

CITY PLAN COMMISSION

THURSDAY, MAY 2, 2024

Planner: Donna Moorman, PLA

FILE NUMBER: M234-008(DM) **DATE FILED:** November 11, 2023

LOCATION: Northeast corner of Towns Street and Schroeder Road

COUNCIL DISTRICT: 10

SIZE OF REQUEST: Approx. 14.27 acres **CENSUS TRACT:** 48113007829

REPRESENTATIVE: Karl Crawley, Masterplan

OWNER/APPLICANT: Richardson Independent School District

REQUEST: An application for a minor amendment to the existing development plan on property zoned Planned Development No. 551.

STAFF RECOMMENDATION: Approval.

PLANNED DEVELOPMENT DISTRICT No. 551

<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=551>

BACKGROUND INFORMATION:

- On May 26, 1999, Planned Development District No. 551 was established by Ordinance No. 23892.
- Development and use of the property for a public school and a radio, television, or microwave tower must comply with the development plan (Exhibit 551A).
- For a public school and a radio, television, or microwave tower, landscaping must be provided as shown on the development plan prior to issuance of a certificate of occupancy.

REQUEST DETAILS:

The applicant is requesting to amend the development plan in Planned Development District No. 551.

The proposed development plan allows for the construction of a small structure to enclose and connect two existing structures, a new fire lane, and the reconfiguration of parking spaces to allow for drop-off zones within the parking area.

The landscaping is required to be shown on the development plan and reflects the addition of large canopy trees, ornamental trees, and evergreen shrubs. The landscaping as shown on the proposed development plan was reviewed by the City Arborist and determined they have no objections.

A Traffic Management Plan (TMP) is not required; however, the applicant provided a TMP. The Transportation Development Services Division of the Transportation Department has reviewed the TMP and the request, and has no objections to the proposed minor amendment.

This is not a zoning change request and no changes to the existing zoning standards can be considered. The only purpose of this hearing is to determine if the proposed amendment to the development plan complies with the standards established for minor amendments. The Dallas City Code requires that if the plan amendment complies with the standards for a minor amendment, the plan shall be approved.

Upon review of the proposed development plan, staff has determined that the request meets the minor amendment criteria for a development plan, complies with the requirements set forth by Planned Development Subdistrict No. 551 and does not impact any other provisions of the ordinance.

Richardson Independent School District

School Board

Regina Harris, President

Debbie Renteria, Vice President

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Dr. Matthew Gibbins, Assistant Superintendent of Administrative Services

Sandra Hayes, Assistant Superintendent of District Operations

David Pate, Assistant Superintendent of Finance and Support Services

Henry Hall, Assistant Superintendent of Technology

Leticia D. McGown, General Counsel

Dr. Melissa Heller, Assistant Superintendent of Strategy and Engagement

Le Karte, Executive Director of Facilities Planning, Design and Construction



Traffic Management Plan [for reference]

LJA Engineering, Inc.



**RICHARDSON ISD
HAMILTON PARK PACER MAGNET
TRAFFIC MANAGEMENT PLAN**

LJA Project No. 3941-2301

Scott Booth, PE, PTOE
LJA Engineering, Inc.

LJA Engineering, Inc. 

6060 N Central Expressway, Suite 440
Dallas, Texas 75206
Phone: 469.621.0710
www.ljaengineering.com
TBPE Firm F-3186

September 2023

**RICHARDSON ISD
HAMILTON PARK PACE MAGNET
TRAFFIC MANAGEMENT PLAN**



September 7, 2023

LJA Project No. 3941-2301

LJA Engineering, Inc.



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I. INTRODUCTION

LJA Engineering, Inc. (LJA) was retained by Richardson ISD (Client) to review the traffic operations at the Hamilton Park Pacer Magnet (HPPM) Campus located in Dallas, Texas. The purpose of this review, and the following summary report, is to prepare a Traffic Management Plan (TMP) for the site. The facility has been open for more than 69 years, with 48 years as a magnet school. Figure 1 below is a map detailing the site location.



* Trafficware Synchro 11 screenshot reprinted with permission from Microsoft Bing Maps

Figure 1 – Site Location

The school campus is located at 8301 Towns Street in a residential neighborhood in the southeast quadrant of I-635 and US-75. At the time of the operational review, the school had approximately 650 students and 57 staff members.

