

**CITY PLAN COMMISSION**

**THURSDAY, FEBRUARY 20, 2025**

**Planner: Tasfia Zahin, B. Arch**

**FILE NUMBER:** M234-032(TZ)

**DATE FILED:** July 10, 2024

**LOCATION:** South line of Maribeth Drive between, Dickerson Street and Osage Plaza Parkway.

**COUNCIL DISTRICT:** 12

**SIZE OF REQUEST:** Approx. 21.23 acres

**CENSUS TRACT:** 48085031719

---

**REPRESENTATIVE:** Karl Crawley, Masterplan

**APPLICANT/OWNER:** Plano Independent School District

**REQUEST:** An application for a minor amendment to an existing site plan, landscape plan, and traffic management plan for Specific Use Permit No. 1305 for a public school other than an open-enrollment charter school on property zoned a TH-2(A) Townhouse District.

**STAFF RECOMMENDATION:** Approval.

**Townhouse Districts:**

[https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-76073](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-76073)

**BACKGROUND INFORMATION:**

- The area of request is zoned a TH-2(A) Townhouse District and is currently developed with a public middle school. [Frankford Middle School]
- Specific use permit (SUP) No. 1305 was approved by City Council on October 23, 1996, authorizing the public school the existing public school.
- On June 26, 2019, City Council approved an amendment to SUP No. 1305, subject to an amended site plan, an amended landscape plan, an amended traffic management plan (TMP), and amended conditions.
- The current request is for a minor amendment to the SUP No. 1305 site plan, landscape plan, and traffic management plan.

**MINOR AMENDMENT CRITERIA:**

SEC. 51A-4.219. SPECIFIC USE PERMIT (SUP).

(4) The minor amendment process allows flexibility as necessary to meet the contingencies of development. Amendments that do not qualify as minor amendments must be processed as a zoning amendment. The city plan commission *shall*, after a public hearing, authorize minor changes in the site plan that otherwise comply with the SUP ordinance and the underlying zoning and do not:

- (A) alter the basic relationship of the proposed development to adjacent property;
- (B) increase the number of dwelling units shown on the original site plan by more than 10 percent;
- (C) increase the floor area shown on the original site plan by more than five percent or 1,000 square feet, whichever is less;
- (D) increase the height shown on the original site plan;
- (E) decrease the number of off-street parking spaces shown on the original site plan so as to create a traffic hazard or traffic congestion or fail to provide adequate parking; or
- (F) reduce setbacks at the boundary of the site as specified by a building or setback line shown on the original site plan.

For purposes of this paragraph, “original site plan” means the earliest approved site plan that is still in effect, and does not mean a later amended site plan. For example, if a site plan was approved with the specific use permit and then amended through the minor

amendment process, the original site plan would be the site plan approved with the specific use permit, not the site plan as amended through the minor amendment process. If, however, the site plan approved with the specific use permit was replaced through the zoning amendment process, then the replacement site plan becomes the original site plan. The purpose of this definition is to prevent the use of several sequential minor amendments to circumvent the zoning amendment process.

(5) through (7) [omitted for brevity]

(8) The minor amendment process allows flexibility as necessary to meet the contingencies of development. Amendments that do not qualify as minor amendments must be processed as a zoning amendment. The city plan commission shall, after a public hearing, authorize minor changes in the landscape plan that otherwise comply with the SUP ordinance and the underlying zoning and do not:

- (A) reduce the perimeter landscape buffer strip shown on the original landscape plan;
- (B) detrimentally affect the original landscape plan's aesthetic function relative to adjacent right-of-way or surrounding property; or
- (C) detrimentally affect the original landscape plan's screening or buffering function.

For purposes of this paragraph, "original landscape plan" means the earliest approved landscape plan that is still in effect, and does not mean a later amended landscape plan. For example, if a landscape plan was approved with the specific use permit and then amended through the minor amendment process, the original landscape plan would be the landscape plan approved with the specific use permit, not the landscape plan as amended through the minor amendment process. If, however, the landscape plan approved with the specific use permit was replaced through the zoning amendment process, then the replacement landscape plan becomes the original landscape plan. The purpose of this definition is to prevent the use of several sequential minor amendments to circumvent the zoning amendment process.

#### **REQUEST DETAILS:**

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 site plan and landscape 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.

When evaluating compliance with the standards for a minor amendment, the proposed plans must be compared to the “original” plans rather than with later amended plans.

With the current request, the applicant proposes the following changes (as compared to the “original” plans):

1. Modify the building footprint to add an approximately 620 square foot addition for a walk-in freezer;
2. Add an all-weather track and practice field on the western portion of the site;
3. Enclose the new track and practice field with a six-foot chain link fence;
4. Shift the dumpster location to allow space for the walk-in freezer addition;
5. Remove trees to accommodate the new track and practice field, replacing these with smaller plantings to retain the residential buffer;
6. Replace trees that are no longer in a healthy growing condition;
7. Amend the text of the traffic management plan (no changes are proposed to Exhibit 1 of the TMP).

The city arborist has reviewed the request and has no objection to the proposed landscape plan.

The Transportation Development Services Division of the Planning and Development Department, in coordination with the Transportation Department, has reviewed the current request and has no objections to the proposed changes.

Upon review of the proposed site plan, landscape plan, and traffic management plan, staff has determined that the request meets the minor amendment criteria for an SUP site plan and landscape plan, complies with the requirements set forth by Specific Use Permit No. 1305, and does not impact any other provisions of the ordinance.



