

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

LOCATION: Property bounded by Bickers Street, North Westmoreland Avenue, 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 [*CI West*] to replace the existing public middle school [*Dallas Environmental Science Academy*].

STAFF RECOMMENDATION: Approval subject to a revised amended development plan, a revised amended landscape plan, a revised 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.

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:

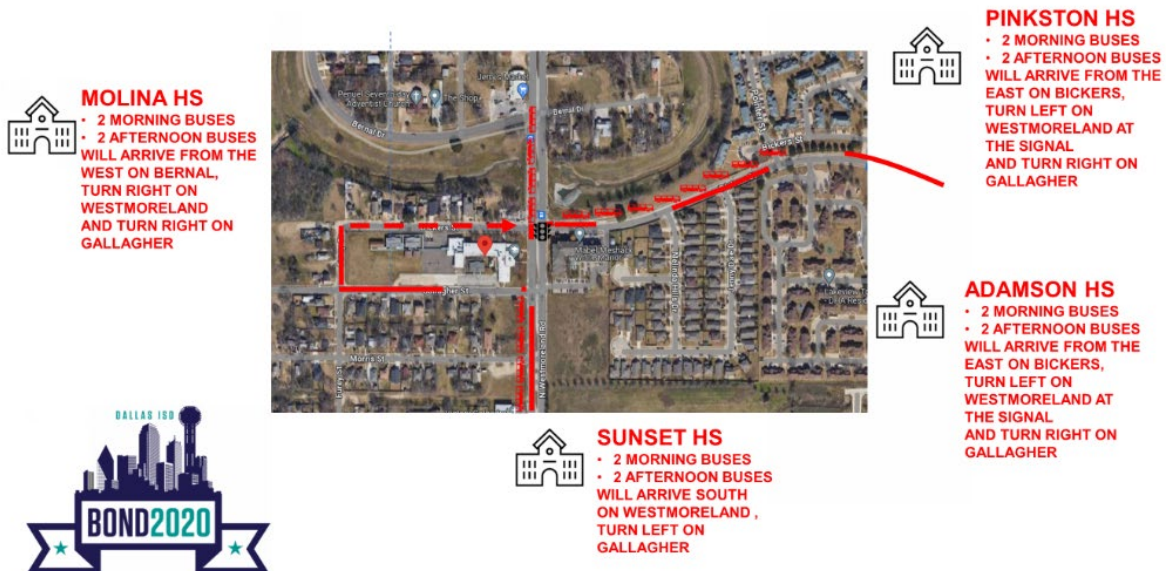
The Transportation Development Services Division of the Planning and Development Department, in coordination with the Transportation Department, has reviewed the current request and has provided the following response and recommendations:

The applicant originally submitted a traffic management plan dated November 11, 2023. The plan proposes three access points along Bickers. Their operations plan will guide buses to enter the school site from the easternmost driveway on Bickers—the only entrance to the site.

The easternmost driveway is located approximately 100 feet west of Westmoreland. While the driveway spacing meets City standards, buses entering the site from Westmoreland would interact with buses and other passenger cars approaching the signalized intersection eastbound on Bickers.

Engineering staff coordinated the review of the proposed traffic operations with Transportation staff. A solution would require eliminating the proposed access driveway and redesigning the proposed development plan.

Instead, the applicant submitted a revision to the proposed traffic operations plan dated June 21, 2024. The proposed solution relies on the school district’s ability to coordinate bus operators to prohibit left turns into the school’s only entry driveway on Bickers. Buses will arrive to the school from Westmoreland via Gallagher Street (instead of Bickers). Buses are expected to circulate clockwise around the school property before entering the site.



Staff does not support the proposed operations plan. We anticipate school buses will not necessarily abide by the plan. Bus drivers are expected to take the most

direct route from Westmoreland and/or consider the shorted/quickest path to arrive to the site. As seen at other schools, it is difficult for onsite staff to coordinate with bus operators or school district. Based on experience, staff does not support the proposed plan as a practical solution.

As initially presented to the design team, staff recommends removal of this driveway approach and a reconfiguration of the school site allowing all access from Gallagher, queueing on the front of the building—facing Bickers instead of Gallagher—and exiting onto Bickers.

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 100,000 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.

Plans included in the docket are pending revisions which will be circulated to all commissioners prior to the public hearing and displayed at the morning briefing. Revisions are predominantly for plan clean-up and consistency with the proposed PD conditions.

Staff supports the continued use of the site for a public school, including all modified development standards, reduced parking requirement, and landscape design. However, staff recommends removal of the easternmost drive approach on Bickers Street and reconfiguration of the school site to allow access from Gallagher as outlined in the traffic section of this report (see above).

Landscaping:

Landscaping must be provided and maintained in accordance with the proposed amended landscape plan. The city arborist has reviewed the current request and supports the landscape design as shown, subject to revisions for consistency with staff-recommended reconfiguration of the school site to allow access from Gallagher Street.

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; 123 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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Proposed 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. (Ord. 31299)

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. ~~(Ord. 31299)~~

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. ~~(Ord. 31299)~~

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. (~~Ord. 31299~~)

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.

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.~~ (~~Ord. 31299~~)]

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 Furey Street. Minimum side yard setback along Furey 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 100,000 [~~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.

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. (~~Ord. 31299~~)

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

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. (Ord. 31299)

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.

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

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. (Ord. 31299)

SEC. 51P-1017.114.1

DESIGN STANDARDS FOR A PUBLIC SCHOOL.

(a) Sidewalks and buffers. Except as noted in this paragraph, 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 North Westmoreland Avenue, 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) Area A. A minimum of one bench, one trash receptacle, and one bicycle rack must be provided in Area A as noted on the development plan.

(B) Area B. A minimum of one bench must be provided in Area B as noted 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.