1.1 Existing Area Conditions

The Hamilton Park Pacer Magnet Campus is surrounded by residential streets on all sides. To the north and east are 9-foot alleyways that run adjacent to the school campus. South of the school is Towns Street, which fronts the school campus. Towns Street is an asphalt roadway (with curb and gutter) 36 feet in width and during the hours of 7:00 AM to 9:00 AM and 2:45 PM to 4:30 PM, it is a westbound one-way roadway from Oberlin Drive to Schroeder Road. Along the west side of the campus is Schroeder Road, which is a 40-foot wide concrete roadway with curb and gutter.

Intersecting Towns Street south of the school are Bellafonte Drive, Hoblitzelle Drive, and Dandridge Drive. All these are 25-foot wide concrete roadways with curb and gutter. Further east of the school, but not adjacent to the campus is Oberlin Drive, which is a 25-foot wide asphalt roadway with curb and gutter.

II. TRAFFIC MANAGEMENT PLAN

The purpose of the Traffic Management Plan (TMP) is to establish procedures for traffic flow and circulation around the school related to student drop-off and pick-up operations. Use of a TMP helps improve traffic/student safety and helps maximize the efficiency of drop-off and pick-up operations. The analysis summarized in this report identifies critical elements of the TMP such as available queuing space that is both on and off site, circulation patterns for the school, and the projected trip generation (and estimated queuing) during the morning and afternoon peaks.

2.1 Observation Schedule

Per guidance from the City of Dallas, a series of morning and afternoon observations were scheduled at the Hamilton Park Pacer Magnet Campus. This included two (2) morning observations and two (2) afternoon observations, which were conducted on different days, over two weeks. Campus traffic observations were completed as follows:

Table 1 – Campus Observation Times

Date	Peak Hour	Time	
		Start	End
August 17, 2023	Morning	7:15 AM	8:15 AM
August 17, 2023	Afternoon	2:30 PM	3:30 PM
August 22, 2023	Midday	7:15 AM	8:15 AM
August 22, 2023	Afternoon	2:30 PM	3:30 PM

2.2 Operational Characteristics

Based on information from the client, the school currently has:

- 650 students
- 57 staff members

The school is open from 7:00 AM until 5:30 PM, but students are not allowed to enter until 7:30 AM. Classes begin at 7:50 AM and end at 3:10 PM and there are after school programs for students.

For schools, the peak times of traffic flow are concentrated around the start and end of classes and are shorter than an hour (typically 30 minutes for the AM peak hour and 45 minutes for the PM peak hour).

2.2.1 School Operations

Students enter and exit the facility through several different entrances and picked-up and dropped-off at corresponding locations. Pre-K through 1st grade use the loop (referred to as the Pre-K Loop) on the southeast corner of the campus to access the entrances adjacent to it. 2nd grade

through 4th grade students use the main entrance located adjacent to the Main Loop on the south side of the school. Lastly, 5th- and 6th graders enter the school through a back entrance using the driveway loop (referred to as the Back Loop) for pickup and drop off. It was observed when there were multiple children in a vehicle, that the older child would enter the school at the same location as the younger child.

2.2.2 Campus Trip Generation

Trip generation for the school were based on the observations conducted at the campus. The observed trip generation is summarized in Table 2 below. It should be noted that the table below includes vehicle trip generation related to parents that park on the adjacent streets to pick-up and drop off students. It is also noted that many of the vehicles had more than one student entering/exiting the vehicles resulting in an estimated average of 1.7 students per vehicle.

Table 2 – Observed Trip Generation Summary for Vehicle Trips

Location	AM-Peak Hour			PM-Peak Hour		
	In	Out	Total	In	Out	Total
Main Loop pick-up/drop-off	130	92	222	47	37	84
Pre-K Loop pick-up/drop-off	37	30	67	35	41	76
Back Loop pick-up/drop-off	25	2	27	31	58	89
Towns Street park and walk	161	161	322	144	144	288
Schroder Road park and walk	16	16	32	18	18	36
Bellafonte Drive park and walk	25	25	50	15	15	30
Vehicle Trip Totals	394	326	720	290	313	603

In the morning peak hour, there is more inbound traffic to the campus, which is due to staff arriving for the day. Overall average trip generation for the AM peak hour was 720 trips (394 in and 326 out). Thus, there were approximately 325 vehicles dropping off students in the morning, with approximately 125 vehicles using drop-off loops and 200 vehicles parking to drop-off students.

