

FILE NUMBER: Z201-241(AU)

DATE FILED: April 23, 2021

LOCATION: Northwest corner of Abrams Road and Whitehurst Drive

COUNCIL DISTRICT: 10

MAPSCO: 27 A

SIZE OF REQUEST: +/- 18 Acres

CENSUS TRACT: 78.10

REPRESENTATIVE: Karl Crawley, MASTERPLAN

APPLICANT/OWNER: Richardson Independent School District

REQUEST: An application for an amendment to Planned Development District No. 897 for R-10(A) Single Family District uses and a Public School other than an Open-Enrollment Charter School use.

SUMMARY: The purpose of the request is to primarily allow for the modification of the maximum allowed floor area within the PD and to amend the associated plans to reflect the proposed change.

CPC RECOMMENDATION: Approval, subject to a revised development plan, a revised traffic management plan, and conditions.

STAFF RECOMMENDATION: Approval, subject to a revised development plan, a revised traffic management plan, and conditions.

Background Information

- The request site is developed with a public middle school (Forest Meadow Junior High School), 7th and 8th grades, as well as supporting athletic fields/areas and surface parking. The site is zoned Planned Development District No. 897.
- Planned Development District No. 897 was approved by City Council on October 23, 2013. PD No. 897 allows public school other than open-enrollment charter school use by right, and defaults to R-10(A) Single Family District otherwise.
- Forest Meadow Junior High School was built in 1960, per DCAD records. In 2013, PD No. 897 was created for the expansion of the school and to allow the use by right. R-10(A) allows school use by Specific Use Permit only. Currently the school includes approximately 700 students in 7th and 8th grades and approximately 100 faculty body.
- Richardson ISD is proposing to expand the school and add the 6th grade level, thus increasing the student body to approximately 1,500 students and the faculty to 200 persons.
- The applicant is proposing an amendment to PD No. 897 for the following: 1) increase of floor area from 131,000 square feet to 205,000 square feet; 2) allow all landscaping to default to regulations of Article X with some exceptions included in the proposed PD Conditions; 3) amend the development plan and revise the Traffic Management Plan to reflect the changes.

Zoning History

There have been no zoning cases requested in the area in the past five years.

Thoroughfares/Streets

Thoroughfare/Street	Type	Existing ROW Bike trail
Abrams Road	Principal Arterial	100 feet
Whitehurst Drive	Local Street	60 feet

Traffic

The applicant submitted a Traffic Management Plan with this request, that includes recommended actions and strategies to manage vehicular traffic and parking, pedestrian activity, and travel by all other modes during peak morning drop-off and afternoon pick-up periods.

The Traffic Management Plan site plan indicates additional queuing space along Whitehurst Road, to address staff's comments. The Engineering Division of the Sustainable Development and Construction Department reviewed the proposed request together with the TMP and determined that the request will not have a negative impact on the existing street system.

Comprehensive Plan:

The forwardDallas! Comprehensive Plan was adopted by the City Council in June 2006. The forwardDallas! Comprehensive Plan outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

The proposed zoning request meets the following goals and objectives 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. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

1.1.5.7 Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks and open space, libraries and schools.

URBAN DESIGN ELEMENT

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

Policy 5.3.1 Encourage a balance of land uses within walking distance of each other.

Policy 5.3.2 Direct pedestrian routes to home, school, or work.

STAFF ANALYSIS

Surrounding Land Uses:

Area	Zoning	Land Use
Site	PD No. 897	Public School other than an Open-Enrollment Charter School
North East South West	R-7.5(A)	Single family

Land Use Compatibility:

The 18-acre site is developed with a public middle school (Forest Meadow Junior High School) with 7th and 8th grades, as well as supporting athletic fields. Surrounding land uses consist of single family around the site on all sides.

Richardson ISD is proposing to expand the school and add the 6th grade level, thus increasing the floor area from 131,000 square feet to 205,000 square feet and the student body to approximately 1,500 students and the faculty to 200 persons. A portion of the requested addition is for a storm shelter, on the northeastern portion of the building, facing Abrams Road.

For this planned expansion, the applicant is proposing an amendment to PD No. 897 to increase the allowable floor area and amend the development plan and Traffic Management Plan to reflect the requested change.

The current lot coverage is approximately 17 percent, and with the proposed addition, the lot coverage will be increased to approximately 25 percent. The current school building is two stories in height, to a maximum of 35 feet. The proposed additions will be a maximum of 45 feet. The R-10(A) zoning district allows institutional uses to any legal height consistent with the Federal Aviation Administration air space limitations, residential proximity slope, and the building code. The R-10(A) allows institutional uses with a lot coverage of maximum 60 percent. The proposed expansion complies with the zoning provisions of R-10(A) district.

In addition to the applicant's requested changes, staff included additional conditions for enhanced sidewalk with a parkway along Abrams Road and improvements to the intersection of Abrams Road and Whitehurst Drive, on the corner serving the school. The applicant agreed to these recommendations.

