be 70 staff and a maximum of 40 visitors, which will satisfy the expected parking demand.

Note: DeShazo did not perform a formal parking demand study for the conclusion about the parking situation above. The conclusion was based on the preliminary information given to DeShazo from the client and experience on other similar campuses. If any parameter for the parking changes, a formal parking demand study for this development should be considered.

Table 1 summarizes the school’s anticipated operational characteristics used in this analysis. **Exhibit 1** shows the site location map for the proposed Career Institute West campus.



Table 1. School Operational Characteristics

Description	Proposed Conditions
Anticipated Enrollment (By grade) 9th Grade: 25% 10th Grade: 25% 11th Grade: 25% 12th Grade: 25%	Anticipated Enrollment (By grade) 9th Grade: 200 10th Grade: 200 11th Grade: 200 12th Grade: 200
Total:100%	Total: 800
Daily Start/End Schedule	>Start: 9:00 AM >End: 4:20 PM
Approximate Percentage of Students Travelling by Mode Other Than Drop-off/Pick-up /Bus	0%
Approximate Percentage of Students Remaining after Dismissal Time	0%
Percentage of students to use Bus drop-off/pick-up service	100%

Exhibit 1: Proposed Career Institute West Site Location Map



PROPOSED SITE ACCESS AND CIRCULATION PLAN

The school is located on the southwest corner of the N Westmoreland Road and Bickers Street intersection. The school buses will have one ingress access point on Gallagher Street (bi-directional access shared with visitors) and one point of egress access on Bickers Street (egress-only access shared with staff). School staff and visitors will be able to ingress and egress on Gallagher Street. Bickers Street is a four-lane, two-way undivided community collector roadway as per the City of Dallas Thoroughfare Plan map.

The school has a two-lane, one-way semicircular driveway around the building and a parking lot on either side of the main drive for school staff and visitors.

STUDENT LOADING

Note: There will be no parent drop-off or pick-up at this campus. Buses will be the only method of transport for students at this school. The buses will load and unload on-site on the south side of the building where the main entrance is. School staff will assist with the students getting on/off buses.

MORNING DROP-OFF

In the morning 800 students will arrive by bus. The busses will enter the school drive from Gallagher St. and will continue to the designated drop off/pick up location on the west side of the school building. After the students exit the buses, the busses will continue through the drive and exit onto Bickers St. The buses will be single-stacked in a queue in the lane closest to the building, allowing room for other vehicles, if necessary, in the other lane. Generally, it is expected that the buses will arrive at staggered windows, due to varying feeder school distances.

NOON EXCHANGE

The noon exchange will look identical to the morning drop-off routine, but there will be students unloading from buses as well as loading. Generally, the buses should be staggered for dismissal first and then for arrival to avoid an overlap of exiting and arriving buses.

AFTERNOON PICK-UP

The afternoon pickup will look identical to the morning drop-off except the students will only be loading onto the buses.

STAFF AND VISITOR PARKING

There is an anticipated 70 staff members to be a part of the Career Institute West school. The staff parking lot is located on the west side of the school and the visitor parking lot is located on the east side of the school. The staff and visitor parking will primarily use the outer lane of the main drive (farther away from the school) due to the inner lane being the primary bus lane. The staff parking lot should be filled before the school buses arrive in the morning to minimize the amount of traffic in the main drive while students are unloading from the morning buses. The staff parking lot should be emptied after the school buses leave in the afternoon to minimize the amount of traffic in the main drive while students are loading the buses.

PROPOSED TRAFFIC CIRCULATION PLAN AND QUEUING

According to the City of Dallas Guidelines, all traffic should be contained inside the school property. Career Institute West is anticipated to facilitate 18 school buses to accommodate the 800 students (A total of 1,600 students in two shifts). DGI has found that the queue at this school can hold 21, 36-foot-long school buses single-stacked in the queue line. This means that the school will have a surplus of 3 school buses.

DeShazo recommends the bus traffic should enter from Gallagher Street then go by the student loading area for the CI West campus and exit the site at Bickers Street. We recommend that Buses should not be allowed to enter from Bickers Street (due to it being emergency-only access) from N Westmoreland Rd. For this access, the school is proposing a gate with a Knox box at the northeast campus driveway. This will ensure that the driveway is not utilized by buses, but the fire department can still access the driveway if necessary. A detailed signage and marking plan should be developed for the CI West campus. **Exhibit 2** on page 7 shows the proposed TMP Plan for the CI West campus. Whereas, **Exhibit 3** shows the anticipated bus arrival-departure path from the respective feeder schools.

The TMP also shows an optional circulation route through the east parking area that can add additional queue space (As needed basis). The optional circulation route has enough stacking room for 10 school buses and should be used as necessary to prevent school buses from queuing in the City of Dallas' right of way.

Note: If the CI West campus expects an increase in the daily bus operation more than what has been considered for a queue in this TMP, an appropriate update to this TMP must be done to provide safer queuing space and to reduce queue spillover onto the public right-of-way.

SUMMARY

Overall, the full cooperation of all school staff members, students, and parents is crucial for the success of any traffic management plan. Proper training of school staff in the duties and expectations of the plan is recommended. Sufficient communication at the beginning of each school term (and otherwise, as needed) with students regarding their duties and expectations is also recommended. The school shall review the Details of the TMP regularly to confirm its effectiveness and compliance and to consider any adjustments needed to provide overall safety.

In the event of high vehicular traffic conflicting with the bus operation or emergencies, enough staff members and/or a police officer should be positioned to direct a proper traffic flow.

This traffic management plan should be used for daily traffic flow at this school's campus. Any nearby special events or emergencies are not considered in this traffic management plan. DeShazo recounts that the school should have an emergency traffic management plan in place if parents ever show up to this campus.