There was less vehicular traffic during the afternoon peak hour with a total of 603 trips (285 in and 302 out) and approximately 290 vehicles actively picking up students. Approximately 115 vehicles picked up students in the loop driveways, and the remaining 175 vehicles parked on the adjacent streets with parents walking up to the school to pick up students. It was observed that the arrival traffic was concentrated into a peak 30-minute period between 3:00 PM and 3:30 PM. Additionally, there were slightly more outbound trips during the PM peak, which is consistent with some staff leaving the campus.

2.3 Vehicle Circulation and Pedestrian Activity

With entrances at both the front and rear of the school, there is vehicular activity all around the school during the morning and afternoon peaks. A discussion of the circulation around the school is broken down into morning drop-off, afternoon pick-up and bus operations. There is also a discussion of pedestrian activity around the school. A summary of traffic circulation and site operations is shown in Exhibit 1 of the Appendix.

2.3.1 Morning Drop-Off

With most students (pre-K thru 4th grade) entering the front of school, most of the drop-off activity occurred in the Pre-K and Main Loop and along Towns Street. Drop-off operations in the Back Loop flowed smoothly with minimal queuing on the site and no disruption to the roadways or queuing off-site. The drop-off operations in the front (Pre-K and Main Loops) had queuing both on and off site but vehicles would generally keep moving at a steady pace.

For Pre-K – 1st drop off, many parents would either park on Towns and walk their child to the correct door or pull into one of the parking spaces provided within the Pre-K Loop and drop off from there. Several parents did still use the loop itself to drop off, but often parked in the loop then walked their child to the correct door. For 2nd – 4th grade students, the majority of parents would park on Towns Street or Bellafonte Drive and walk their child to the main entrance or use the Main Loop for drop off where teachers were there to assist getting the students out of the vehicles. For 5th – 6th the Back Loop was the main source of drop off. A few parents used the parking located adjacent to the Back Loop to park and drop off students.

During the morning drop-off many parents would park on the streets adjacent to the school and walk students to their respective entrance. This resulted in congestion along Towns Street, which lasted for about 20 minutes before the school bell and then for 5 minutes after. Parking was prevalent along Towns Street, Schroeder Road, and Bellafonte Drive.

2.3.2 Afternoon Pick-Up

Pickup followed much the same patterns and morning drop-off, however the queues and number of cars parked on the street were larger during the afternoon peak period as parents arrive earlier to wait for students to be released from school. With some cars queuing from pick-up loops, (Pre-K and Main Loops), there was confusion between parked vehicles and active queues, which led to congestion and periods of stopped traffic flow. This was prevalent with buses, which is discussed below. The Back Loop also had queuing, but it did not impact operations along Schroder Road since the queue was contained on-site.

2.3.3 Bus Operations

Buses serving the school appeared to drop off within the main loop but pick up students at the southeast corner of the campus (northeast corner of Towns Street and Schroeder Road). In the afternoon, buses would travel along Towns Street, which is one-way to the west, to reach the bus loading area. With parents parking and queuing along Towns Street, there were frequent conflicts between buses and parent vehicles, resulting in additional delays and congestion. It is also noted that the southeast corner of the campus was a staging area where buses would pick up older students for other schools in the area during the morning. As mentioned, the northeast corner of

Schroeder Road and Towns Street was the bus loading area. When these parking spots are available, there is little disruption to the circulation of traffic. When there are parent vehicles parked, the disruption can last for several minutes.

2.3.4 Pedestrian Movements

Because HPPM is a magnet school, more parents drop-off and pick-up students from the school, versus walking. Based on the observations, it is estimated that there about 20 students that regularly walk to school. The remaining pedestrians are from parents that park along the adjacent streets and walk their students to school. This results in significant pedestrian traffic at Schroder Road, Bellafonte Drive, Hoblitzelle Drive and Towns Street as shown in Table 3 below..

There are currently two crossing guards serving the school. One at the intersection of Schroder Road and Towns Street, and one at Bellafonte Drive and Towns Street. This pedestrian traffic results in some impact on the circulation of the traffic along Towns Street, but this is normal for any school. It should be noted that there is no crossing guard at Hoblitzelle Drive and Towns Street, but there is significant pedestrian crossing activity at that intersection. It is recommended that an additional crossing guard be requested for this location.

Table 3 – Observed Pedestrian Activity

Location	AM Peak Pedestrians	PM Peak Pedestrians
Schroder Road and Towns Street	36	37
Bellafonte Drive and Towns Street	122	135
Hoblitzelle Drive and Towns Street	23	64
Pedestrian Totals	181	236

2.4 Queue Lengths

As was discussed above, observations showed significant queuing on the site. When properly utilized, the Pre-K Loop has a maximum capacity of about 10 vehicles in line before the queue is in the street. The queue from this loop would often extend onto Towns Street up to 200 feet (8 vehicles), at times blocking the exit for the Main Loop. One of the main issues is that parents do not pull up to the west end of the loop to pick-up or drop students off. This reduces the effective available queue space and results in more spill back onto Towns Street. Parents should always be encouraged to pull forward as far as possible to maximize queue space.