## **BOARD OF TRUSTEES**

### Plano Independent School District:

**Nancy Humphrey** – Board President

**Dr. Lauren Tyra** – Vice President

**Jeri Chambers** – Board Secretary

**Michael Cook** – Trustee

**Tarrah Lantz** – Trustee

**Angela Powell** – Trustee

**Katherine Chan Goodwin** – Trustee

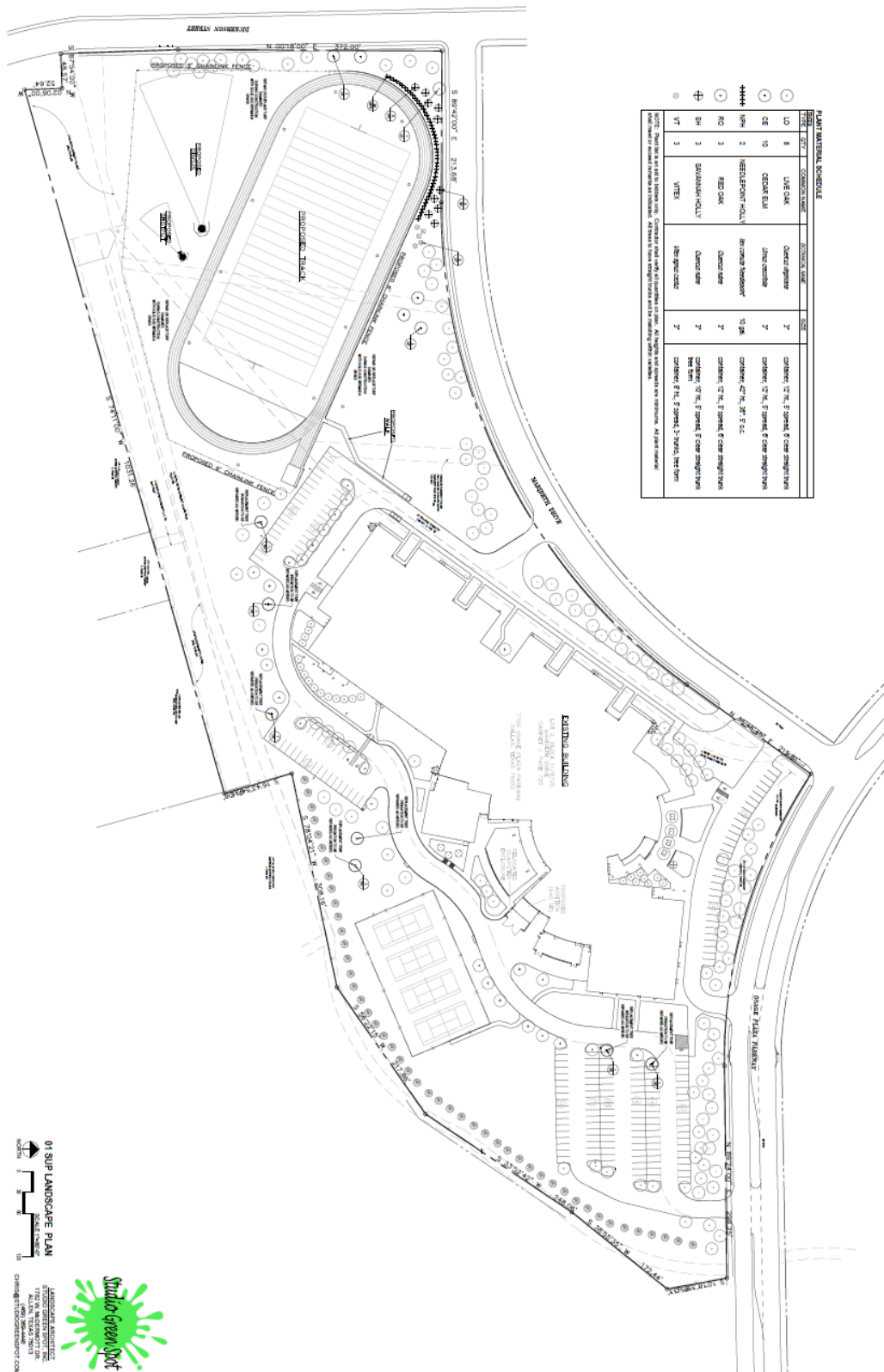
**Dr. Theresa Williams** – Superintendent

**Dr. Selenda Freeman** – Deputy Superintendent for Leadership and Operations

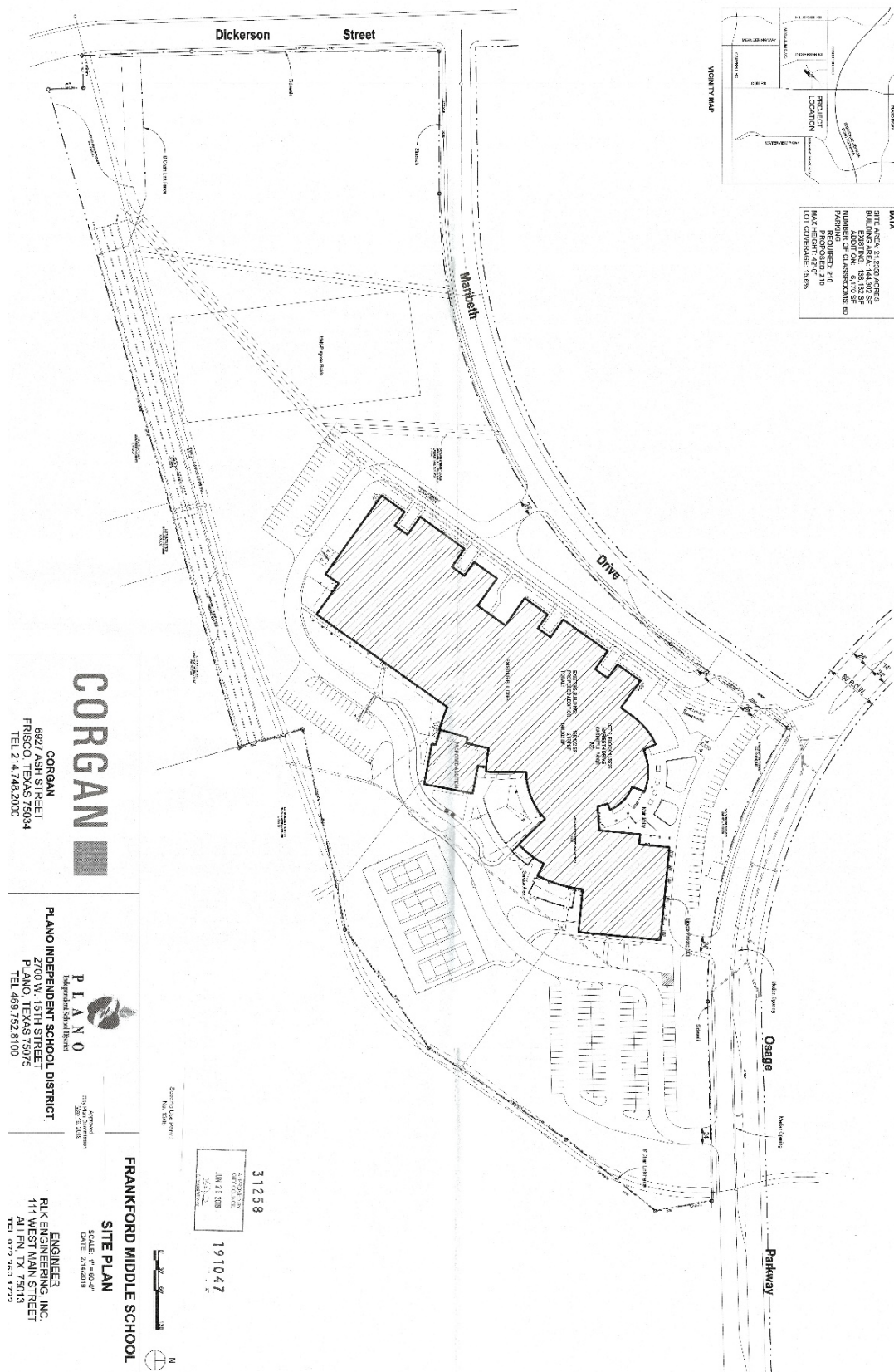
**Johnny Hill** – Deputy Superintendent for Business and Employee Services