For the July 15, 2021 CPC meeting, staff recommended the site to be fenced along the northern and western property lines, abutting residential uses due to concerns for the

conflict with car traffic in the residential alley. Staff proposed a six-foot high full fence. The applicant did not agree to this recommendation.

Considering the concerns raised by the applicant in regards to necessary visibility of the entire site from public view, the recommended conditions include provisions for a fence along the northern and western property line to be see-through and only four feet in height. The recommended fence will address staff's concerns for safety and separation between the residential alley and school athletic fields.

The recommended conditions allow the site to be exempt from off-street parking screening requirements per Chapter 51A, as the required screening would be a six-foot high solid fence. In the absence of the screening requirement, the required residential buffer per Article X will include a different plant grouping with trees and shrubs. Considering the combination of a see-through four-foot fence and the required residential buffer with landscaping, staff appreciates that the screening and separation concerns are addressed.

The recommended conditions also include a provision to prohibit the lighting of the athletic fields, considering that the tennis courts and the proposed high-jump fields are proposed to be located closer to the adjacent single-family homes. The tennis courts are proposed to be enclosed with a 12-foot chain link fence.

The recommended PD Conditions include a condition for intersection improvements only on the northwestern side of Abrams Road and Whitehurst Road as they will be determined through the permitting process.

Staff supports the applicant's request for the expansion and update of the existing school, also considering that this expansion will trigger compliance with additional city requirements for landscaping, sidewalks, and traffic management.

Parking:

The recommended school will contain a total of 57 classrooms, 13 more than are included currently in the school. PD No. 897 requires three spaces per classroom, with a total of not less than 180 off-street spaces. The recommended development plan includes 201 parking spaces spread out over five parking areas. A parking rate of 3.0 spaces per classroom results in a parking requirement of 171 spaces for classrooms. Staff appreciates that the site is providing more parking than required and has suggested the applicant to increase the landscape buffers. The applicant did not agree to staff's suggestion, considering that the surplus of 11 spaces provides a 5% inefficiency factor so motorists are not circulating trying to find the last spot in parking areas.

The recommended conditions remove the requirement of minimum 180 parking spaces from the PD Conditions, considering the requirement for three spaces per classroom already contained in the conditions.

Landscaping:

Landscaping must be provided in accordance with the landscaping requirements in Article X, as amended. The recommended conditions also include a minor deviation from Article X to allow a narrower residential buffer, as included on the development plan. This request is to allow the existing track field that currently encroaches in the required residential buffer zone to remain. The track field encroaches in the residential buffer zone along the northeastern property line, for a limited portion, backing the residential alley.

PD No. 897 currently includes a development/landscaping plan. The applicant is proposing to remove the landscaping element from the development plan and, with a minor exception from the residential buffer, to comply with the landscaping requirements set forth in Article X. Staff supports this request, considering the fact that there are no site constraints that would justify additional deviations from Article X.

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 more precisely target intervention strategies 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 to orange, representing the weakest markets. While the area of request is not within an identified MVA cluster, adjacent properties to the north, west, and south, are within Category “B”; adjacent properties to the east are within Category “D”; and adjacent properties to the southeast are within Category “C”.

LIST OF OFFICERS

Richardson ISD

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Dr. Melissa Heller – Assistant Superintendent
Sandra Hayes – Assistant Superintendent
Mia Martin – General Counsel
Henry Hall – Chief Technology Officer
James L Watson – Chief Executive Director of Operations

CPC Action
August 5, 2021

Motion: It was moved to recommend **approval** of an amendment to Planned Development District No. 897 for R-10(A) Single Family District uses and a Public School other than an Open-Enrollment Charter School use, subject to a revised development plan, a revised traffic management plan, and staff's recommended conditions; as briefed, at the northwest corner of Abrams Road and Whitehurst Drive.

Maker: Rubin
Second: Blair
Result: Carried: 10 to 0

For: 10 - MacGregor, Hampton, Stinson, Shidid, Carpenter,
Blair, Jung, Suhler, Garcia, Rubin

Against: 0
Absent: 3 - Johnson, Jackson, Murphy
Vacancy: 1 - District 10
Conflict: 1 - Schwope**

**out of the room, when vote taken

Notices: Area: 500 Mailed: 224
Replies: For: 9 Against: 9

Speakers: For: Karl Crawley, 2201 Main St., Dallas, TX, 75201
Jerre Boling, 1123 S. Greenville Ave., Richardson, TX, 75081
Scott Porter, 1123 S. Greenville Ave., Richardson, TX, 75081
Vandana Nayak, 2218 Bryan St., Dallas, TX, 75201
For (Did not speak): Christy Lambeth, 8637 County Road 148, Kaufman, TX, 75142
Against: None

CPC RECOMMENDED PD CONDITIONS

ARTICLE 897.

PD 897.

SEC. 51P-897.101. LEGISLATIVE HISTORY.

PD 897 was established by Ordinance No. 29181, passed by the Dallas City Council on October 23, 2013. (Ord. 29181)

SEC. 51P-897.102. PROPERTY LOCATION AND SIZE.