The Main Loop also had a significant queue throughout most of the peak periods that would extend onto Towns Street down to Dandridge Drive, which is approximately 300 feet to the east (12 vehicles). The Back Loop had a queue of up to 400 feet (16 vehicles), but it was all maintained within school property.

III. SUMMARY AND RECOMENDATIONS

Based upon information collected during the observations of the school, there is room for some improvement to the traffic management plan as described above. The first place to improve the TMP is through communication to the parents. For example, the first observation was conducted toward the end of the first week of school and it was noted that parents were asking observers where students should be dropped off or picked up. This lead to confusion, longer pick-up/drop-off times and more congestion. By the second observation on the second week of school, parents had learned where to meet students and the overall flow, while still congested, was improved significantly.

Based on our observations and experience with other schools, the following recommendations are provided.

- Have younger siblings exit with older siblings at the drop-off/pick-up areas for the older sibling. This may boost the number of students being picked up in the Back Loop, which has spare capacity for on-site queueing.
- Have staff members at each of the loops to encourage parents to pull forward. Some parents will not comply with the request, but every little bit helps to keep the queue on-site.
- Eliminate parking between the exit of the Main Loop and the entrance of the Pre-K Loop. It was observed that some parents wanting to queue for the Pre-K Loop would get behind a vehicle parked in between the exit and entrance thinking it was the back of queue. This led to confusion and significant blockage of the Main Loop exit.
- Ensure that there is a one-way signage with the time zones on the southeast corner of the streets that intersection with Towns Street adjacent to the school. Most of the signage is in place, but there is no one-way signage at Bellafonte Drive and Towns. This is a discussion/request to the City of Dallas.
- Close the curb openings along the Main Loop to create one solid median/curb area between the entrance and exit. Currently, there are cones that block the openings. A full median, would improve parking along Towns Street and also provide an area for students to enter/exit vehicles.
- In conjunction with the above recommendation, stripe a parking lane on Towns Street adjacent to the Main Loop. It was noted during observations that parents would not pull fully to curb and would then restrict the flow of traffic on Towns Street. By striping a parking lane, drivers would be more likely to pull to curb.
- Restrict parking on Towns Street from the Pre-K Loop exit to Schroeder Road. This would allow the following options:
 - make a designated bus loading/unloading zone along Towns Street, or
 - stripe a dedicated left/thru and right-turn only lane at the westbound approach of the intersection. It was noted that much of the congestion on Towns Street was due to backup from the intersection at Schroder Road with left-turning traffic blocking right-turning traffic. This option would require all buses to load/unload on

Schroeder Road. Moving buses to Schroeder Road would eliminate the need for buses to travel along Towns Street, improving vehicle flow on Towns Street.