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)

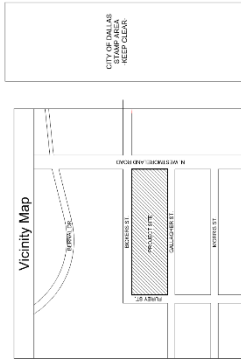
Proposed Amended PD 1017 Development Plan



DISD CAREER INSTITUTE WEST

3531 N Westmoreland Rd, Dallas, TX 75212

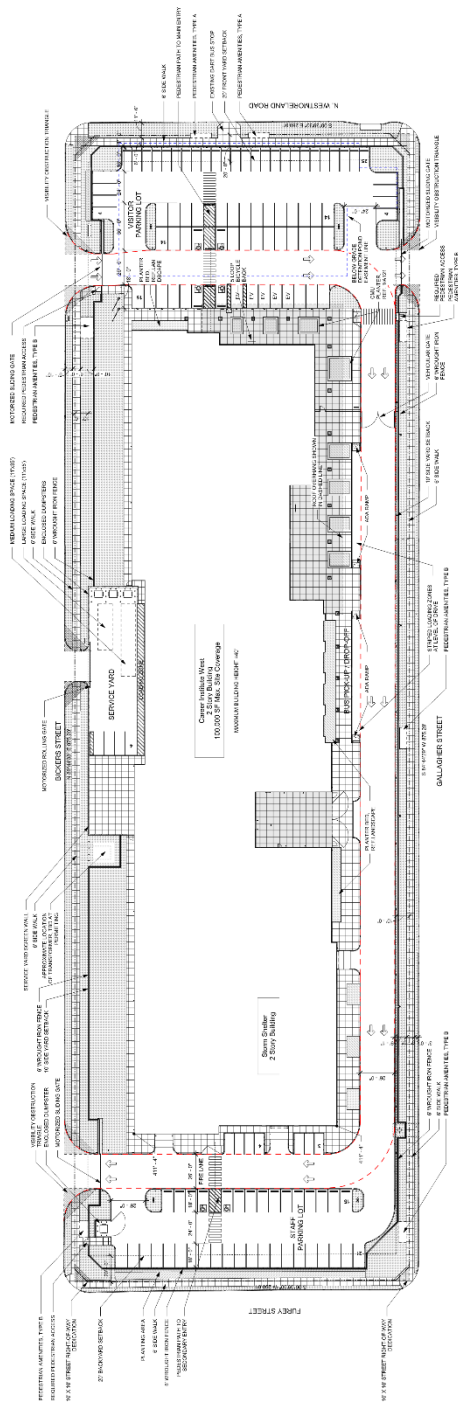
DATE:	08.23.2017
BY:	WRA
PROJECT:	DISD Career Institute West
NO.:	G501



GENERAL NOTES:

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
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**PENDING REVISIONS
TO BE DISTRIBUTED
PRIOR TO THE HEARING**



1 Development Plan
7/23/17

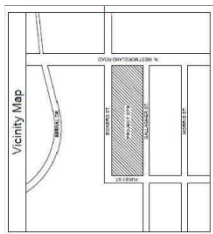
Proposed Amended PD 1017 Landscape Plan

WRA Architects, Inc.
 3337 Main Drive
 Suite 100
 Dallas, TX 75226
 214.750.0377 voice
 214.750.0377 fax
 www.wraarchitects.com

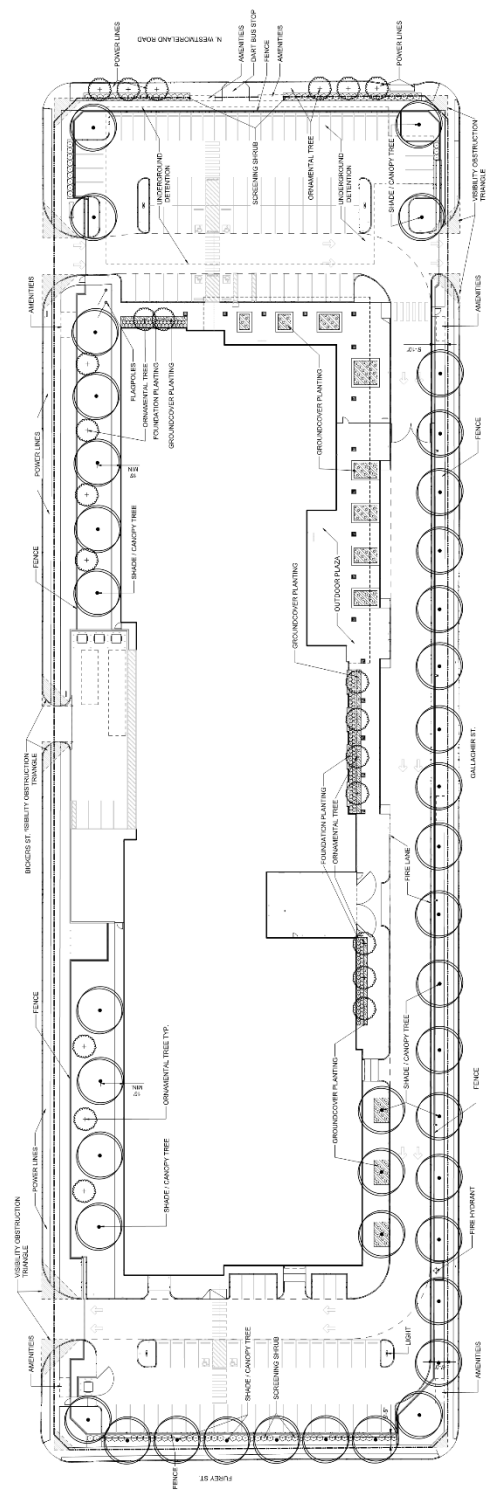
3531 N Westmoreland Rd, Dallas, TX 75212

DISD CAREER INSTITUTE WEST

PROJECT NO.	2324
DATE	02/23/24
LANDSCAPE PLANNED DEVELOPMENT	L-1
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1 CAREER INSTITUTE WEST - LANDSCAPE PLAN - PLANNED DEVELOPMENT
 1" = 30'-0"

REGISTRATION NOTE:
 ALL WORK REQUIRED BY THIS PLAN IS TO BE COMPLETED WITHIN 180 DAYS OF THE DATE OF THE PLAN. PERMANENT PLANTINGS TO BE LOCATED WITHIN 180 FEET OF WATER SOURCE SUCH AS PERMANENT FLOWING RIVER.