RECOMMENDATIONS

The school administration should continue to implement active management of student loading to expedite queuing operations and reduce the maximum accumulation of traffic. In most instances, achieving efficiency during the afternoon period is most critical; the morning traffic operations require nominal active management. DeShazo recommends consideration of the following recommendations to optimize queue operations at CI West.

GENERAL SAFETY MEASURES

- To minimize liabilities, no persons other than deputized officers of the law should engage or attempt to influence traffic operations in the public right-of-way.
- Per the Transportation Code, Section 545.4252, State law prohibits the use of wireless communication devices while operating a motor vehicle when a school zone speed restriction is in effect. Restrictions do not apply to stopped vehicles or the use of handheld free devices.
- Student safety should always remain paramount. School administration should remind students, parents, and staff continuously throughout the school year of their expectations relative to this traffic management plan.
- School administration should, in the interest of student safety, review traffic operations and address any problems concerning this traffic management plan.
- School administration should conduct annual meetings with the neighborhood to address any problems concerning traffic management for the school.

RECOMMENDED PLAN

Because CI West is a new school at this location, the previous TMP for this site would not have been sufficient. The proposed TMP allows sufficient queuing space for the proposed school buses to service this site.

Exhibit 2 on page 7 is the proposed traffic management plan for the CI West school.

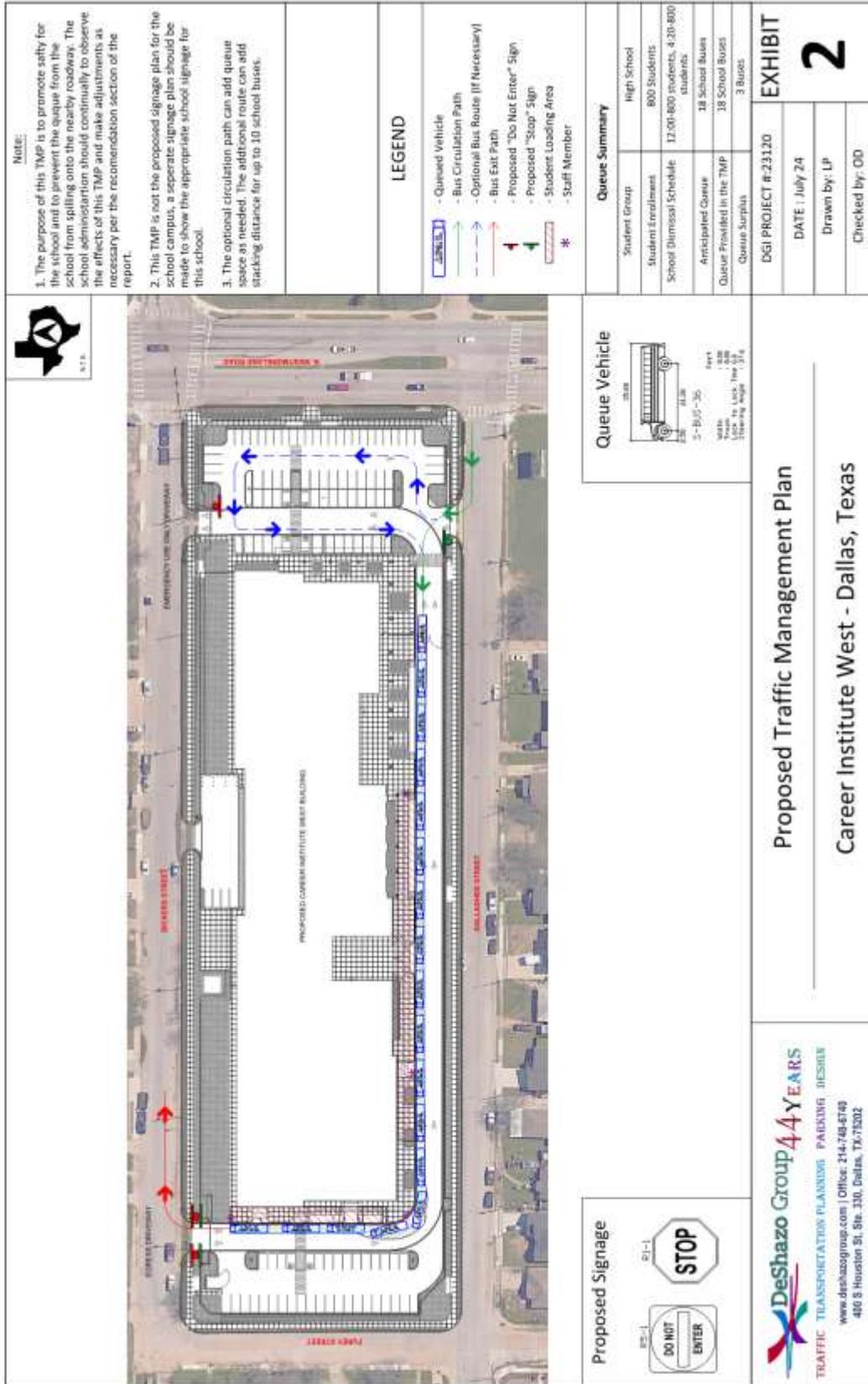
NECESSARY ACTIONS

1. CI West needs to implement a signage and marking plan once the TMP for this school is approved.
2. Once CI West opens, the staff should pay close attention to the traffic at the school and should ensure there is no queue spillover into the city's right of way. If any queue is found in the city's right of way, the TMP should be updated with observations.
3. DeShazo also recommends that all bus drivers should be instructed regularly on the circulation path for buses.

RECOMMENDED ACTIONS

1. School officials should monitor and review traffic conditions regularly to confirm the TMP's effectiveness. Any deficiency due to queue spillover in the city's right of way should be immediately addressed by the school, especially if it causes delays for through traffic.
2. The school should regularly communicate the traffic management plan with students, bus drivers, and parents to ensure everyone is aware of the traffic management plan at this campus.
3. Consideration should be given to creating an emergency TMP for this school in case parents were to arrive at this campus in an emergency. It is our understanding that in an emergency, the students at this campus will ride the bus back to their main campus.
4. DeShazo recommends that a canopy be provided to make the walk from the buses to the student entrance of CI West a safer outdoor environment.
5. DeShazo recommends that buses utilize the optional circulation path (the blue line shown in the TMP on the following page) as needed to prevent any school buses from queuing in the City of Dallas' right of way.