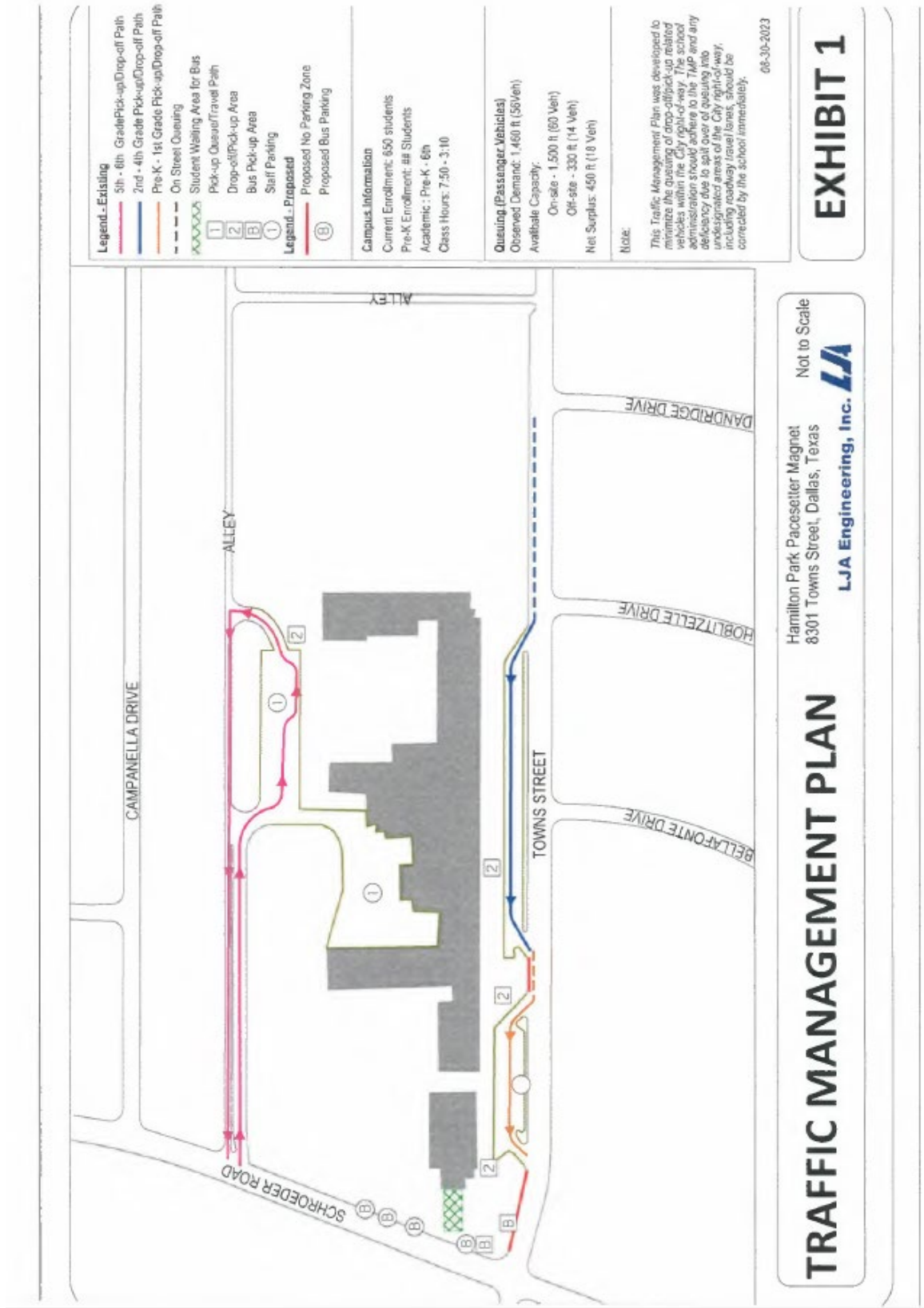
- Revise the pickup system by using numbered hanging tags for parents. This system has been successfully used at other schools and improves the pick-up operations. It works by each family being assigned a number. As long as that family has students at HPPM, they keep the same number each year. This improves recognition for both students and staff. The LJA team can provide more details on the system if desired.
- Request an additional crossing guard for the intersection of Towns Street at Hoblitzelle Drive.

3.1 Funding Options

Many of the above recommendations will require some form of funding for implementation. Options include:

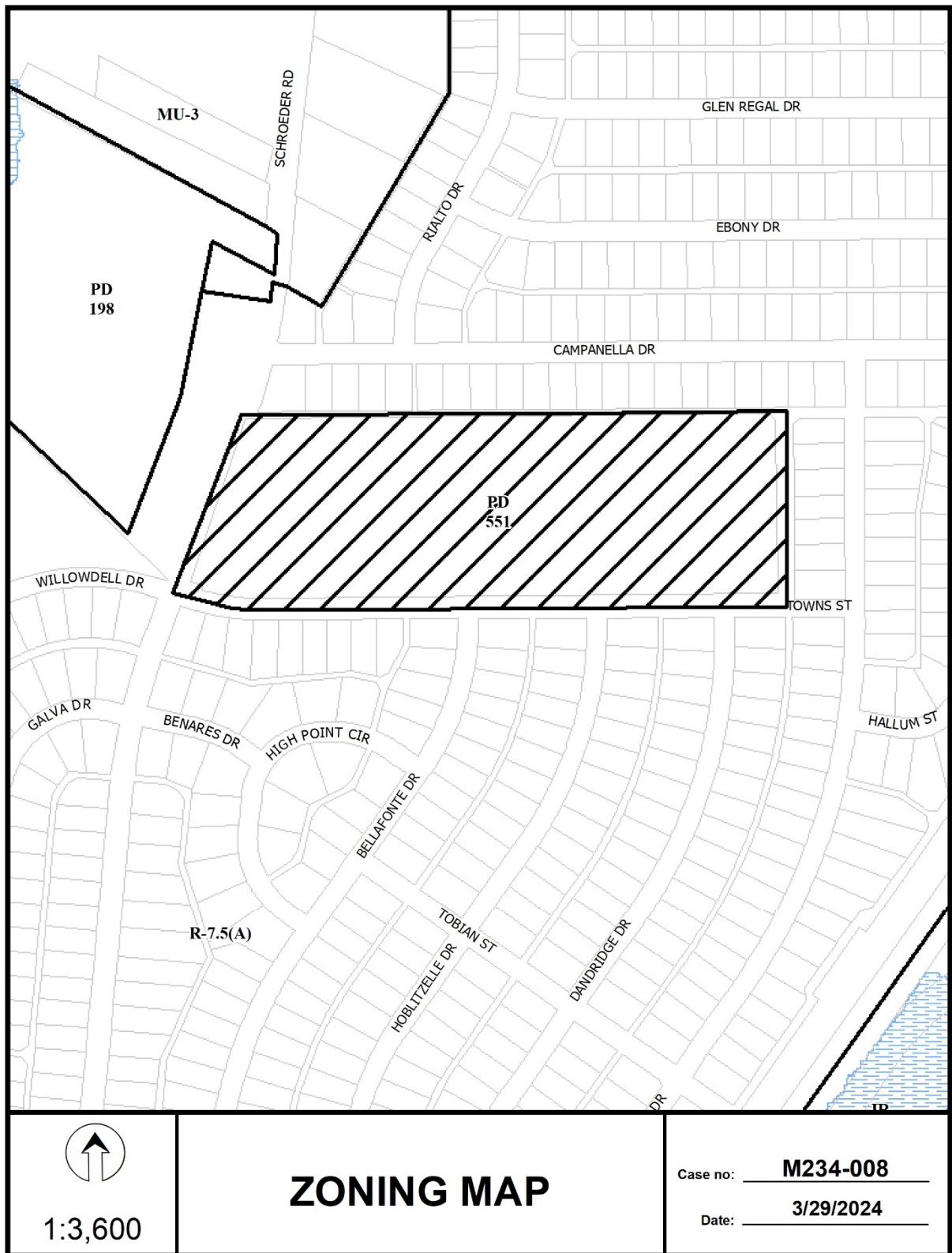
- Request for improvements to the City of Dallas. This would be for striping and signage along Towns Street.
- Funding partnership between City of Dallas and RISD to close Main Loop openings and add sidewalks in existing leave-out areas to connect existing sidewalks.
- Request for grant funding from NCTCOG in bi-annual Safe Routes to School program. There will be a call for projects in 2024 based on past program funding opportunities. This would include funding for all of the recommendations above.