LEGEND

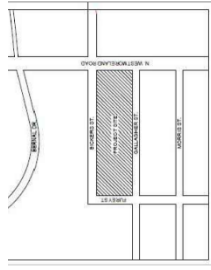
- FOUNDATION PLANTING (MIN. 5 GALLON)
 SPACING 8 FT. O.C. DEPENDING ON SPECIES:
 • CEDAR ELM (ULMUS CRASSIFOLIA)
 • JACOBIN (ELAEAGNUS PARVIFLORA)
 • HOLLY (ILEX SPP.)
 • RED VIGORNA (SPINAERUCHE PARVIFLORA)
 • LANTANA (LANTANA SPP.)
 • SALVA SPP.
- GROUND COVER PLANTING (MIN. 1 GALLON)
 • ALUMINUM FERN (ADiantum ALUMINUM)
 • PINELAND GRASS (STYLOLISTIA SPP.)
 • CREEPING LILY TURF (LIRIOPE SPP.)
- SCREENING SHRUB (MIN. 5 GALLON)
 • LACINIA (LACINIA SPP.)
 • BIR CANE (CESTROS MACROCARPA)
 • SHAMPOO OAK (CESTROS SHAMMO)
 • RED BUD (CESTROS RUBRA)
 • SMALL CYPRESS (TAXODIUM DISTICHUM)
- PROPAGATED SMALL CANOPY TREE (2' CALIPER MIN.)
 • CEDAR ELM (ULMUS CRASSIFOLIA)
 • JACOBIN (ELAEAGNUS PARVIFLORA)
 • HOLLY (ILEX SPP.)
 • RED VIGORNA (SPINAERUCHE PARVIFLORA)
 • LANTANA (LANTANA SPP.)
 • SALVA SPP.
- PROPAGATED SMALL FOUNDATION PLANTING
 • ALUMINUM FERN (ADiantum ALUMINUM)
 • PINELAND GRASS (STYLOLISTIA SPP.)
 • CREEPING LILY TURF (LIRIOPE SPP.)
- SCREENING SHRUB (MIN. 5 GALLON)
 • LACINIA (LACINIA SPP.)
 • BIR CANE (CESTROS MACROCARPA)
 • SHAMPOO OAK (CESTROS SHAMMO)
 • RED BUD (CESTROS RUBRA)
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 • LANTANA (LANTANA SPP.)
 • SALVA SPP.
- GROUND COVER PLANTING (MIN. 1 GALLON)
 • ALUMINUM FERN (ADiantum ALUMINUM)
 • PINELAND GRASS (STYLOLISTIA SPP.)
 • CREEPING LILY TURF (LIRIOPE SPP.)

0 25 50 75 100 125 150
 1" = 30'

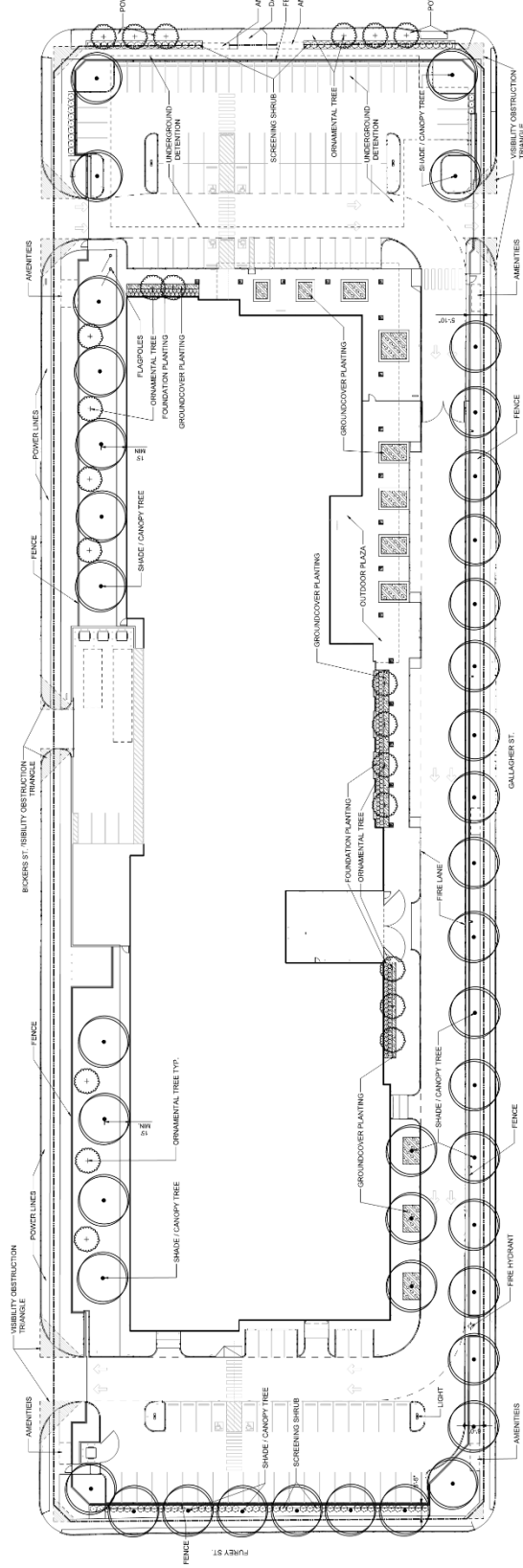
PLAN NORTH



Proposed Amended PD 1017 Landscape Plan [Enlarged]



**PENDING REVISIONS
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LEGEND

PROPOSED SHADE / CANOPY TREE (2" CALIBER MIN.)
 • ABELIA / ABELIA SPP.
 • LACEBARK ELM / LACINUS PARVIFLORA
 • LIVE OAK / QUERCUS VIRGINIANA
 • RED YUCCA / YUCCA FLORIBUNDA
 • MULLEIN GRASS / MULELEBERGIA SPP.