END OF MEMO



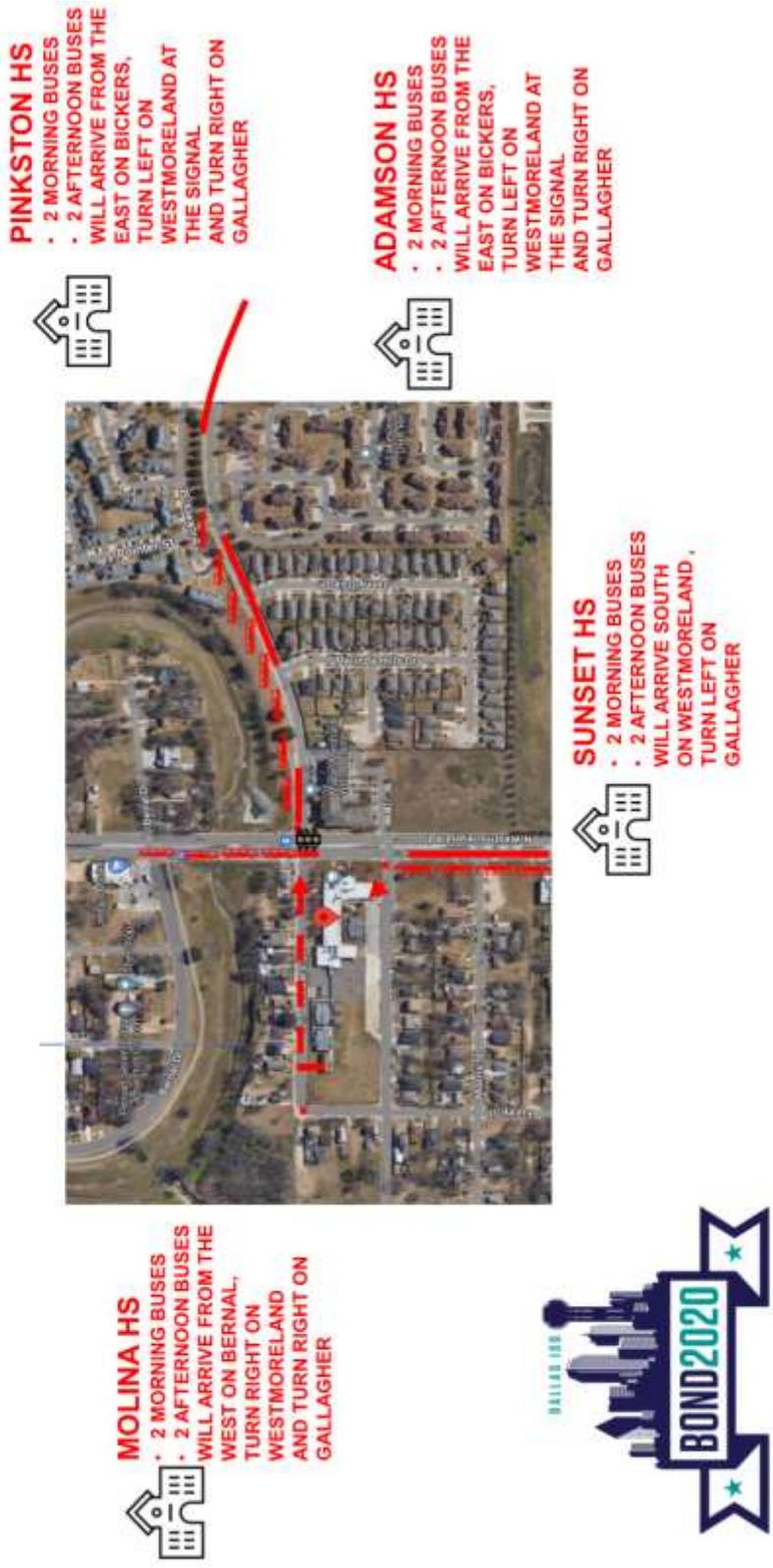
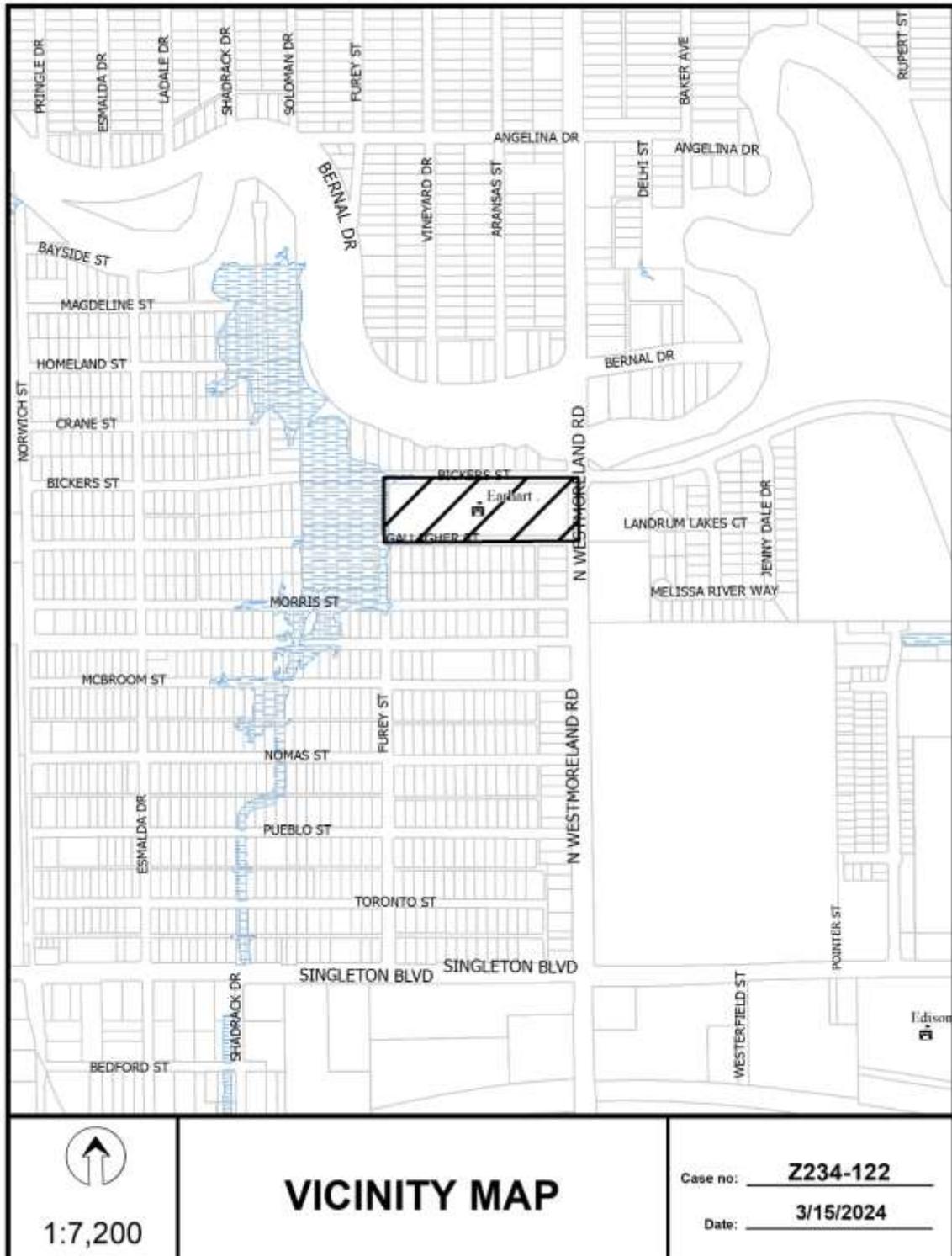