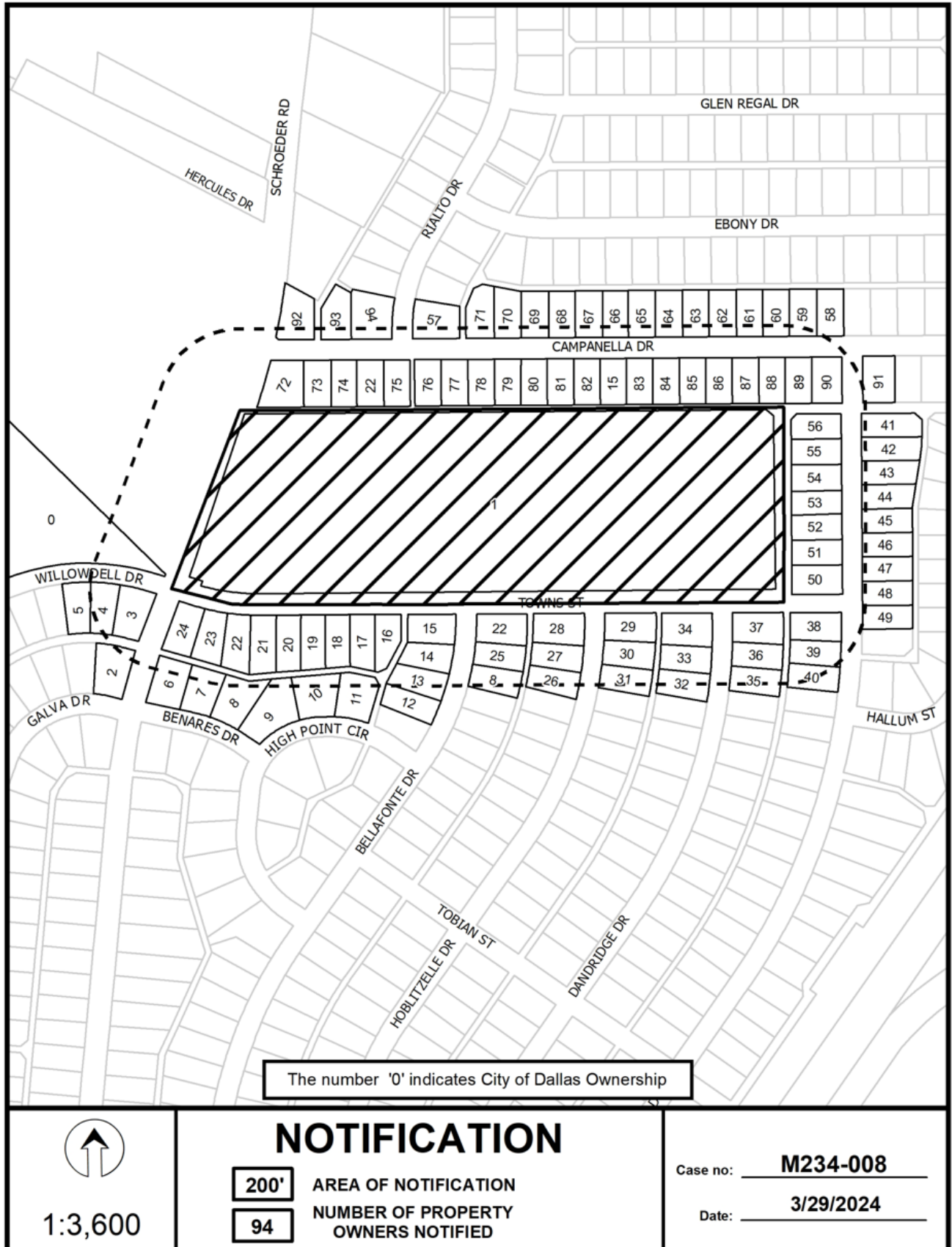
Appendix – Traffic Management Plan





Aerial





03/29/2024

Notification List of Property Owners***M234-008******94 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	8301 TOWNS ST	RICHARDSON ISD
2	12261 GALVA DR	KELLEY KIRK
3	12254 WILLOWDELL DR	BLAIR BERTIE L EST OF
4	12250 WILLOWDELL DR	ROGERS WALTER ESTATE OF
5	12244 WILLOWDELL DR	GR SFR FUND II A LLC
6	8205 BENARES DR	BT ORIOLE TWO LLC
7	8211 BENARES DR	HOLMAN JOHN WESLEY
8	8217 BENARES DR	SAINT CATHERINE HOMES LLC
9	12243 HIGH POINT CIR	JJW PPTIES LLC
10	12249 HIGH POINT CIR	Taxpayer at
11	12255 HIGH POINT CIR	WHARTON MAE OLA
12	12309 BELLAFONTE DR	CONNOR CAROLYN
13	12315 BELLAFONTE DR	JJW PPTIES LLC
14	12321 BELLAFONTE DR	LEE FRED JR EST OF & ETAL
15	12327 BELLAFONTE DR	SUNSETRKI LLC
16	8238 TOWNS ST	Taxpayer at
17	8234 TOWNS ST	RUIZ JAVIER ALFONSO
18	8230 TOWNS ST	MILLS CELESTINE
19	8224 TOWNS ST	LAM PAK YEE &
20	8220 TOWNS ST	BROWN MONTE
21	8216 TOWNS ST	LAOS ALEJANDRO ORLANDO &
22	8212 TOWNS ST	JDS HEAVENLY PLACE LLC
23	8208 TOWNS ST	LOCKHART MICHELLE &
24	8202 TOWNS ST	RETTIG TONYA &
25	12322 BELLAFONTE DR	TONEY COREY C
26	12311 HOBLITZELLE DR	BROUSSARD RONALD KENT &