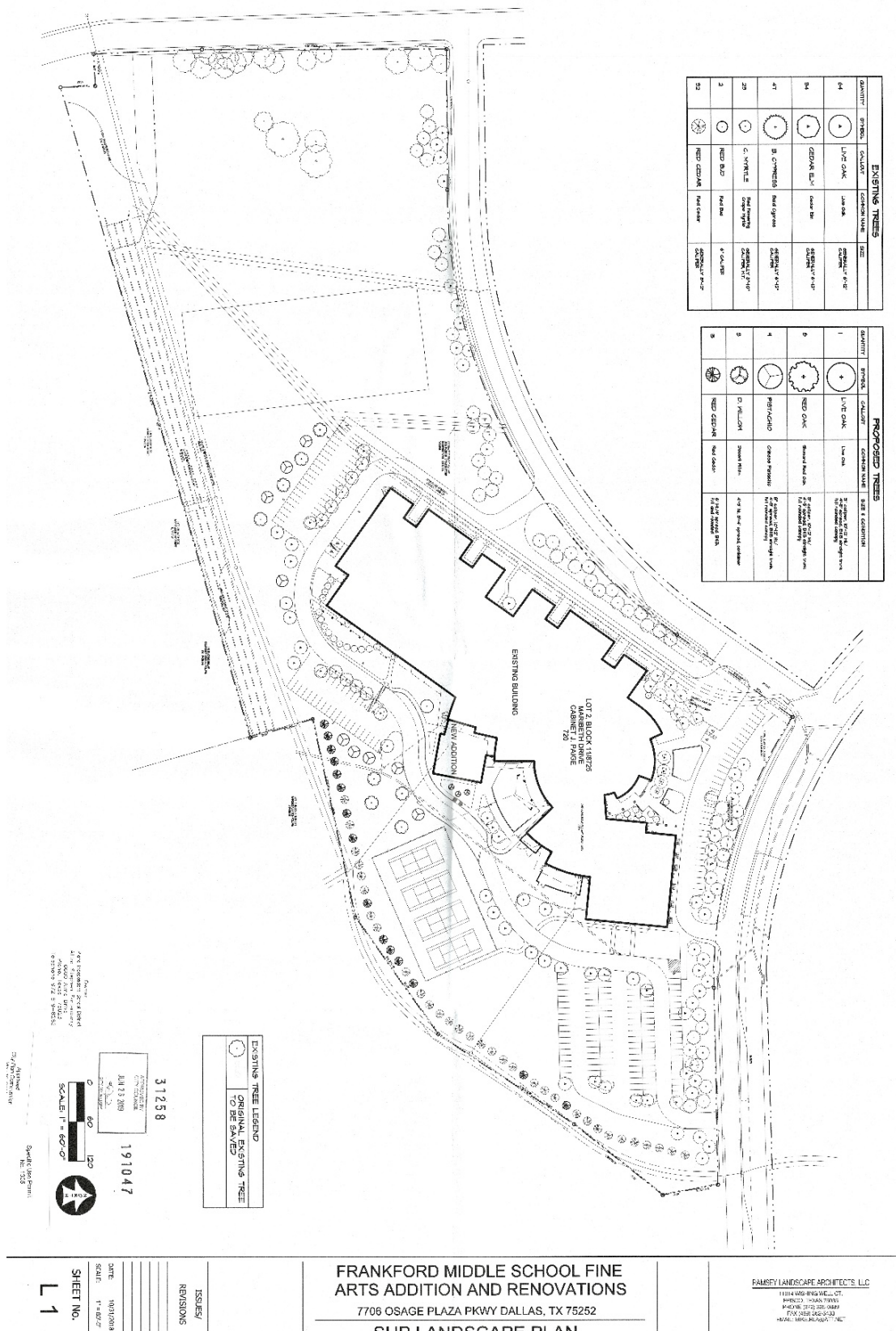
## PROPOSED LANDSCAPE PLAN



## “ORIGINAL” SITE PLAN



## “ORIGINAL” LANDSCAPE PLAN





## PROPOSED TRAFFIC MANAGEMENT PLAN

*[Text changes only; no changes to Exhibit 1]*



December 18, 2024

At the time of the approval by the City of Dallas of the existing TMP (With no planned significant changes):

- a. Student enrollment of 1,023 students
- b. Start/End times: 8:25 A.M. – 3:40 P.M.
- c. Original TMP Travel Modes: Bus and Walking: 65%/Walking: 5%/Picked Up by Parent: 30%

As described in the Existing TMP, a summary of existing conditions performed in 2019 are summarized below:

The school operates with an unmanaged queue protocol (no staff assistance). Parent pick-up activity in the afternoon occurs within the site in front of the school building along Osage Plaza Parkway and to the west of the school building along Maribeth Drive.