PD 897 is established on property located northwest of Abrams Road and Whitehurst Drive. The size of PD 897 is approximately 18 acres. (Ord. 29181)

SEC. 51P-897.103. 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) This district is considered to be a residential zoning district. (Ord. 29181)

SEC. 51P-897.104. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 897A: development/landscape plan.
- (2) Exhibit 897B: traffic management plan. (Ord. 29181)

SEC. 51P-897.105. DEVELOPMENT 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 897A). 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. 29181).

(c)

SEC. 51P-897.106.

MAIN USES PERMITTED.

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the R-10(A) Single Family District, subject to the same conditions applicable in the R-10(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R-10(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-10(A) Single Family District is subject to DIR in this district; etc.

(b) A public school other than an open-enrollment charter school is permitted by right. (Ord. 29181)

SEC. 51P-897.107.

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. 29181)

SEC. 51P-897.108.

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 the R-10(A) Single Family District apply.

(b) Public school other than an open-enrollment charter school.

(1) Front yard. Minimum front yard is 25 feet.

(2) Side and rear yard. Minimum side and rear yard is ten feet.

(3) Floor area. Maximum floor area ~~131,000~~ 205,000 square feet. (Ord. 29181)

SEC. 51P-897.109.

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) A minimum of three spaces for each classroom, ~~with a total of not less than 180 off-street parking spaces~~, must be provided in the location shown on the development/landscape plan.

(2) Parking may be located in the required yards. (Ord. 29181)

(...) Screening of off-street parking per Sec 4.301(f) is not required.

SEC. 51P-897.110.

TRAFFIC MANAGEMENT PLAN.

(a) In general. The operation of a public school other than an open-enrollment charter school must comply with the traffic management plan (Exhibit 897B).

(b) Queuing. Queuing within the right-of-way is prohibited unless written approval is obtained from the director of public works and transportation. Queuing within the right-of-way must not impede maneuvering for emergency vehicles.

(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, ~~2015~~ 2023. 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 odd-numbered year for a total of four updates.

(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.

(d) 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. 29181)

SEC. 51P-897.111. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 29181)

(...) Lighting of the athletic fields is prohibited.

SEC. 51P-897.112. LANDSCAPING.

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

(b) Public school other than an open-enrollment charter school.

(1) Landscaping must be provided as shown on the development/landscape plan.

(...) The residential buffer zone may be reduced in depth in locations restricted by impervious improvements indicated on the development plan.

(2) Fencing must be provided as shown on the development/landscape plan. Fencing may be located in the required yards.

(...) Fencing must be provided along the perimeter of the northern and western property lines, abutting residential uses. The fence must be see-through and not less than four feet in height. The fence material may be chain link or decorative metal. The fence may contain any openings or gates for pedestrian access only. The required fencing must be maintained in compliance with these standards.

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

(d) Tree removal permit. A tree removal permit may be issued by the building official before the issuance of a building permit. (Ord. 29181)

SEC. 51P-897.113. SIGNS.

Signs must comply with the provisions for non-business zoning districts in Article VII. (Ord. 29181)

SEC. 51P-897.114. ADDITIONAL PROVISIONS.

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

(b) 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. 29181)

(...) A sidewalk of minimum six feet of unobstructed width with a parkway of minimum five feet must be provided along Abrams Road.

(...) The building official shall not issue a final certificate of occupancy for new construction unless there is an executed developer agreement or contract for the installation of detection equipment and an accessible pedestrian signal system as determined by the director, only on the northwest corner of the intersection of Abrams Road and Whitehurst Drive.