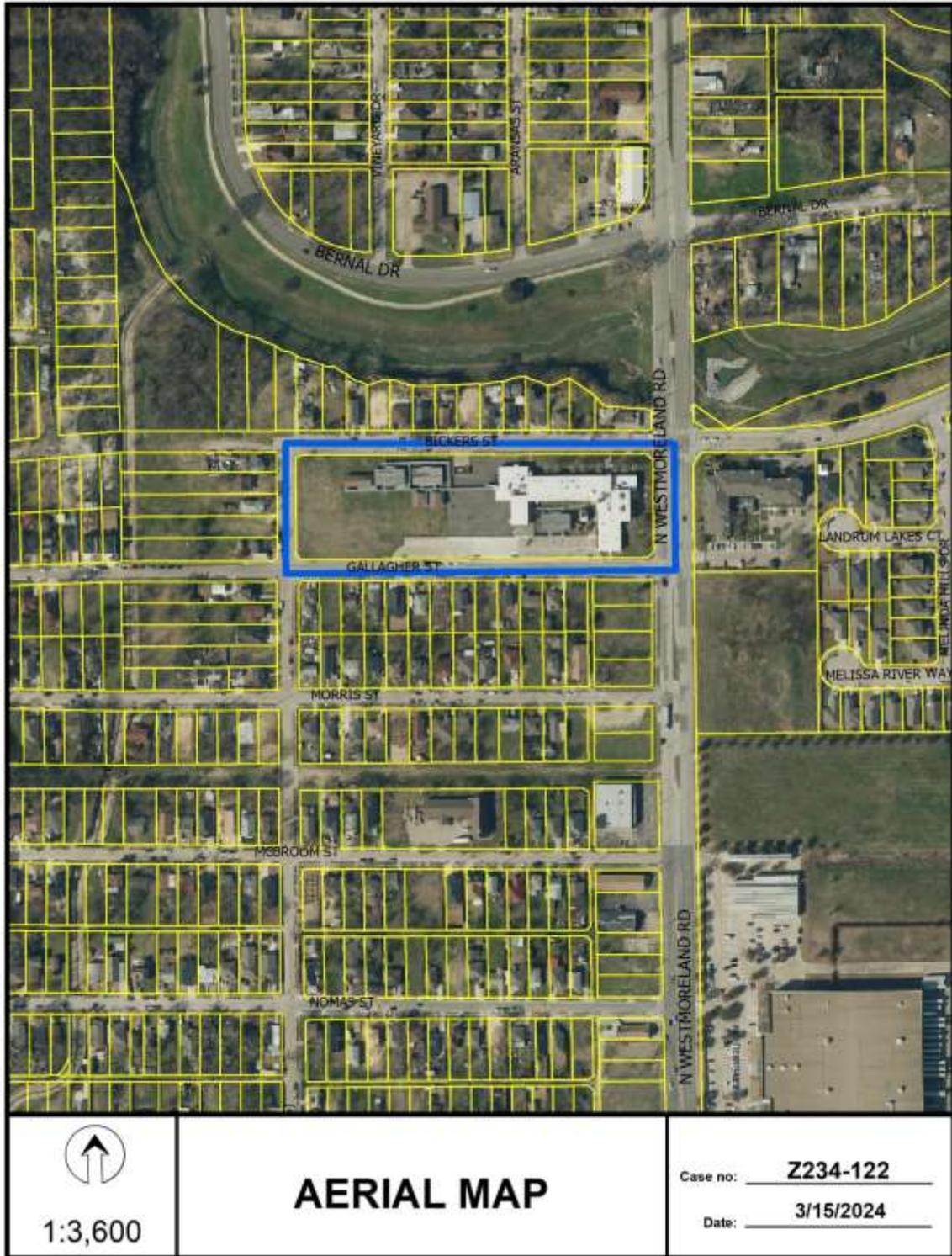
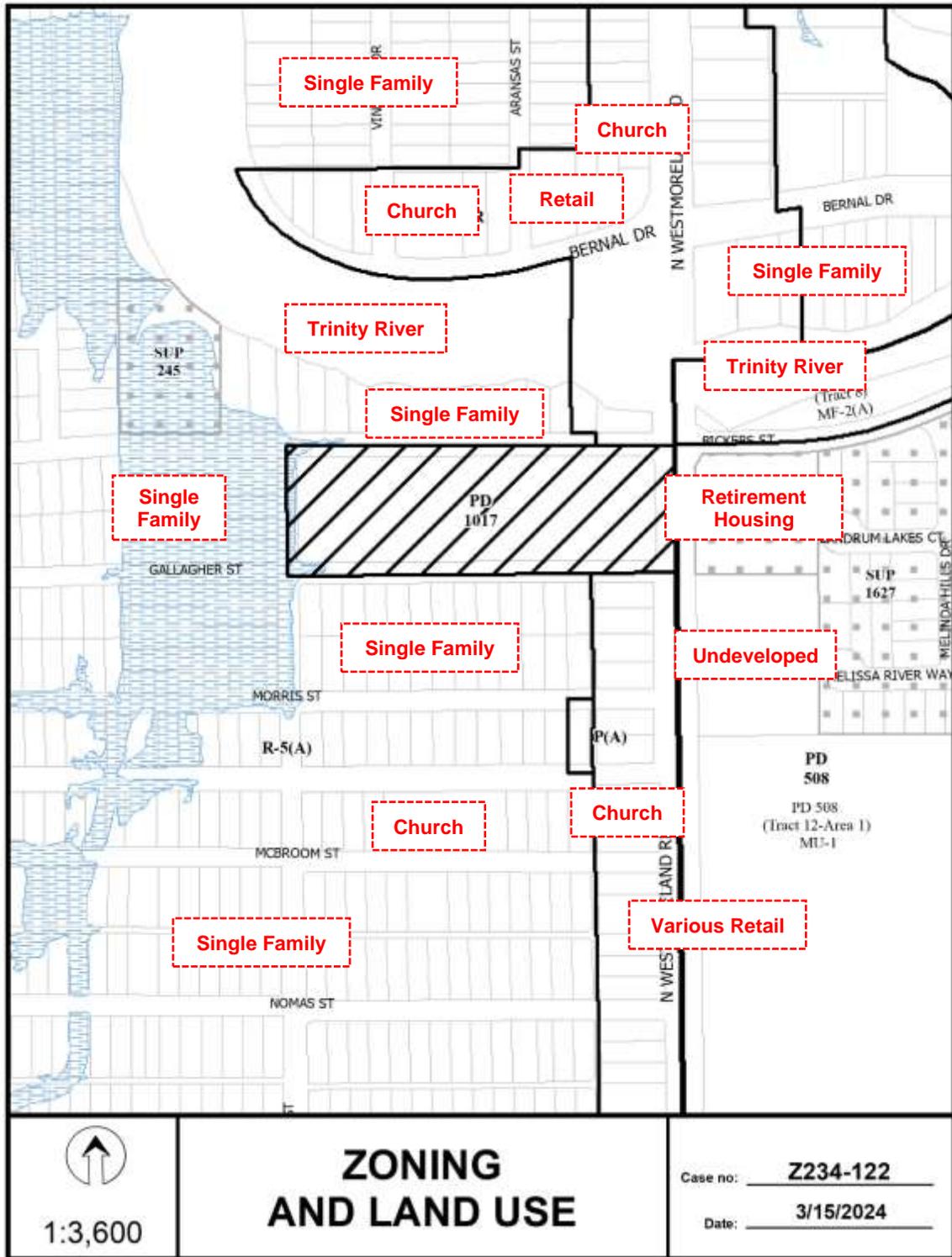