Additionally, parent pick-up activity in the afternoon occurs adjacent to the property along Osage Plaza Parkway and Along Maribeth Drive. NOTE: Parent drop-off activity in the morning peak has a similar protocol as the parent pick-up in the afternoon. Parent drop-off in the morning peak occurs at the pick-up/drop-off recessed area on-site in front of the school building and has negligible impact to traffic and pedestrian operations off-site. Generally, excessive traffic delays and queuing were not evident during school morning peak. School buses unload students along the internal roadway along the eastern side of the school building.

Along with marked crosswalks, a crossing guard is stationed at the corner of Osage Plaza Parkway and Maribeth Drive. Pedestrian traffic was observed to be not more than 5% (not more than 51 students) of the student population. It was observed that the single crossing guard was sufficient for the demand to cross Maribeth Drive and Osage Plaza Parkway. Current pedestrian amenities include marked crosswalks with pedestrian ramps on the east and south legs of Osage Plaza Parkway and Maribeth Drive. Sidewalks are present on all frontage to the public right-of-way with pedestrian ramps existing on each private driveway on the property. Pedestrian routes were observed to cross and continue along Osage Plaza Parkway. The table below shows specific information requested by the City of Dallas.

### ENGINEER RECOMMENDATIONS:

- During the observations conducted by SPIARS, it was found that parents picked-up students from both curbsides of Maribeth Drive. However, after conversations with the school and the newly assigned principal for the 2024-2025 school year, the District and Frankford Middle School have committed to recommit to the original Traffic Management Plan approved in 2019 of all parent queuing/stacking to be on-site.
- Additionally, it was observed that no parents parked or queued along Osage Plaza Parkway. Therefore, it is found by SPIARS that the “No Parking” signs that was recommended from the 2019 original TMP are not necessary. As a result, it is recommended that the original recommendations for the “No Parking” signs along Osage Plaza Parkway be omitted.
- SPIARS reviewed the current signs and marking completed by RLK Engineering to confirm all signs and marking comply, to the best of SPIARS knowledge, with the current school’s TMP. In general, the inspector has the ability to request updated signage and/or markings based on existing conditions or if existing signs/marking are outdated.



December 18, 2024

# TRAFFIC MANAGEMENT PLAN UPDATE

Plano Independent School District Frankford Middle School – City of Dallas

765 Custer Road, Suite 100| Plano, TX 75075

Main 972.422.0077 | [www.spiarseng.com](http://www.spiarseng.com)

TBPE No. F-2121 | TBPLS No. F-10043100



## INTRODUCTION

Spiars Engineering & Surveying was retained by RLK Engineering, Inc. on behalf of the Plano Independent School District (Plano ISD) to provide a Traffic Management Plan (TMP) Update for the existing Frankford Middle School that consists of grades 6<sup>th</sup> through 8<sup>th</sup>. The TMP Update is to be submitted to the City of Dallas as part of the agreed upon the zoning ordinance of SUP 1305 for the property, which requires the Property Owner (school) to prepare a traffic study (TMP Update) evaluating the sufficiency of the [existing] TMP [submitted at the time of zoning approval conditions of November 1, 2021]. The school shall submit updates of the traffic study (TMP Update) to the [City] by November 1 of each odd-numbered year.

According to the SUP 1305, the traffic study (TMP Update) must be in writing, performed by a license engineer, based on a minimum of four samples taken on different school days a different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

1. ingress and egress points;
2. queue lengths;
3. number and location of personnel assisting with loading and unloading of students;
4. drop-off and pick-up locations;
5. drop-off and pick-up hours for each grade level;
6. hours for each grade level; and
7. circulation.

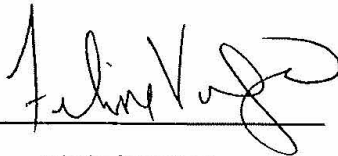
This memorandum is prepared to evaluate and address each analysis mentioned above. A copy of the existing TMP that was approved by the City of Dallas during the condition agreement process of SUP 1305 is provided at the end of the report. Unless mentioned otherwise in this memorandum, all elements of the existing TMP are to be assumed to be in operation as shown on the existing TMP and validated by a total of four onsite observations (two in the morning and two in the afternoon) on Tuesday, May 14<sup>th</sup>, 2024, and Thursday, May 16<sup>th</sup>, 2024.