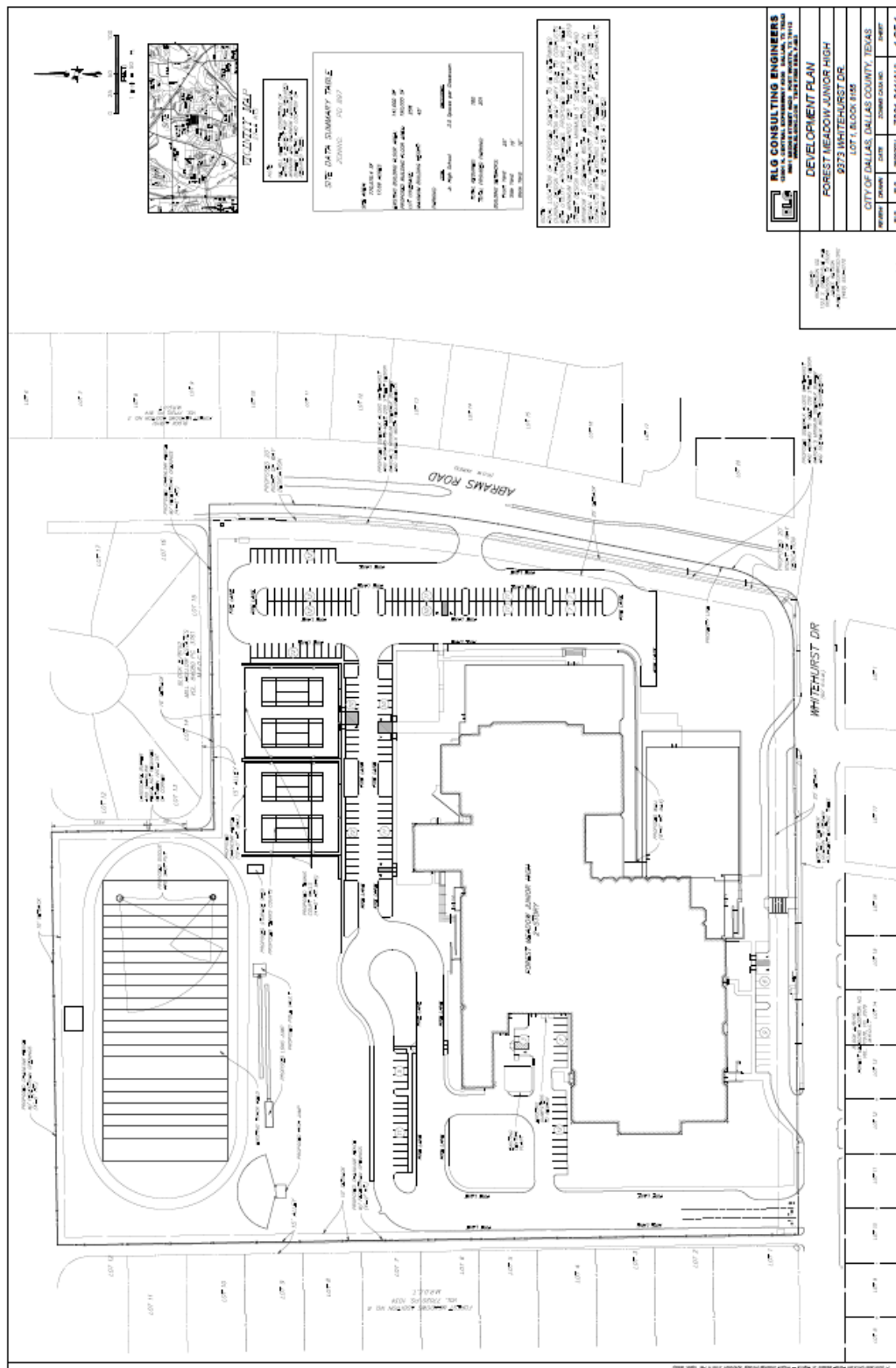
SEC. 51P-897.115. COMPLIANCE WITH CONDITIONS.

(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 to authorize the operation of 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. 29181)



CPC RECOMMENDED DEVELOPMENT PLAN



EXISTING TRAFFIC MANAGEMENT PLAN

131871

29181

TRAFFIC MANAGEMENT PLAN

Richardson ISD
Forest Meadow Junior High
Dallas, Texas

August 12, 2013

Prepared for
Richardson ISD

Planned Development
No. 897
Exhibit 897B

Approved
City Plan Commission
September 26, 2013



Stephen M. Moore
08/12/13



1201 North Bowser Road
Richardson, Texas 75081

Firm Registration No. 312

AVO 29459

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

Richardson ISD Forest Meadow JH
Abrams Rd / Whitehurst Dr
Dallas, Texas

29181

131871

August 12, 2013
AVO 29459

Executive Summary

Halff Associates, Inc. (Halff) conducted a Traffic Management Plan on behalf of the Richardson Independent School District (RISD) for proposed improvements to their Forest Meadow Junior High School campus. The campus, which serves approximately 700 7th and 8th grade students, is located on the northwest corner of the Abrams Road / Whitehurst Drive intersection in Dallas. The RISD plans to add 8 new classrooms to the campus in order to accommodate the projected enrollment growth to approximately 1,100 students over the next 8 to 10 years.

Halff conducted AM and PM peak period observations and traffic counts at the campus to identify current traffic patterns and estimate current trip generation for the site. The campus has a one-way loop drive along the front (south) side of the school, accessed from Whitehurst Drive, which is shared by school buses and parents. In the AM peak, buses and parents drop off students in the front loop. In the PM peak, buses queue up and load in the front loop, and parents are prohibited from entering the loop drive until the buses exit the site. Parents also drop off and pick up students in the staff parking lot on the east side of the site, accessed from a driveway along Abrams Road, and along Echo Valley Drive and Whitehurst adjacent to the school.

Based on the traffic counts and observations, Halff estimated the maximum queuing demand for the school to be 95 vehicles, occurring just after the release bell at 3:30 pm. Using a straight-line projection, the projected "maximum" queue demand once the school reaches its maximum enrollment is approximately 149 vehicles in the PM peak period.

As part of the campus improvements, the RISD will be constructing a new bus drop off / pick up area on the back (north) side of the school building and will be adding approximately 94 new parking spaces on the site, a new staff parking lot on the northwest side of the building and a new visitor parking lot on the southeast side of the building (the campus currently has 88 designated parking spaces). This will provide separate areas for the buses and parents to drop off and pick up students, and will allow parents to queue up in the front loop in the PM peak.