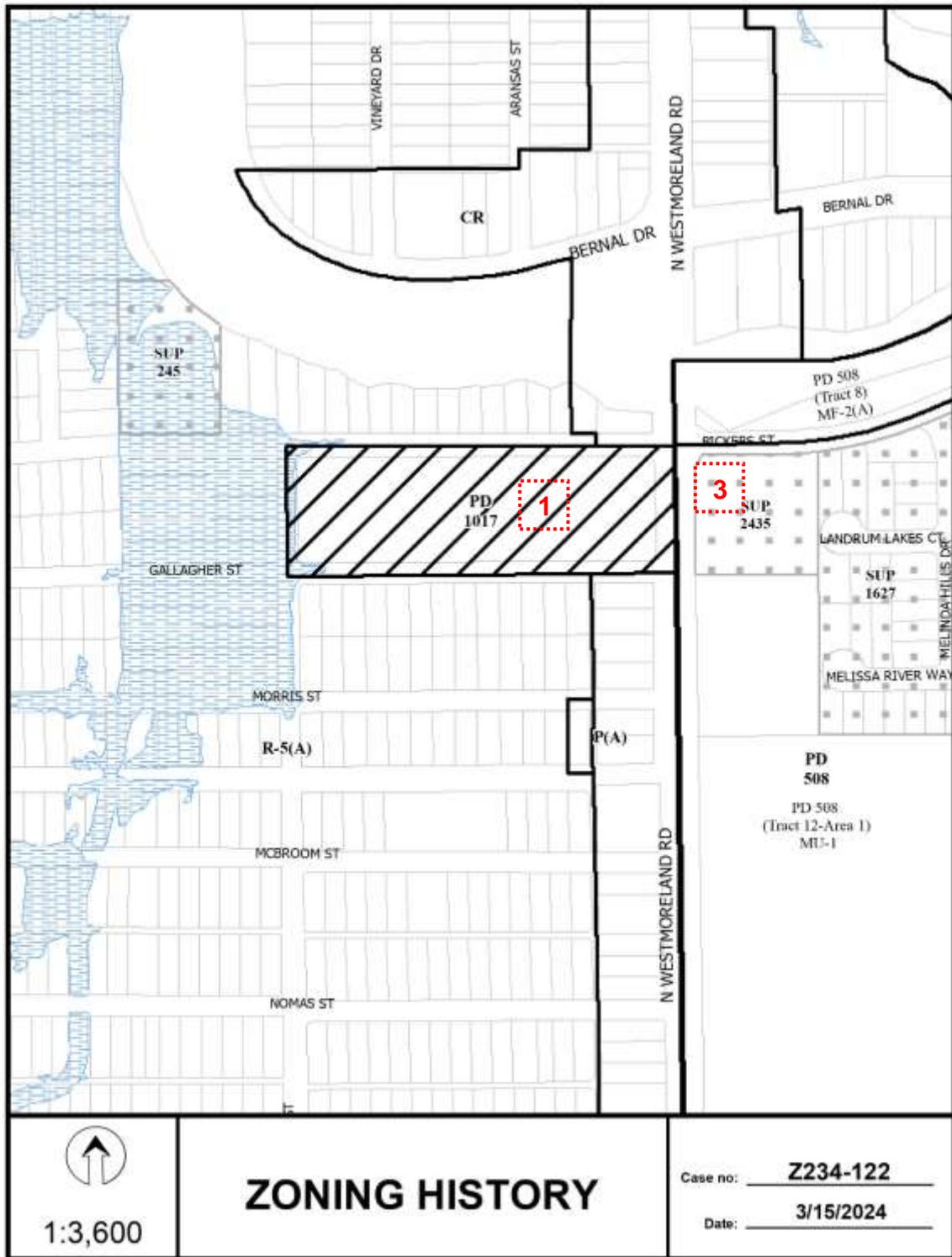
Exhibit 3. Bus Arrival-Departure Path from Schools