December 18, 2024

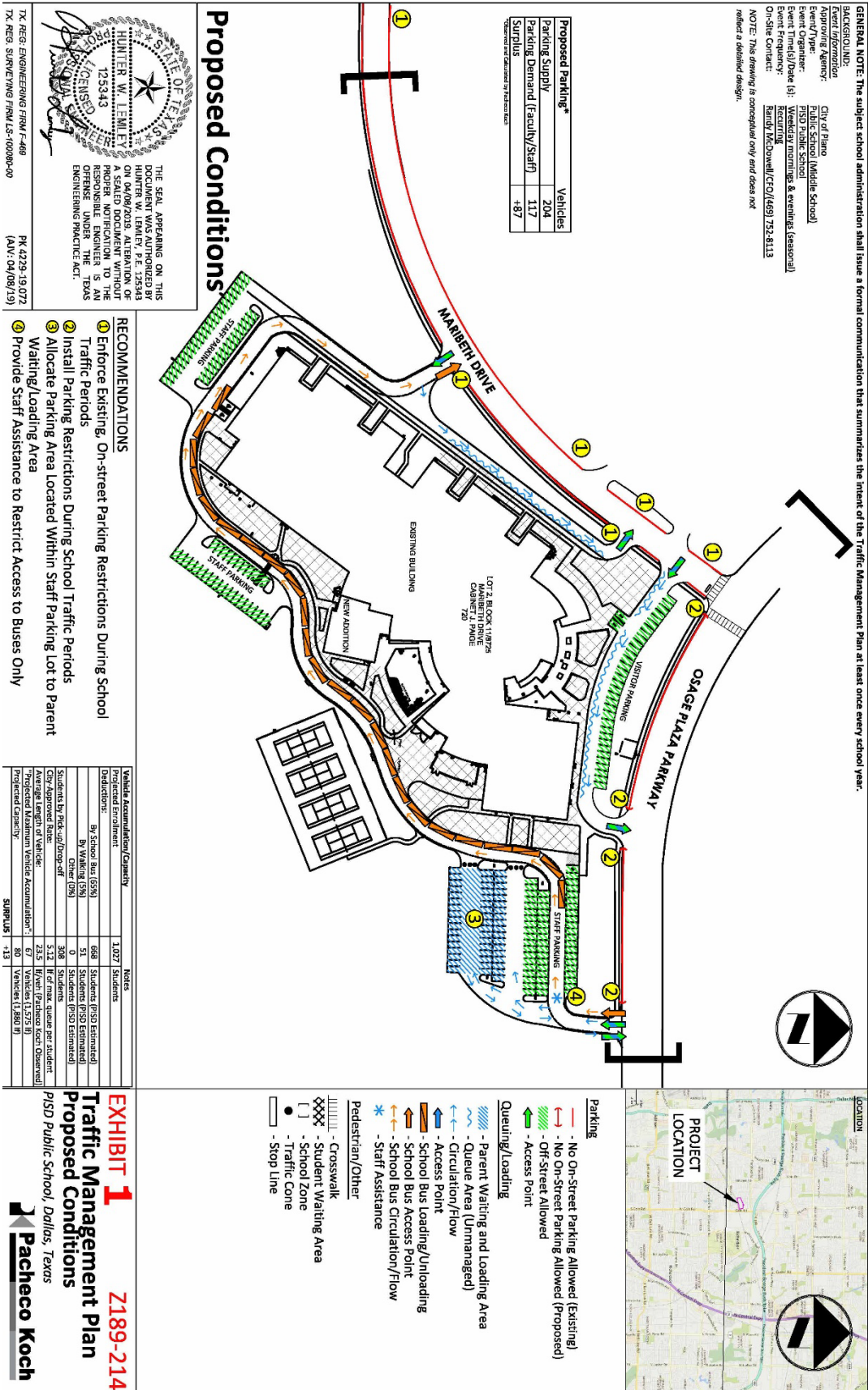
Table 1. General School Information

<b>General School Information</b> School Name: Plano Independent School District – Frankford Middle School Principal/Head of School: Felipe Vargas – felipe.vargas@pisd.edu Location: 7706 Osage Plaza Parkway Type: Public Middle School Existing Zoning: SUP 1305 Prior TMP Date: April 8 <sup>th</sup> , 2019
<b>Observations</b> Dates Observed: Date #1— Tuesday, May 14 <sup>th</sup> , 2024; Date #2— Thursday, May 16 <sup>th</sup> , 2024 Peak and Available Queue: 100 Vehicles (2,500 LF)

  
Principal Signature

12/19/2024  
Date





## EXISTING TRAFFIC MANAGEMENT PLAN



June 3, 2024

# TRAFFIC MANAGEMENT PLAN UPDATE

Plano Independent School District Frankford Middle School – City of Dallas

765 Custer Road, Suite 100| Plano, TX 75075

Main 972.422.0077 | www.spiarseng.com

TBPE No. F-2121 | TBPLS No. F-10043100



### INTRODUCTION

Spiars Engineering & Surveying was retained by RLK Engineering, Inc. on behalf of the Plano Independent School District (Plano ISD) to provide a Traffic Management Plan (TMP) Update for the existing Frankford Middle School that consists of grades 6<sup>th</sup> through 8<sup>th</sup>. The TMP Update is to be submitted to the City of Dallas as part of the agreed upon the zoning ordinance of SUP 1305 for the property, which requires the Property Owner (school) to prepare a traffic study (TMP Update) evaluating the sufficiency of the [existing] TMP [submitted at the time of zoning approval conditions of November 1, 2021]. The school shall submit updates of the traffic study (TMP Update) to the [City] by November 1 of each odd-numbered year.

According to the SUP 1305, the traffic study (TMP Update) must be in writing, performed by a license engineer, based on a minimum of four samples taken on different school days a different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

1. ingress and egress points;
2. queue lengths;
3. number and location of personnel assisting with loading and unloading of students;
4. drop-off and pick-up locations;
5. drop-off and pick-up hours for each grade level;
6. hours for each grade level; and
7. circulation.

This memorandum is prepared to evaluate and address each analysis mentioned above. A copy of the existing TMP that was approved by the City of Dallas during the condition agreement process of SUP 1305 is provided at the end of the report. Unless mentioned otherwise in this memorandum, all elements of the existing TMP are to be assumed to be in operation as shown on the existing TMP and validated by onsite observations on Tuesday, May 14<sup>th</sup>, 2024, and Thursday, May 16<sup>th</sup>, 2024.

At the time of the approval by the City of Dallas of the existing TMP (With no planned significant changes):

- a. Student enrollment of 1,023 students



June 3, 2024

- b. Start/End times: 8:25 A.M. – 3:40 P.M.
- c. Original TMP Travel Modes: Bus and Walking: 65%/Walking: 5%/Picked Up by Parent: 30%

As described in the Existing TMP, a summary of existing conditions performed in 2019 are summarized below:

The school operates with an unmanaged queue protocol (no staff assistance). Parent pick-up activity in the afternoon occurs within the site in front of the school building along Osage Plaza Parkway and to the west of the school building along Maribeth Drive.

Additionally, parent pick-up activity in the afternoon occurs adjacent to the property along Osage Plaza Parkway and Along Maribeth Drive. NOTE: Parent drop-off activity in the morning peak has a similar protocol as the parent pick-up in the afternoon. Parent drop-off in the morning peak occurs at the pick-up/drop-off recessed area on-site in front of the school building and has negligible impact to traffic and pedestrian operations off-site. Generally, excessive traffic delays and queuing were not evident during school morning peak. School buses unload students along the internal roadway along the eastern side of the school building.