It would be desirable if all parent drop off / pick up activities associated with Forest Meadow Junior High could be accommodated entirely on the school campus and out of any City of Dallas right-of-way (ROW). However, even with the proposed improvements in place, it is expected that some queuing will occur on Whitehurst Drive and Echo Valley Drive, primarily during the PM peak period. (It is important to note that queuing *currently* occurs on these two streets during the PM peak period.) The queuing that occurs on Whitehurst Drive today does not appear to significantly impact the through traffic on the road; as Whitehurst is a four-lane undivided road, the two inside lanes (one in each direction) still provide adequate capacity to accommodate through traffic in the school PM peak period. Whitehurst Drive and Echo Valley Drive, *which are both areas in which parents currently queue during the PM peak period*, should provide adequate queuing space to accommodate the projected demand once the school reaches its projected maximum enrollment. Furthermore, by opening the front loop for passenger car queuing, and by making more efficient use of the available queuing space in the east staff lot and the available parking spaces on the site, the on-street queuing should not significantly increase from what it is today.

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

*Richardson ISD Forest Meadow JH
Abrams Rd / Whitehurst Dr
Dallas, Texas*

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Halff recommends the following measures to help facilitate the safe, efficient movement of traffic into and out of the Forest Meadow Junior High School campus:

- School staff should monitor the front loop in the AM and PM peak periods to encourage parents to pull in as far to the end (west) as possible, in order to make full use of the loop drive. (The front door to the school is located on the east side, near the entrance to the loop drive, and parents were observed stopping directly at the front door to drop off students.)
- Consideration should be given to opening the doors on the west end of the front of the school building during the morning peak period to help encourage parents to pull up all the way to the west end of the front loop.
- School staff should also monitor the staff parking lot on the east side of the campus to ensure that the available stacking space and open parking spaces are being used efficiently.
- Stripe the right (inside) lane of the front loop drive for "Drop Off / Pick Up Only." Stripe the left (outside) lane for "Thru Traffic Only."
- Restrict parking and standing on the north side of Whitehurst Drive from 50 feet east of the loop drive exit to 50 feet west of the alley just west of the school's west driveway, in order to provide adequate visibility for vehicles exiting the school's west driveway and loop driveway onto Whitehurst Drive.
- Enforce the "No Parking or Standing" restrictions on the north side of Whitehurst Drive just west of Abrams Road, and on the south side of Whitehurst from west of Echo Valley Drive to Abrams Road.
- Widen the school's west driveway approach to Whitehurst Drive to provide adequate space for buses to turn into and out of the driveway. (If space allows, it would be desirable to provide two egress lanes and one ingress lane.)
- Install a sign for "Buses / Parking / Deliveries" at the entrance to the school's west driveway.
- Install a sign for "Parent Drop Off / Pick Up / Visitor Parking" at the front loop entrance drive off of Whitehurst Drive.
- Install a sign for "Visitor Parking" at the entrance to the new parking lot accessed from the front loop.
- Install a sign for "Exit Only" at the front loop exit drive.

**EXISTING TRAFFIC MANAGEMENT PLAN
(cont.)**

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- Replace the “No Parking or Standing Here to Corner” sign located on the south side of Whitehurst Drive just west of Abrams Road. (The sign is very faded.)
- Repaint the existing crosswalk across Whitehurst Drive on the east side of the front loop entrance drive, and install new crosswalk signs (S1-1) with downward-pointing arrow plaques (SW16-7P) on each side of the crosswalk. Stationing a crossing guard at this crosswalk would be desirable for directing students to cross to / from the south side of Whitehurst Drive
- All school staff should be encouraged to park on the site at all times.

**EXISTING TRAFFIC MANAGEMENT PLAN
(cont.)**

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*Richardson ISD Forest Meadow JH
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*August 12, 2013
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EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

131871

Richardson ISD Forest Meadow JH
Abrams Rd / Whitehurst Dr
Dallas, Texas

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August 12, 2013
AVO 29459

I. INTRODUCTION

Halff Associates, Inc. (Halff) conducted a Traffic Management Plan on behalf of the Richardson Independent School District (RISD) to address planned improvements to the district's Forest Meadow Junior High School campus, located on the northwest corner of the Abrams Road / Whitehurst Drive intersection in Dallas, Texas. Figure 1 below is a map showing the school site. A copy of the school site plan has been included in the Appendix as Figure 2.



Figure 1 – RISD Forest Meadow JH Location Map

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

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*Richardson ISD Forest Meadow JH
Abrams Rd / Whitehurst Dr
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The RISD is planning to add eight new classrooms on the campus in order to accommodate projected enrollment growth over the next 8 to 10 years. The classrooms are expected to be in place by the fall of 2014.