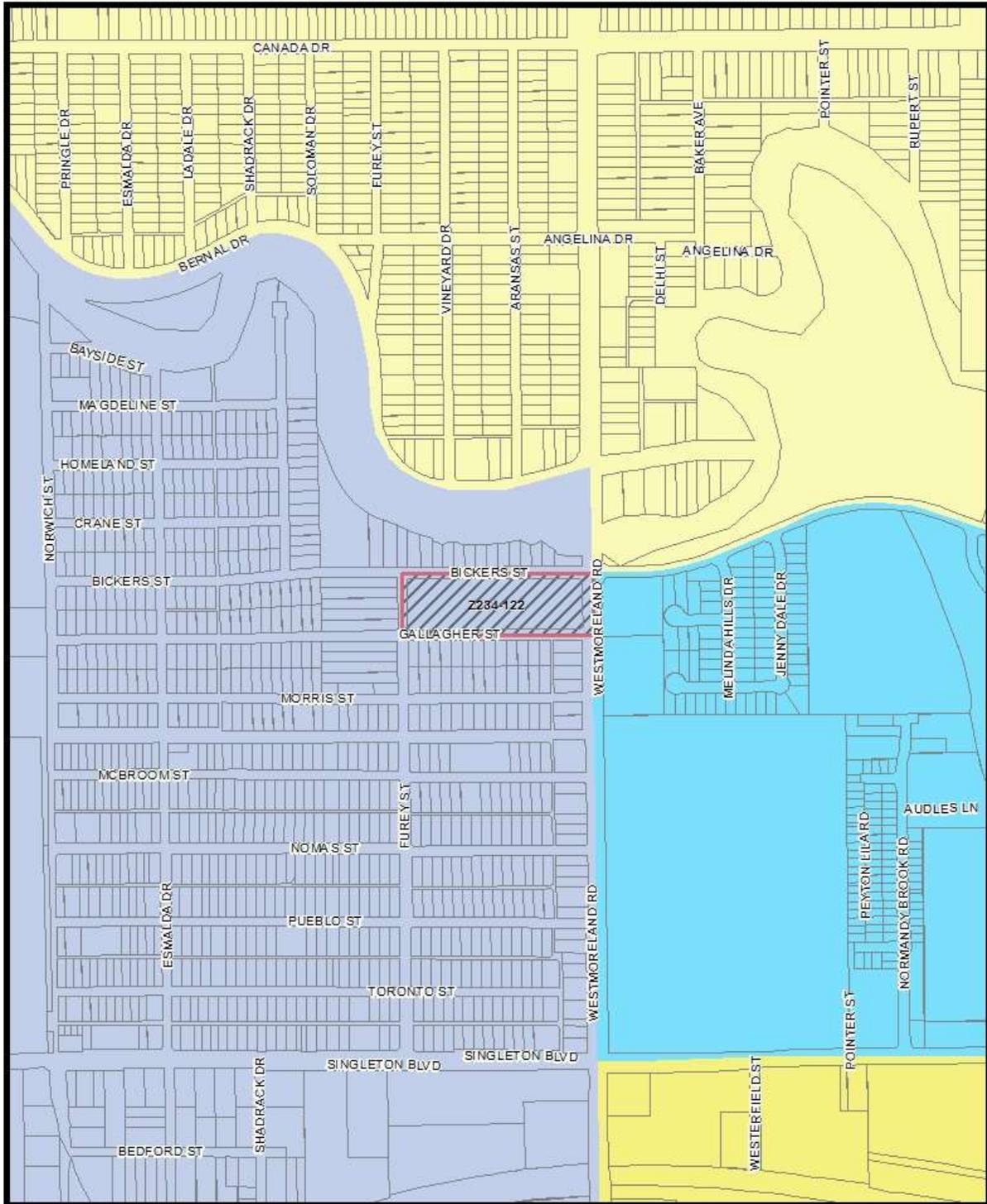








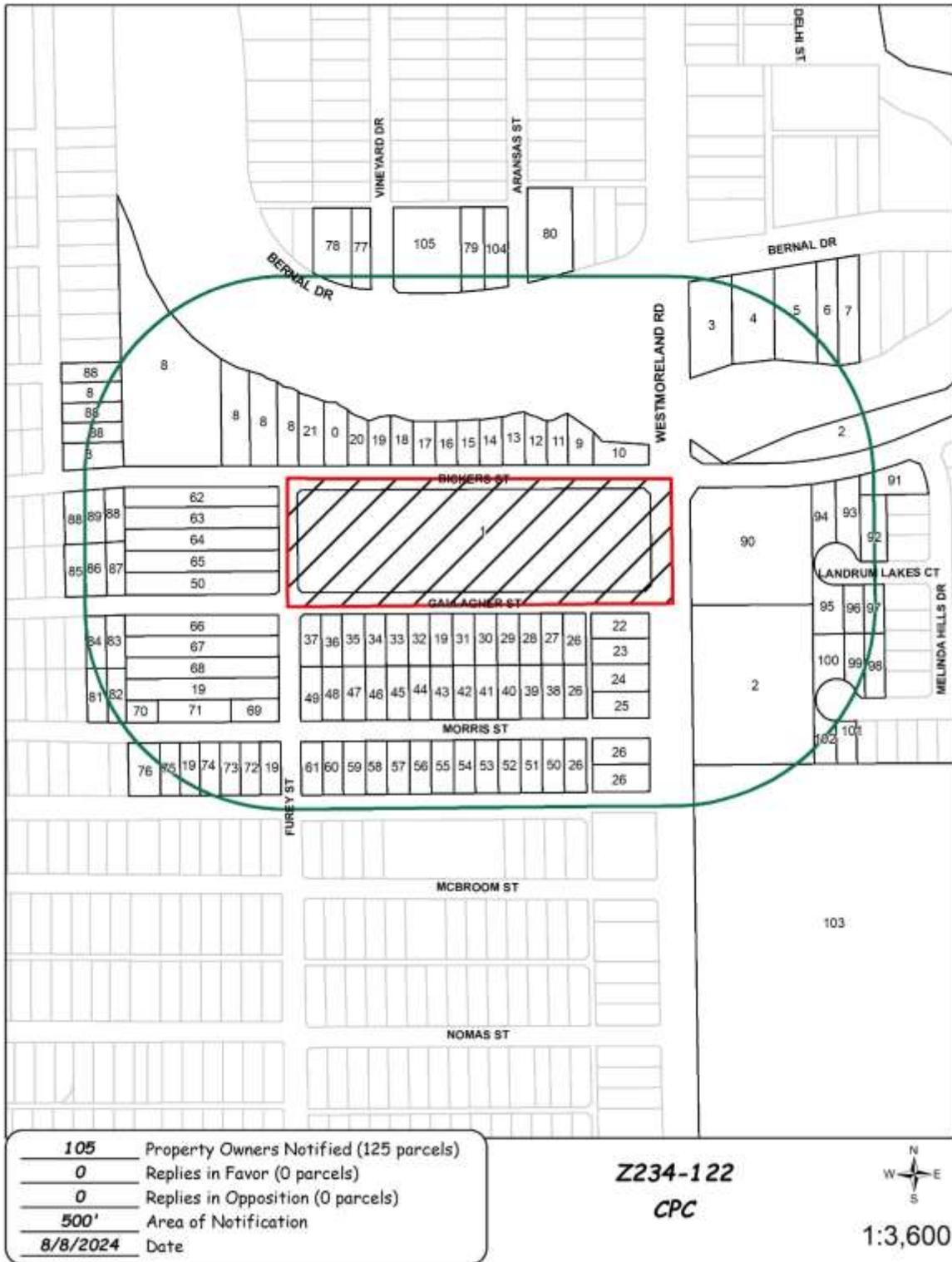




1:7,200

Market Value Analysis

Printed Date: 3/15/2024



08/07/2024

Reply List of Property Owners***Z234-122******105 Property Owners Notified******0 Property Owners in Favor******0 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	3531	N WESTMORELAND RD	Dallas ISD
2	3020	BICKERS ST	DALLAS HOUSING AUTHORITY
3	3230	BERNAL DR	WILLIS TIM H &
4	3226	BERNAL DR	NUNEZ JULIAN ESTATE OF
5	3218	BERNAL DR	TEMPLO APOSENTO ALTO
6	3210	BERNAL DR	CAZARES JOSE PEDRO &
7	3206	BERNAL DR	BARRIENTOS ANNA P ET AL
8	3451	BICKERS ST	MIERS HARRIS WOOD JR &
9	3315	BICKERS ST	JOHNSON GWENDOLYN HILL
10	3603	N WESTMORELAND RD	HAYES LENA RUTH
11	3321	BICKERS ST	JONES KATIE M
12	3327	BICKERS ST	KING JOYCE
13	3331	BICKERS ST	PADILLA JESUS & MARIA E
14	3335	BICKERS ST	PADILLA ALEXANDER LORENZO F
15	3403	BICKERS ST	FAULKNER SHANEE N
16	3407	BICKERS ST	RODRIGUEZ JOSE MANUEL JR &
17	3411	BICKERS ST	CISNEROS DAVID ARREOLA
18	3417	BICKERS ST	PECINA DAGOBERTO RUIZ &
19	3423	BICKERS ST	CORIA RITA
20	3427	BICKERS ST	ALARCON RAFAEL & ROSA
21	3435	BICKERS ST	CASTILLO MELCHOR &
22	3517	N WESTMORELAND RD	Taxpayer at
23	3511	N WESTMORELAND RD	Taxpayer at
24	3503	N WESTMORELAND RD	Taxpayer at
25	3303	MORRIS ST	Taxpayer at
26	3316	GALLAGHER ST	NEW MOUNT CALVARY BAPTIST CHURCH