Along with marked crosswalks, a crossing guard is stationed at the corner of Osage Plaza Parkway and Maribeth Drive. Pedestrian traffic was observed to be not more than 5% (not more than 51 students) of the student population. It was observed that the single crossing guard was sufficient for the demand to cross Maribeth Drive and Osage Plaza Parkway. Current pedestrian amenities include marked crosswalks with pedestrian ramps on the east and south legs of Osage Plaza Parkway and Maribeth Drive. Sidewalks are present on all frontage to the public right-of-way with pedestrian ramps existing on each private driveway on the property. Pedestrian routes were observed to cross and continue along Osage Plaza Parkway. The table below shows specific information requested by the City of Dallas.

ENGINEER RECOMMENDATION: During the observations conducted by SPIARS, it was found that parents picked-up students from both curbsides of Maribeth Drive. However, after conversations with the school and the newly assigned principal for the 2024-2025 school year, the District and Frankford Middle School has committed to recommit to the original Traffic Management Plan approved in 2019 of all parent queuing/stacking to be on-site.

*Table 1. General School Information*

<p><b>General School Information</b></p> <p><b>School Name:</b> Plano Independent School District – Frankford Middle School</p> <p><b>Principal/Head of School:</b> Katie Brittain – katie.brittain@pisd.edu</p> <p><b>Location:</b> 7706 Osage Plaza Parkway</p> <p><b>Type:</b> Public Middle School</p> <p><b>Existing Zoning:</b> SUP 1305</p> <p><b>Prior TMP Date:</b> April 8<sup>th</sup>, 2019</p>
<p><b>Observations</b></p> <p><b>Dates Observed:</b></p> <p>Date #1— Tuesday, May 14<sup>th</sup>, 2024; Date #2— Thursday, May 16<sup>th</sup>, 2024</p> <p><b>Peak and Available Queue:</b> 100 Vehicles (2,500 LF)</p>



City of Plano  
Public School Number 15 School  
P.S. 15 Public School  
Weather morning 8 a.m. to 1:30 p.m.  
Recurring  
Randy McDonald, CTO 972-752-8113

Proposed Parking*	Vehicles
Parking Supply	204
Parking Demand (Faculty/Staff)	117
Surplus	+87

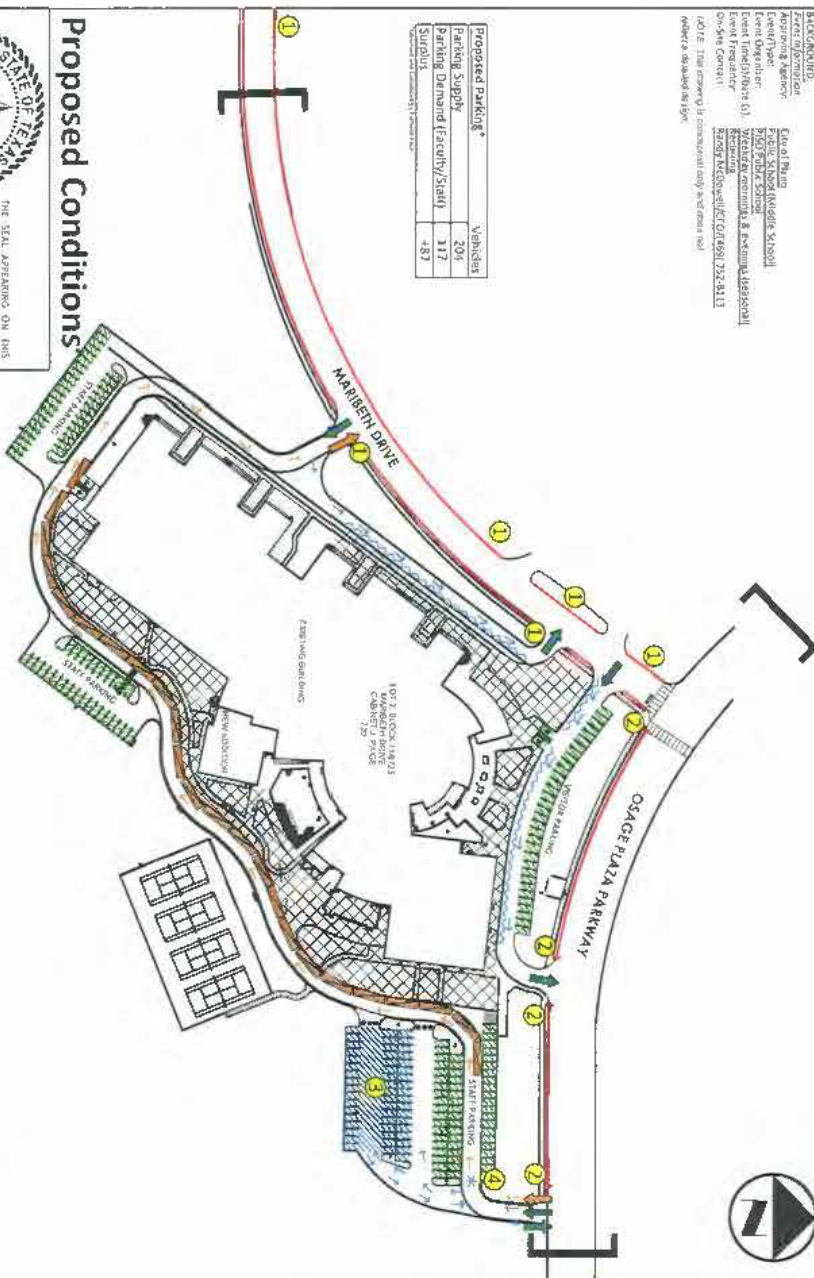
\*Assumes one car per employee, 10000 employees

### Proposed Conditions



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY HUNTER W. KEMLEY, P.E. 25333 ON 04/28/2014. ALLOCATION OF A SEALED DOCUMENT VIOLATES PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER AS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

PK REG ENGINEERING FIRM F-469  
PK REG SURVEYING FIRM LS-100000-00

PK 4229.19.0)  
(ADN: 04/08/15)