II. PURPOSE and METHODOLOGY

Halff conducted the study for submittal to the City of Dallas, in order to identify potential traffic impacts associated with the proposed school expansion and to address and improve the existing traffic flow around the school. Halff used standard transportation engineering practices in conducting the study. Halff conducted AM and school PM peak period traffic counts at the school driveways along Whitehurst Drive and Abrams Road, and along Whitehurst Drive and Echo Valley Drive, on Tuesday and Wednesday, May 7 and 8, 2013, in order to identify the current queuing demands for the school. Halff also conducted parking surveys at the school to determine the current day parking demand. Halff conducted a site visit to identify current roadway conditions around the school and to observe student drop-off / pick-up operations during the AM and school PM peak periods.

Using the data collected at the school and information provided by the RISD, Halff developed queuing and parking demands for the school, assuming full (projected) enrollment. Halff then worked with the RISD to develop infrastructure and operational improvements to facilitate the projected increase in traffic generated by the school.

III. EXISTING ROADWAY CONDITIONS

Forest Meadow Junior High School is bordered on the east side by Abrams Road, on the south side by Whitehurst Drive, and on the north and west sides by single-family residences. Abrams Road is constructed as a six-lane divided road with a posted speed limit of 40 miles per hour (mph). There is a reduced speed school zone (20 mph) on Abrams Road adjacent to the school.

Whitehurst Drive is constructed as a four-lane undivided road with a posted speed limit of 30 mph. There is a reduced speed school zone (20 mph) on Whitehurst Drive adjacent to the school. The Abrams Road / Whitehurst Drive intersection is signalized.

IV. FUTURE ROADWAY CONDITIONS

There are no plans for improvements to either Abrams Road or Whitehurst Drive in the vicinity of the school.

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

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V. EXISTING SCHOOL TRAFFIC OPERATIONS

The school campus has a one-way loop drive, two lanes wide, across the front (south side) of the building, accessed from Whitehurst Drive, with a couple of parking spaces off of the loop drive. There is a staff parking lot on the east side of the school building, accessed from a driveway along Abrams Road. There is also a small staff parking lot on the west side of the school building, in the services / delivery area, access from a driveway on Whitehurst Drive on the far west side of the site. This drive also provides fire lane access to the back (north side) of the building. (Some staff members were observed parking in this area.)

Currently, in the AM peak period students are primarily dropped off in two locations. Buses and parents drop off students in the front loop drive along Whitehurst Drive (the school is served by eight full-size buses and three handicapped / special education buses). Students are also dropped off in the staff parking lot along Abrams Road. A small number of students were also observed being dropped off along both sides of Whitehurst Drive. The school day begins at 8:30 am, but students were observed being dropped off as early as 7:30 am. Drop off activities peaked between 8:00 am and 8:15 am, and was substantially complete by 8:35 am.

In the PM peak period, the front loop drive is restricted to buses only, until the buses are loaded and exit the site approximately 10 minutes after school lets out. Once the buses exited the site, parents began using the front loop to pick up students. Prior to this time, parents queued up along both sides of Whitehurst Drive, and along Echo Valley Drive south of Whitehurst Drive, and students were observed walking to the cars in these areas. Parents also queued up in the staff parking lot along Abrams Road and parked in the empty parking spaces in this lot. Parents began queuing up around 3:00 pm, 30 minutes prior to students being released at 3:30 pm. The afternoon pick up activities were more spread out than at a typical elementary school, with students congregating in front of the school after the release time, waiting to be picked up. Most of the students had been picked up by 3:50 pm.

There are not any parking or standing restrictions in place along the north side of Whitehurst Drive, except near the intersection with Abrams Road, where parking and standing are restricted at all times from Abrams Road to a point approximately 50 feet west of Abrams. On the south side of Whitehurst Drive, parking and standing are restricted at all times between Echo Valley Drive and Abrams Road. Parking and standing are also restricted, from 7:00 – 9:00 am and 2:45 – 4:30 pm on school days, from Echo Valley Drive west approximately 225 feet, in order to provide adequate access and visibility to an alley connection to Whitehurst Drive. (These restrictions did not appear to be enforced on the days that Halff conducted counts and observations.)

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

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VI. TRAFFIC COUNT DATA and QUEUING OBSERVATIONS

Halff conducted AM and school PM peak period traffic counts and observations at the school on Tuesday and Wednesday, May 7 and 8, 2013. Traffic counts were conducted at the following locations:

- Abrams Road / staff parking lot driveway
- Whitehurst Drive / front loop entrance driveway
- Whitehurst Drive / front loop exit driveway
- Whitehurst Drive / school west driveway
- Along both sides of Whitehurst Drive adjacent to the school
- Along both sides of Echo Valley Drive south of Whitehurst Drive

Halff conducted the traffic counts and observations in order to estimate the number of vehicle trips generated by the school at its current enrollment, approximately 700 students. A summary of the observed trip generation is presented in Table 1. The trips shown are comprised of the trips turning into and out of the school driveways and the vehicles observed dropping off or picking up students along Whitehurst Drive and Echo Valley Drive during the AM and PM peak hours of the school (the school hours of operation are 8:30 am to 3:30 pm).