PROPOSED SHADE / CANOPY TREE (2" CALIBER MIN.)
 SPACING 30 FT. O.C. (DEPENDS ON SPECIES):
 • ABELIA / ABELIA SPP.
 • LACEBARK ELM / LACINUS PARVIFLORA
 • LIVE OAK / QUERCUS VIRGINIANA
 • RED YUCCA / YUCCA FLORIBUNDA
 • MULLEIN GRASS / MULELEBERGIA SPP.

1 CAREER INSTITUTE WEST - LANDSCAPE PLAN - PLANNED DEVELOPMENT
 1" = 30'-0"

0 30 60 90 120 feet
 1" = 30'

PLAN NORTH

Proposed Amended Traffic Management Plan

DRAFT

TRAFFIC MANAGEMENT PLAN FOR
CAREER INSTITUTE WEST
IN DALLAS, TEXAS

DeShazo Project No. 23120

PENDING REVISIONS

Prepared for:

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June 21, 2024

REVISED

 **DeShazo Group** **42 YEARS**
TRAFFIC . TRANSPORTATION PLANNING . PARKING . DESIGN

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

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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 Carrer Institute West located at 3531 N Westmoreland Road in Dallas, Texas.

The preliminary site plan proposes a 2-story building with approximately 100,000 SF of building area. The plan proposes a classroom capacity of 32 classrooms. The site will have 123 Parking spaces for staff and visitors. The proposed plan will also be looking into providing 5 bicycle parking spaces. The proposed Carrer Institute West site is expected to be constructed and open for operation by 2024.

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. The school is proposing 115 parking spaces instead of the 304 spaces (required by the city). 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 and still leave this campus with a surplus of 5 parking spaces on any given day.

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)	Anticipated Enrollment (By grade)
9th Grade: 25%	9th Grade: 200
10th Grade: 25%	10th Grade: 200
11th Grade: 25%	11th Grade: 200
12th Grade: 25%	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 will have one point of ingress and egress for student buses to Bickers Street. School staff will be able to ingress and egress on Bickers Street or 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 Bickers St. and will continue to the designated drop off/Pick up location by the main entrance. 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.

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.

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.

RECOMMENDED 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 1600 students. DGI has found that the queue at this school can hold 18, 35-foot-long school buses single-stacked in the queue line.

DeShazo recommends the bus traffic flow should enter from Gallagher Street then wrap around CI

West campus and enter the site off Bickers Street. We agree with the comment that Buses are not allowed to enter Bickers Street from N Westmoreland Rd. To prevent this from happening a left-in restriction raised island (pork-chop island) should be provided with recommended signage and markings from TxMUTCD/Dallas. A detailed signage and marking plan should be developed for CI West campus. **Exhibit 2** shows the proposed TMP Plan for the CI West campus together with a model used to come to that conclusion.

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 on duties and expectations pertaining to the plan is recommended. Sufficient communication at the beginning of each school term (and otherwise, as needed) with students on 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.

END OF MEMO

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.