08/07/2024

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	3320	GALLAGHER ST	SALGADO JOSE &
28	3324	GALLAGHER ST	BENJAMIN THOMAS JR ETAL
29	3330	GALLAGHER ST	EUSEBIO CARLOS
30	3334	GALLAGHER ST	ORTIZ MARISOL
31	3402	GALLAGHER ST	SILVA PAULINO &
32	3410	GALLAGHER ST	GOLDEN JOE ESTATE OF
33	3416	GALLAGHER ST	FANGMEYER SARA ELIZABETH
34	3420	GALLAGHER ST	GUERRERO GLORIA
35	3426	GALLAGHER ST	BENNETT JESSE L EST OF
36	3430	GALLAGHER ST	NGUYEN KHOA THI LY
37	3434	GALLAGHER ST	VILLALTA LUIS A
38	3321	MORRIS ST	HOMEX CHANGE LLC
39	3327	MORRIS ST	HAYDEN I V
40	3331	MORRIS ST	HAYDEN LONDELL &
41	3335	MORRIS ST	JUAREZ FILOMENA DEONICIA P &
42	3403	MORRIS ST	SAENZ MISAEL
43	3405	MORRIS ST	BONILLA SONIA
44	3411	MORRIS ST	BETHANY HERMAN &
45	3417	MORRIS ST	SIMMONS ANGELA
46	3421	MORRIS ST	MARTINEZ ENGLANTINA P
47	3427	MORRIS ST	LEARY GLORIA JEAN
48	3431	MORRIS ST	CONLEY JUDY
49	3435	MORRIS ST	ROSALES CLAUDIA ISABEL &
50	3320	MORRIS ST	MELLENDEZ VIRGINIA
51	3326	MORRIS ST	MENDOZA VERONICA &
52	3330	MORRIS ST	HAYDEN NATALIE
53	3336	MORRIS ST	BUSSEY M C
54	3400	MORRIS ST	MITCHELL MERLERICK H
55	3404	MORRIS ST	RAMOS ROSALIO L
56	3410	MORRIS ST	ORTEGA WILLIAM
57	3416	MORRIS ST	HAMPTON ALEXANDER

08/07/2024

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	3420 MORRIS ST	VEGAMEDINA J LEONARDO
	59	3426 MORRIS ST	CORIA CARLOS
	60	3430 MORRIS ST	PEREZ NOE JR
	61	3434 MORRIS ST	PERALTA ARNULFO TOMAS &
	62	3547 FUREY ST	MORGAN DARLENE &
	63	3543 FUREY ST	LARRY MARZELLA EST OF
	64	3539 FUREY ST	SIMPSON MATTIE M EST OF
	65	3535 FUREY ST	SHAW MARQUITA ET AL
	66	3523 FUREY ST	GONZALEZ ANTONIO &
	67	3517 FUREY ST	CRUZ RESENDO F
	68	3511 FUREY ST	POWELL ANDREW
	69	3503 FUREY ST	ARELLANO JESSICA &
	70	3500 MORRIS ST	SEBASTIAN PROPERTIES LLC
	71	3511 MORRIS ST	WRIGHT ROSEMARY
	72	3506 MORRIS ST	REZAIE SEMIRA
	73	3510 MORRIS ST	ST ANTHONY
	74	3512 MORRIS ST	LEARY GLORIA J
	75	3522 MORRIS ST	BURTON DALE WAYNE
	76	3526 MORRIS ST	BARRON MARIA DELALUZ &
	77	3401 BERNAL DR	ALCANTAR ESTEFANIA
	78	3407 BERNAL DR	ROMO FAMILY TRUST
	79	3331 BERNAL DR	CASTILLO HECTOR JESUS
	80	3315 BERNAL DR	SRUTI ENTERPRISES INC
	81	3535 MORRIS ST	BURTON RODNEY JEROME
	82	3531 MORRIS ST	BURTON RODNEY
	83	3530 GALLAGHER ST	PHILLIP CONCRETE LLC
	84	3534 GALLAGHER ST	WOODARD R A
	85	3539 GALLAGHER ST	RIVERS SHARON E
	86	3535 GALLAGHER ST	LUKCO HEATHER H &
	87	3531 GALLAGHER ST	GREGORY MARTIN DANIEL &
	88	3530 BICKERS ST	BICKERS SHADRACK DEVELOPMENT

08/07/2024

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	3534 BICKERS ST	PARADISO LLC
	90	3260 BICKERS ST	HAMPTON SUPPORTIVE
	91	3541 MELINDA HILLS DR	HENSLEE DUSTIN
	92	3103 LANDRUM LAKES CT	GUZMAN HERIBERTO & ALICIA
	93	3107 LANDRUM LAKES CT	TALLEY TRAVON L
	94	3111 LANDRUM LAKES CT	RODRIGUEZ JOSE PAEZ
	95	3110 LANDRUM LAKES CT	DELLINGER LYNNELLE
	96	3106 LANDRUM LAKES CT	PUTNAM KATHRYN LAVERNE
	97	3102 LANDRUM LAKES CT	SMITH LYNELL & TANYA
	98	3141 MELISSA RIVER WAY	NGUYEN SUONG N
	99	3145 MELISSA RIVER WAY	NGUYEN CHIEN M & MONG T DANG
	100	3149 MELISSA RIVER WAY	LE MUOI & LE T NGUYEN
	101	3146 MELISSA RIVER WAY	Taxpayer at
	102	3150 MELISSA RIVER WAY	Taxpayer at
	103	3020 N WESTMORELAND RD	GOODWILL INDUSTRIES OF
	104	3327 BERNAL DR	Taxpayer at
	105	3339 BERNAL DR	GENERAL CONFERENCE OF