### RECOMMENDATIONS

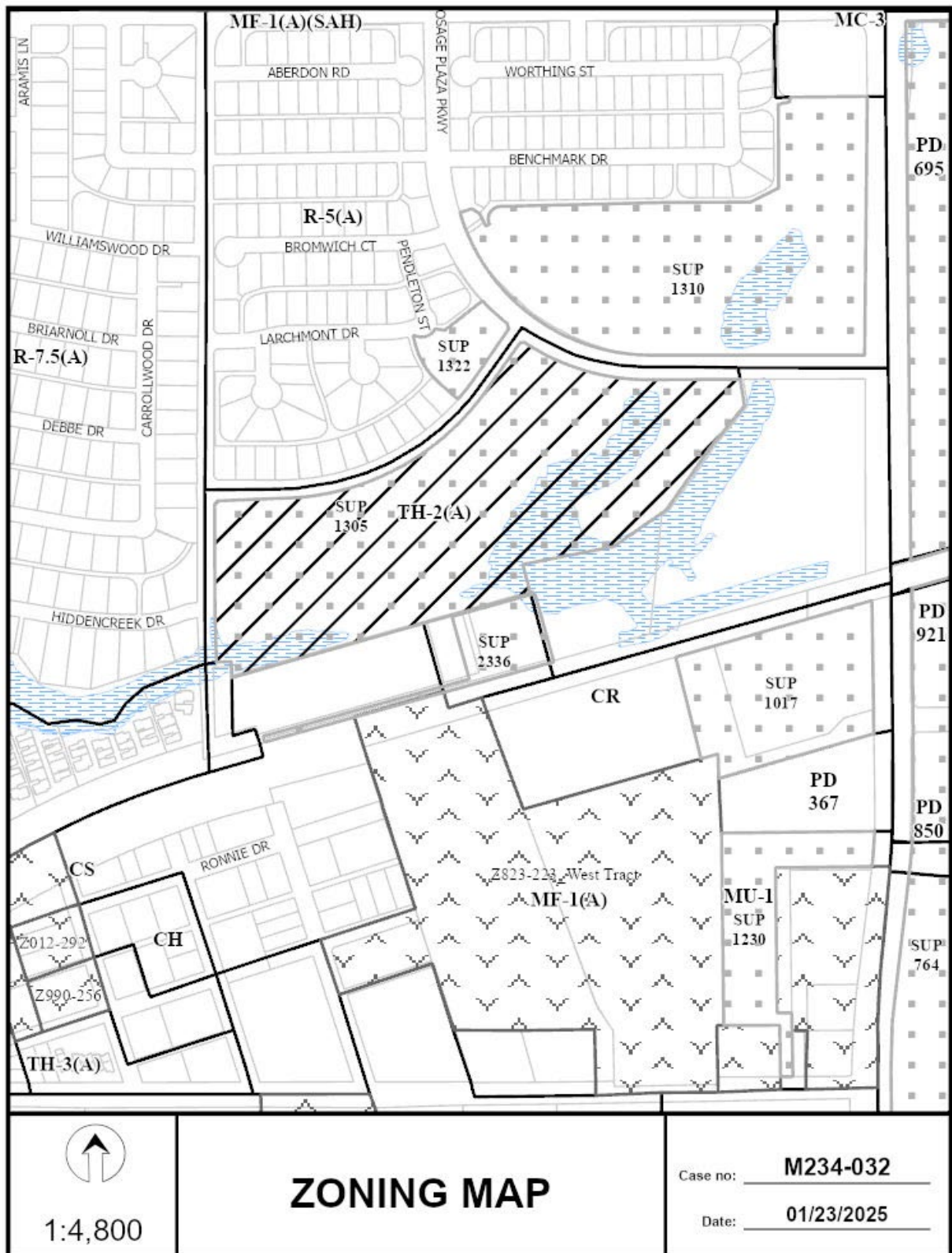
1. Enforce Existing, On-street Parking Restrictions During School Traffic Periods.
2. Install Parking Restrictions During School Traffic Periods
3. Allocate Parking Area Located Within Staff Parking Lot to Parent Waiting/Loading Area
3. Provide Staff Assistance to Restrict Access to Buses Only

Vehicle Acquisition/Leasing	Model
Proposed Enrollment	1,072 Students
Deductions:	
By School Bus (BSB)	664
By Walking (SW)	5
Other (OT) <sup>1</sup>	363
Students by bus pickup/drop-off	106
City/Agency Bus	5,172
Are the people of the City of Providence (Providence Vehicle Acquisition)?	215
Proportion of City of Providence	1,335 (10%)
Proportion of City of Providence	1,660 (10%)
Students	113