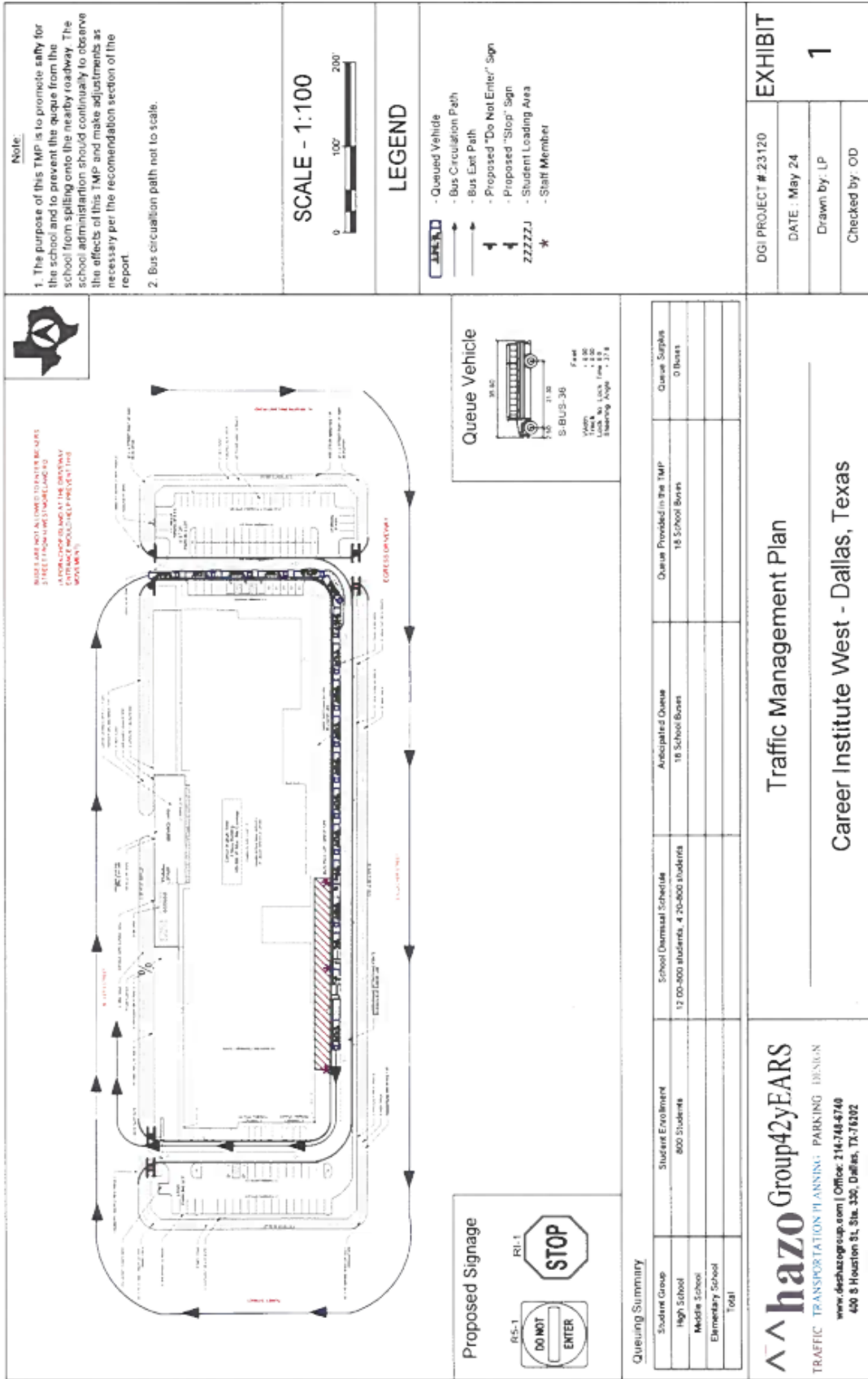


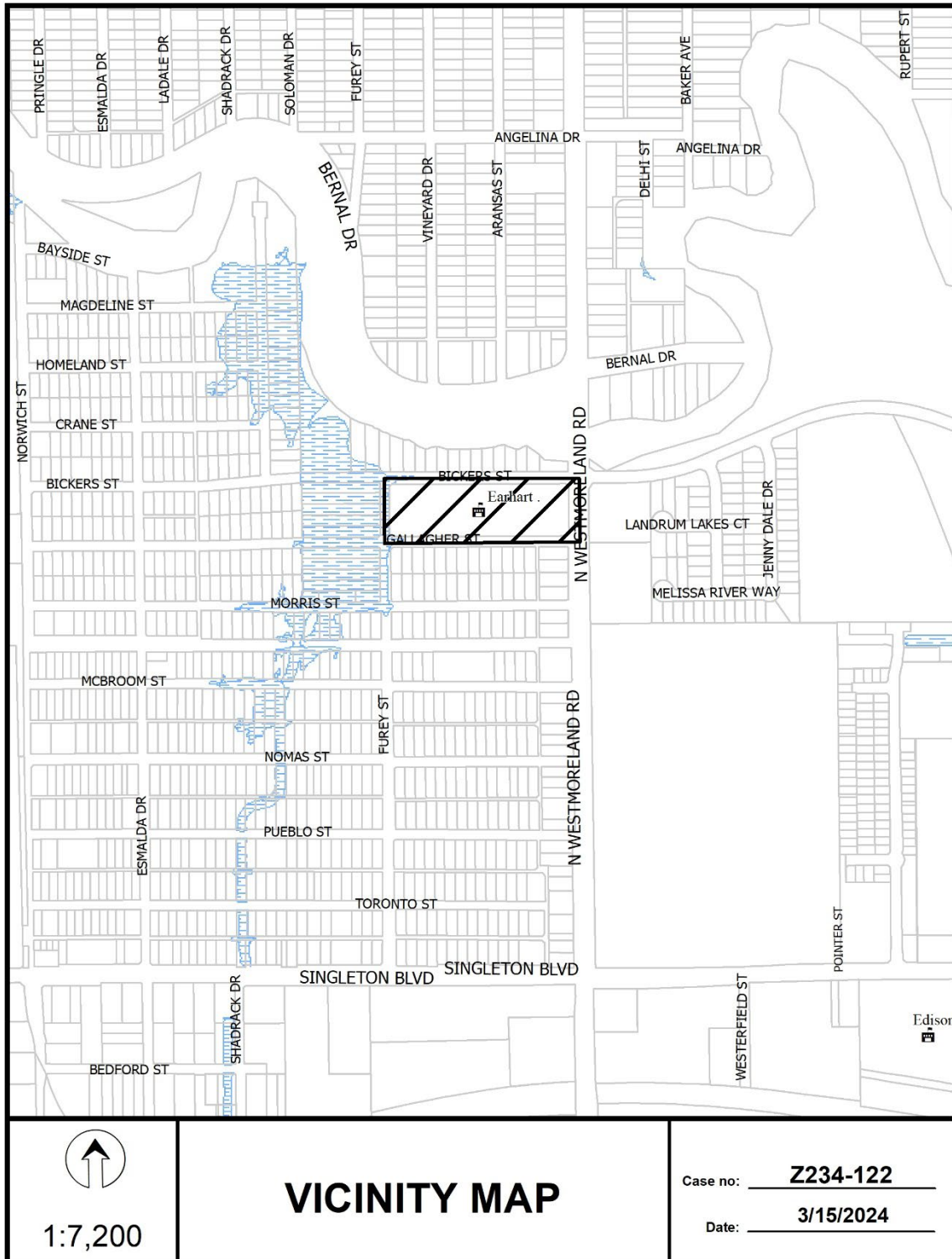
School Officer