03/29/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	12317 HOBLITZELLE DR	FORD CLEO L
28	12323 HOBLITZELLE DR	MUNOZ DULCE
29	12324 HOBLITZELLE DR	ROSS LARRY &
30	12320 HOBLITZELLE DR	ALLISON ROSALYN J &
31	12316 HOBLITZELLE DR	JULKA CHAD &
32	12323 DANDRIDGE DR	CRANE B J
33	12329 DANDRIDGE DR	THOMAS ZELMA
34	12335 DANDRIDGE DR	ALEXANDER RACHEL
35	12326 DANDRIDGE DR	SANDERS DELPHIA
36	12330 DANDRIDGE DR	BURTON JETTIE
37	12336 DANDRIDGE DR	SKEINS DOROTHY
38	12343 OBERLIN DR	ADAMS ESTELLE
39	12339 OBERLIN DR	VELAZQUEZ HIPOLITO GARCIA &
40	12333 OBERLIN DR	BLAIR PROPERTY HOLDINGS SERIES J LLC
41	12448 OBERLIN DR	ROBINSON OTIS GENE &
42	12442 OBERLIN DR	WARREN GAHLEN L SR
43	12436 OBERLIN DR	DUFFEY C D EST OF
44	12430 OBERLIN DR	PINEDA MIGUEL D
45	12424 OBERLIN DR	BREWSTER BRIGINA LIFE ESTATE
46	12418 OBERLIN DR	GILMORE E MICHELLE
47	12412 OBERLIN DR	BARRETT VERNEL FULGHUM
48	12406 OBERLIN DR	RODRIGUEZ JOSE J
49	12344 OBERLIN DR	KELLEY MICHAEL D REVOCABLE
50	12411 OBERLIN DR	TITUS EMERSON EST OF
51	12417 OBERLIN DR	THOMAS LILLIE WILLIAMS
52	12423 OBERLIN DR	BAILEY HARRISON O JR EST OF
53	12429 OBERLIN DR	DAVIS SALLIE B
54	12435 OBERLIN DR	EAST DALLAS YANKEE LLC
55	12441 OBERLIN DR	HARRIS NOAMI TR
56	12447 OBERLIN DR	Taxpayer at
57	12506 RIALTO DR	SELMON PEARLINE

03/29/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	8425 CAMPANELLA DR	MOORE AREVA
59	8419 CAMPANELLA DR	PRUITT LETA
60	8411 CAMPANELLA DR	Taxpayer at
61	8407 CAMPANELLA DR	HOLLEMAN DORIS
62	8371 CAMPANELLA DR	JERNIGAN LADELL
63	8365 CAMPANELLA DR	GRAY KENNETH WAYNE
64	8359 CAMPANELLA DR	ROJASARRIAGA SAN JUANA
65	8353 CAMPANELLA DR	HUGHES LEON D
66	8347 CAMPANELLA DR	QUAN MOLLIE LE
67	8341 CAMPANELLA DR	SUN FUGANG
68	8335 CAMPANELLA DR	HERRERA BEATRIZ ESQUIVEL &
69	8329 CAMPANELLA DR	CRUZ MARIA JENNIFER
70	8321 CAMPANELLA DR	Taxpayer at
71	8315 CAMPANELLA DR	DUREN VIVIAN L
72	8206 CAMPANELLA DR	BEACHUM ROBERT L
73	8212 CAMPANELLA DR	Taxpayer at
74	8218 CAMPANELLA DR	JIMISON SUE
75	8230 CAMPANELLA DR	MCCLELLAN LULY T
76	8304 CAMPANELLA DR	MCCELLAN VIVIAN
77	8310 CAMPANELLA DR	HARRIS WILLIAM D & MELODY
78	8316 CAMPANELLA DR	JOHNSON NORRIS J EST OF &
79	8322 CAMPANELLA DR	BEST OF WORK LLC
80	8328 CAMPANELLA DR	TRICON SFR 2020 2
81	8334 CAMPANELLA DR	GALLOWAY THOMAS J EST OF
82	8340 CAMPANELLA DR	VELEZCELAA FRANCISCO MIGUEL
83	8352 CAMPANELLA DR	3JW CONSTRUCTION LLC
84	8358 CAMPANELLA DR	OLIVA CLAUDIA V
85	8364 CAMPANELLA DR	Taxpayer at
86	8370 CAMPANELLA DR	HICKS LINDA L
87	8406 CAMPANELLA DR	REYES ANA V
88	8412 CAMPANELLA DR	PCLO LLC

M234-008(DM)

03/29/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	8418 CAMPANELLA DR	PALACIOSLOPEZ JOSE ANTONIO &
90	8424 CAMPANELLA DR	SANCHEZ JOSE A &
91	8430 CAMPANELLA DR	CRUZ ELODIO HERNANDEZ
92	8207 CAMPANELLA DR	JOHNSON DAVID MARK &
93	8215 CAMPANELLA DR	HERNANDEZ ALBERTO
94	8223 CAMPANELLA DR	CONTAIFER FILIPE