EXHIBIT 1  
Z189-214

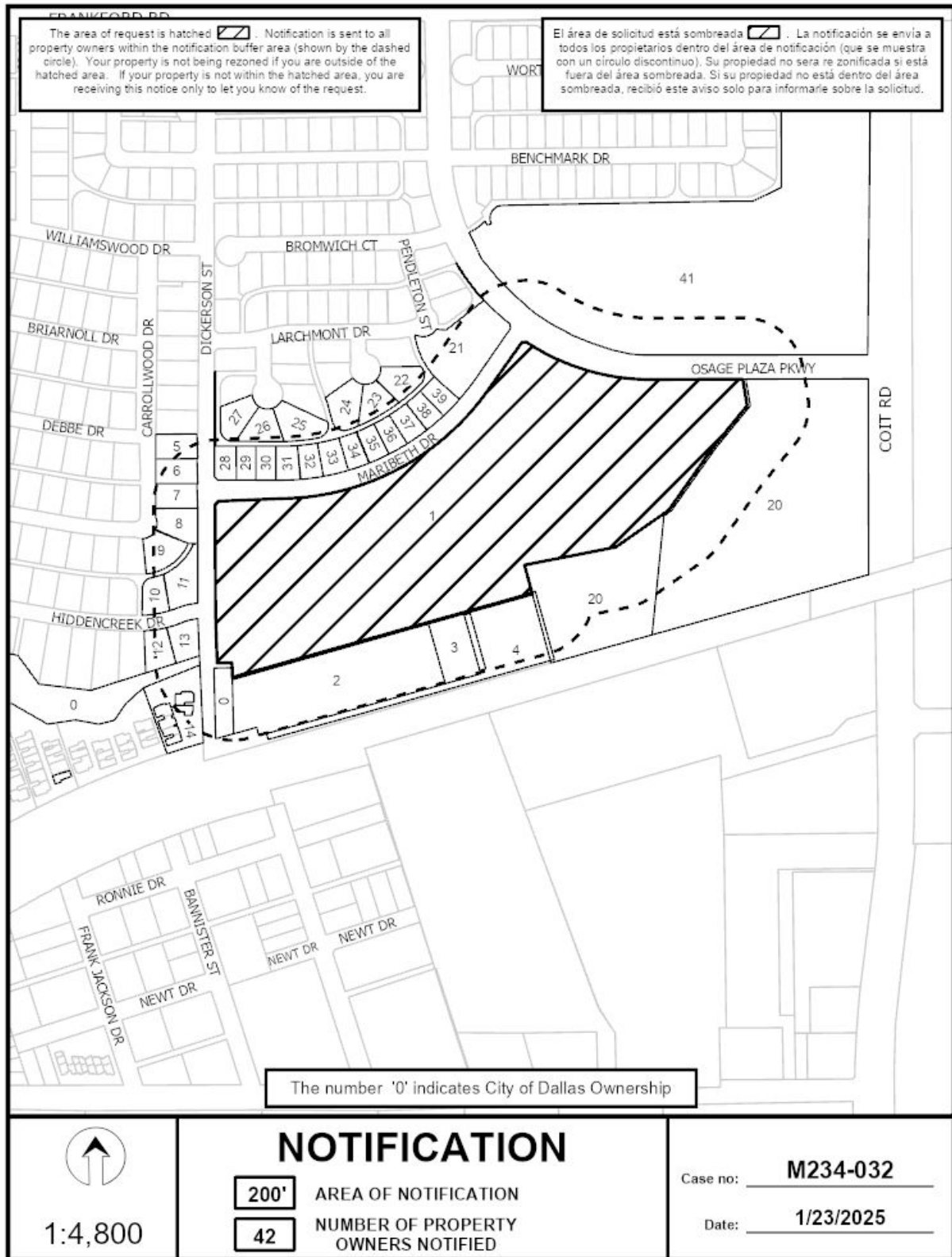
# Traffic Management Plan Proposed Conditions











01/22/2025

***Notification List of Property Owners******M234-032******42 Property Owners Notified***

<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
1	7706 OSAGE PLAZA PKWY	PLANO ISD
2	17800 DICKERSON ST	DICKERSON 17800 LLC
3	17804 DICKERSON ST	BSFR ENTERPRISES LLC
4	17808 DICKERSON ST	JEC PROPERTIES LLC
5	17938 CARROLLWOOD DR	SANDSTEDT DOUGLAS EDWARD &
6	17934 CARROLLWOOD DR	PACHT SOLOMON & ORIT
7	17930 CARROLLWOOD DR	HUANG ZHUO JUN (JIM)
8	17926 CARROLLWOOD DR	WEMHOENER CECILIA COOK
9	17922 CARROLLWOOD DR	KLOTZ DAVID LOUIS
10	7417 HIDDEN CREEK DR	MAO YIPING & LUOYUAN SUN
11	7421 HIDDEN CREEK DR	WESTPHAL ROBERT J
12	7422 HIDDEN CREEK DR	MILLER CECIL H & CHERYL A
13	7426 HIDDEN CREEK DR	AGUIAR BERTA
14	17490 MEANDERING WAY	RODRIGUEZ AZALIA RENEE &
15	17490 MEANDERING WAY	XU QUN
16	17490 MEANDERING WAY	PETERS JODI &
17	17490 MEANDERING WAY	PETERS JEFFREY &
18	17490 MEANDERING WAY	LIVINGSTON JEFF LIVING TRUST THE
19	17490 MEANDERING WAY	LIVINGSTON JEFF LIVING TRUST THE &
20	17817 COIT RD	PALENCIA OWNER LLC
21	7695 MARIBETH DR	SOMERSET RESIDENTIAL ASSOC INC
22	7508 TRENT PL	LEE KWOK CHI & KWOK YEE SHAN
23	7514 TRENT PL	CAMPBELL COLIN &
24	7515 TRENT PL	QUEK CHIN CHYE & ELIZABETH
25	7522 DANFIELD CT	GRIFFITH RICHARD C & PEGGY JANE
26	7521 DANFIELD CT	SIDHU RAJINDER SINGH



01/22/2025

<b>Label #</b>	<b>Address</b>	<b>Owner</b>
27	7515 DANFIELD CT	BRAR FAMILY TRUST
28	7503 MARIBETH DR	GAYLOR GREGORY & SVETLANA SOKOLOVA
29	7507 MARIBETH DR	NESE FRANK J &
30	7515 MARIBETH DR	ROSENHOUSE SUSANNE &
31	7519 MARIBETH DR	KENIGSBERG ELIYAHU &
32	7523 MARIBETH DR	CHUAH BOBBY & JOANN-CHAU TRAN
33	7527 MARIBETH DR	ZUBOVA LYUDMYLA
34	7531 MARIBETH DR	GORJIAN RUBEN & NATASHA
35	7603 MARIBETH DR	Taxpayer at
36	7611 MARIBETH DR	HAO JIE &
37	7619 MARIBETH DR	SHAH PUSHPAKANT A & RENUKA P
38	7627 MARIBETH DR	ESPINEDO DIANNA L & MICHAEL L
39	7635 MARIBETH DR	WANG DEQUAN &
40		SOMERSET RESIDENTIAL ASSN
41	7777 OSAGE PLAZA PKWY	ASCP-RC
42	DICKERSON ST	BELLAR SUSAN LIVING TRUST

*\*Records without a site address listed indicate locations where DCAD does not recognize an address for the parcel. Owners of these parcels received a notice of hearing at the mailing address listed in DCAD.*