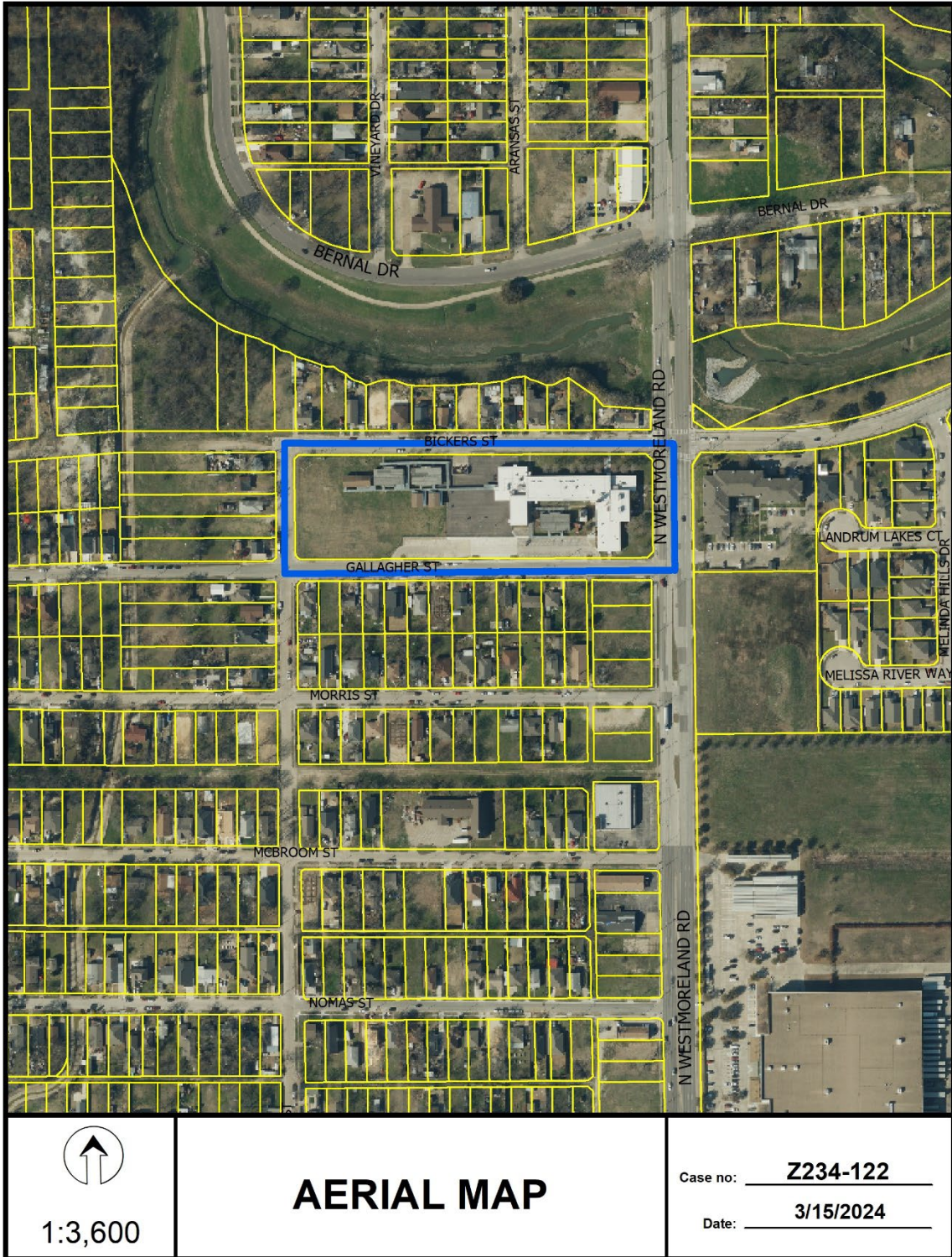
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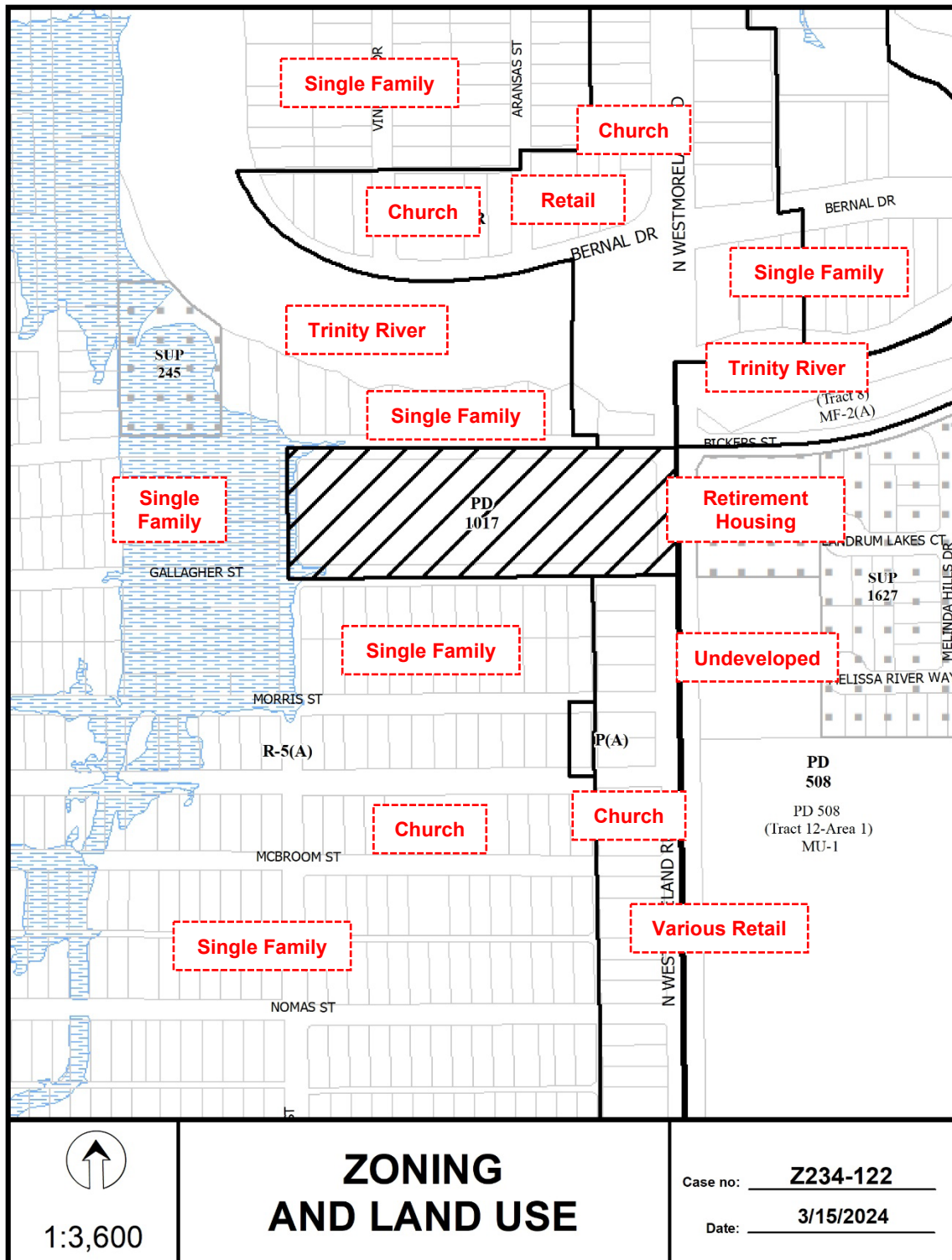
Date