Table 1
Site-Generated One-Way Trips – Observed

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Observed (700 students)	396	323	719	178	186	364

From the peak hour observations and traffic counts, Halff also identified the time when the maximum number of vehicles were “queued” on or around the school (in this case, “queued” vehicles include vehicles queued or parked on Whitehurst Drive and Echo Valley Drive, vehicles queued in the drive aisles of the staff parking lot on the east side of the site, and vehicles parked in the staff parking lot). As is common at school campuses, the maximum queue was observed in the PM peak hour, just after students were released at 3:30 pm. The number of passenger cars waiting on or around the school campus to pick up students at this time was approximately 95. Eight full size school buses were also queued in the front loop.

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

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Halff also identified the parking demand for the school by counting the parked cars on the site and along the north side of Whitehurst Drive after the morning and afternoon peak periods (according to the school principal, there are some staff members that park on Whitehurst Drive instead of on the site). The maximum observed parking demand for the school was 85 vehicles which occurred after the morning peak period.

VII. PROPOSED CAMPUS IMPROVEMENTS

As mentioned, the RISD plans to add eight new classrooms to the Forest Meadow Junior High School campus. Along with the classroom addition, the RISD is planning to rebuild and improve the driveway on the west and north sides of the school building, in order to bring the drive into compliance with current fire lane codes. The RISD is also improving the area on the northwest side of the site to provide a new bus drop off / pick up area and a new staff parking lot. Additional parking will also be added on the southeast corner of the school building, in a small visitor parking lot accessed from the front loop. These improvements are shown in the concept plan included in the Appendix as Figure 3.

These improvements will add approximately 94 new parking spaces (88 regular spaces and 6 handicapped spaces) to the existing 88 on-site parking spaces (81 regular spaces and 7 handicapped spaces), for a total of 182 parking spaces on the campus. The new spaces will be primarily in the new parking lot on the northwest corner of the site (80 spaces), with the remaining 14 spaces in the new visitor parking lot on the southeast corner of the school building.

These improvements will also allow the bus drop off / pick up area to be separated from the parent drop off / pick up area. All buses will now be routed into the west driveway on Whitehurst Drive to the new drop off / pick up area on the north side of the school building. This will open the front loop to be used exclusively by parents for dropping off students in the morning and picking them up in the afternoon.

VIII. PROJECTED QUEUING and PARKING DEMAND

Halff used a straight-line projection to estimate the queuing demand in the afternoon peak period, once the school reaches its projected maximum enrollment of 1,100 students. The projected queue demand at maximum enrollment is approximately 149 passenger cars in the PM peak period. Also using a straight-line projection, the number of full-size school buses could increase to 12. It is important to note that the actual number of new trips generated by the additional student enrollment, and thus the actual queuing demand for passenger cars and buses, will vary based on where in the school's attendance zone the projected enrollment growth takes place. The current attendance zone includes a number of apartment complexes, and a number of the students living in these complexes are bused to the school. If a large percentage of the new students are drawn from this area and are bused to the school, the queuing demand for passenger cars will be less than what is projected in this report.

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

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The RISD expects to add 10 to 15 new staff members to the campus over the course of the next 8 to 10 years. If each of these new staff members drives their own vehicle, the total projected parking demand for the school will be approximately 100 (current day parking demand of 85 vehicles plus 15 new vehicles).

The new area designated for bus loading and unloading on the back (north) side of the school building will provide more than 600 feet of stacking space, which can accommodate approximately 15 full size school buses (the school is currently served by 8 full size buses).

It would be desirable if all parent drop off / pick up activities associated with Forest Meadow Junior High could be accommodated entirely on the school campus and out of any City of Dallas right-of-way (ROW). However, even with the proposed improvements in place, it is expected that some queuing will occur on Whitehurst Drive and Echo Valley Drive, primarily during the PM peak period. (It is important to note that queuing *currently* occurs on these two streets during the PM peak period.) The queuing that occurs on Whitehurst Drive today does not appear to significantly impact the through traffic on the road; as Whitehurst is a four-lane undivided road, the two inside lanes (one in each direction) still provide adequate capacity to accommodate through traffic in the school PM peak period.

The front loop drive provides approximately 460 feet of stacking space, which can accommodate approximately 23 passenger cars (assuming 20 feet per car). The staff parking lot on the east side of the school building has approximately 720 feet of stacking space (in the drive aisles), which can accommodate approximately 36 passenger vehicles.