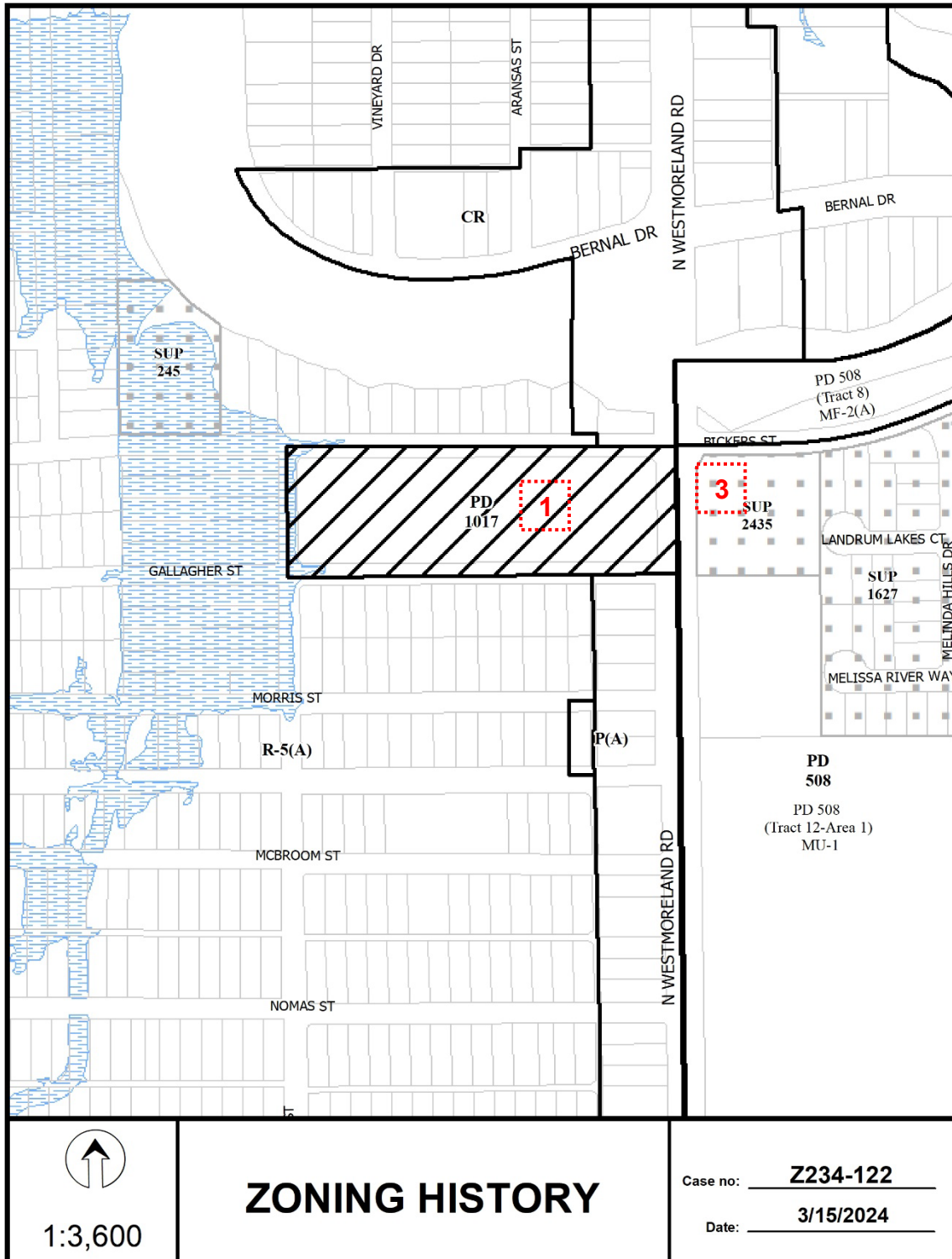
Career Institute West | DISD

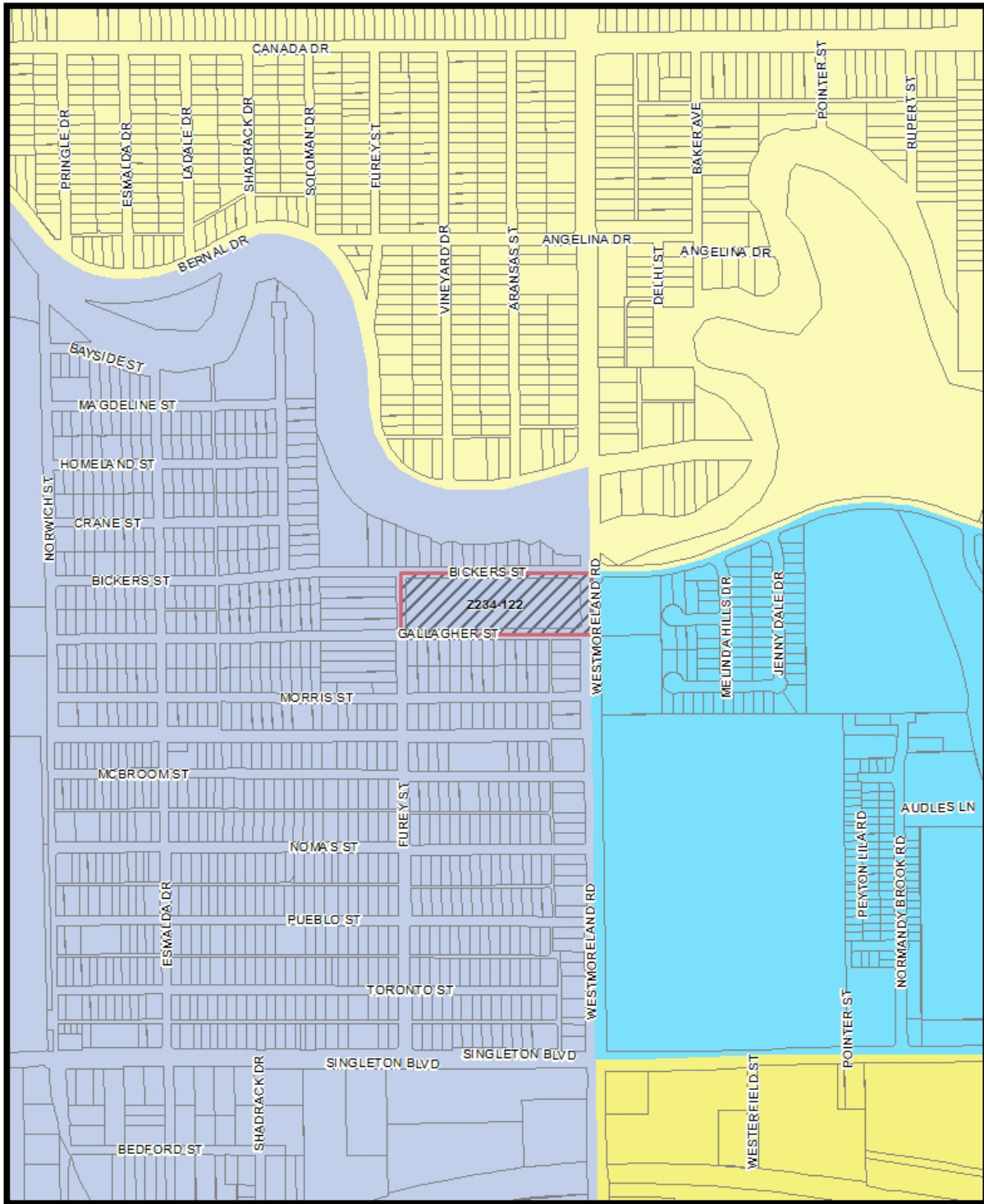












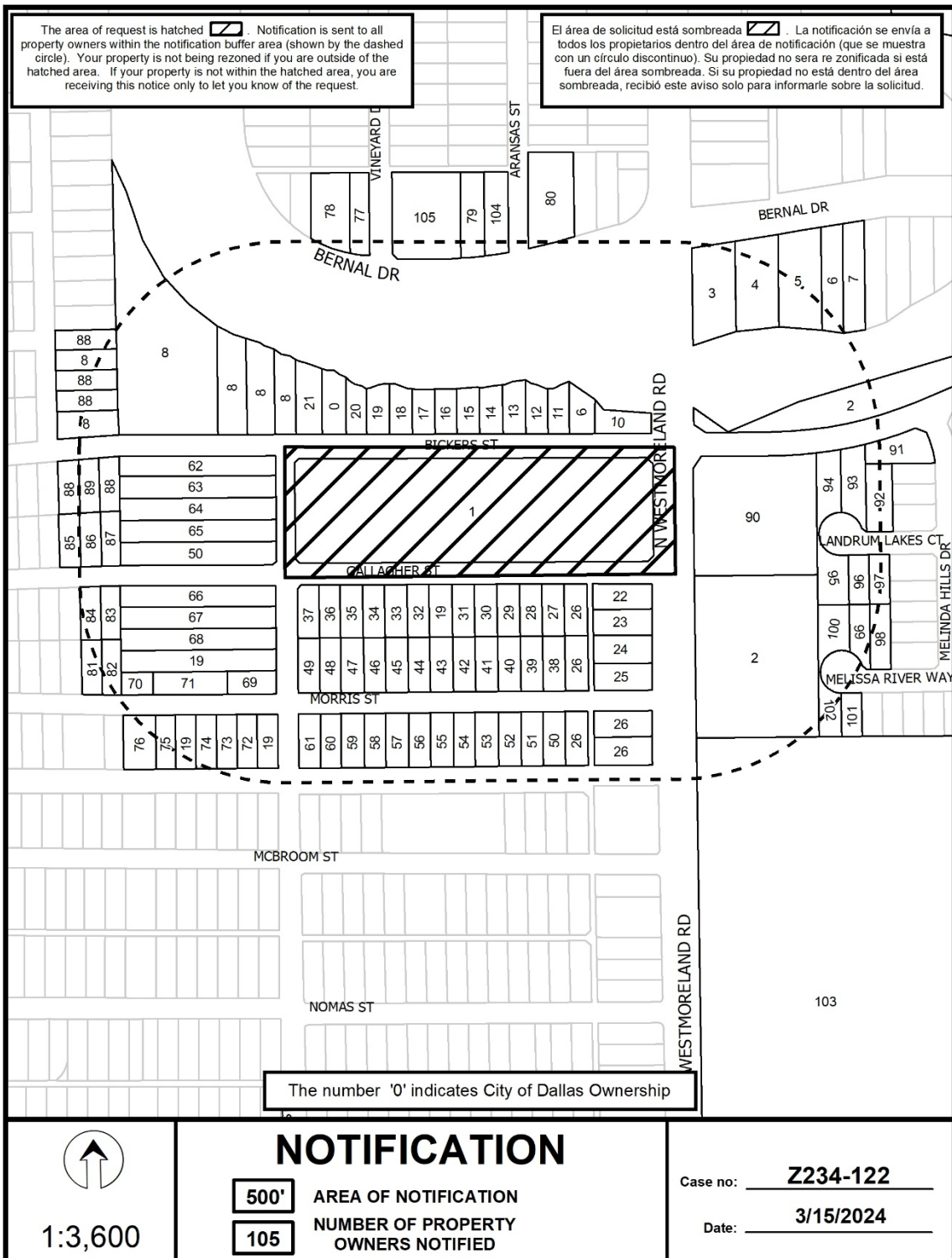
Market Value Analysis

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



Market Value Analysis

Printed Date: 3/15/2024



03/15/2024

Notification List of Property Owners***Z234-122******105 Property Owners Notified***

<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

03/15/2024

<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	MELENDEZ 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

03/15/2024

<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	REZAIIE 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

03/15/2024

<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