With a projected parking demand of 100 vehicles, the site will have approximately 69 regular marked parking spaces available for parents to use during the afternoon pick up period. (Parents were observed parking in open spaces in the staff parking lot on the east side of the campus on the day Halff conducted peak period counts and observations.) If parents fill half of the open parking spaces, this would leave approximately 56 passenger vehicles that would need to queue along either Whitehurst Drive or Echo Valley Drive. The queue distance, at 20 feet per car, would be approximately 1,120 feet. A summary of this calculation is provided below:

Estimated "max" queue demand = 149 passenger vehicles (2,980 feet)
Vehicles queued in the front loop = 23 (460 feet)
Vehicles queued in the east staff lot = 36 (720 feet)
Vehicles parked on the site = 34 (680 feet)
Vehicles queued on Whitehurst Drive or Echo Valley Drive = 56 (1,120 feet)

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

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This space can be distributed between Whitehurst Drive and Echo Valley Drive in the following manner:

- North side of Whitehurst Drive between front loop entrance drive and the existing parking restriction west of Abrams Road = 120 feet
- North side of Whitehurst Drive between front loop entrance drive and proposed parking restriction east of front loop exit drive = 300 feet
- South side of Whitehurst Drive from parking restriction west of Echo Valley Drive to Dove Meadow Drive (west of school site) > 500 feet
- Echo Valley Drive > 200 feet

These areas, *which are all areas in which parents are currently queuing during the PM peak period*, should provide adequate queuing space to accommodate the projected demand once the school reaches its projected maximum enrollment. Furthermore, by opening the front loop for passenger car queuing, and by making more efficient use of the available queuing space in the east staff lot and the available parking spaces on the site, the on-street queuing should not significantly increase from what it is today.

Overall, once the proposed improvements are made, the site will have stacking space to accommodate approximately 59 passenger vehicles and 15 full size school buses, and dedicated parking spaces for approximately 182 passenger vehicles. (As mentioned, the parking spaces not used by school staff can be used by parents in the afternoon when picking up students.) This represents an increase in on-site stacking space of 460 feet (the space gained in the front loop drive by moving the bus drop off / pick up area to the back of the school) and an increase of 94 on-site parking spaces.

Figure 3a in the Appendix shows the existing queuing areas discussed in the report; Figure 3b in the Appendix shows the proposed queuing areas discussed in this section of the report.

IX. STAFF ASSISTANCE

In order to facilitate efficient drop off and pick up activities, it would be desirable for school staff to be present during these times, especially around the front loop drive. To maximize the available space in the front loop drive, staff should encourage parents to pull through to the far west end of the drive, both in the morning and in the afternoon, and should ensure that parents remain in their vehicles at all times. Staff should also encourage students to quickly exit / enter their vehicles so that the parents may exit the drive, opening up space for more parents to drop off / pick up students. Staff assistance in the staff parking lot on the east side of the campus would also be beneficial to ensure that the available stacking space is used efficiently, and that any open parking spaces are used as well.

There is an existing crosswalk across Whitehurst Drive on the east side of the front loop entrance drive / west side of Echo Valley Drive (the crosswalk needs to be repainted and proper signs should be installed). Stationing a crossing guard or school staff member at this crosswalk would help students to cross to / from the south side of Whitehurst Drive.

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

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X. RECOMMENDATIONS

Halff recommends the following measures to help facilitate the safe, efficient movement of traffic into and out of the Forest Meadow Junior High School campus:

- School staff should monitor the front loop in the AM and PM peak periods to encourage parents to pull in as far to the end (west) as possible, in order to make full use of the loop drive. (The front door to the school is located on the east side, near the entrance to the loop drive, and parents were observed stopping directly at the front door to drop off students.)
- Consideration should be given to opening the doors on the west end of the front of the school building during the morning peak period to help encourage parents to pull up all the way to the west end of the front loop.
- School staff should also monitor the staff parking lot on the east side of the campus to ensure that the available stacking space and open parking spaces are being used efficiently.
- Stripe the right (inside) lane of the front loop drive for "Drop Off / Pick Up Only." Stripe the left (outside) lane for "Thru Traffic Only."
- Restrict parking and standing on the north side of Whitehurst Drive from 50 feet east of the loop drive exit to 50 feet west of the alley just west of the school's west driveway, in order to provide adequate visibility for vehicles exiting the school's west driveway and loop driveway onto Whitehurst Drive.
- Enforce the "No Parking or Standing" restrictions on the north side of Whitehurst Drive just west of Abrams Road, and on the south side of Whitehurst from west of Echo Valley Drive to Abrams Road.
- Widen the school's west driveway approach to Whitehurst Drive to provide adequate space for buses to turn into and out of the driveway. (If space allows, it would be desirable to provide two egress lanes and one ingress lane.)
- Install a sign for "Buses / Parking / Deliveries" at the entrance to the school's west driveway.
- Install a sign for "Parent Drop Off / Pick Up / Visitor Parking" at the front loop entrance drive off of Whitehurst Drive.
- Install a sign for "Visitor Parking" at the entrance to the new parking lot accessed from the front loop.
- Install a sign for "Exit Only" at the front loop exit drive.

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

1318' 1

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- Replace the “No Parking or Standing Here to Corner” sign located on the south side of Whitehurst Drive just west of Abrams Road. (The sign is very faded.)
- Repaint the existing crosswalk across Whitehurst Drive on the east side of the front loop entrance drive, and install new crosswalk signs (S1-1) with downward-pointing arrow plaques (SW16-7P) on each side of the crosswalk. Stationing a crossing guard at this crosswalk would be desirable for directing students to cross to / from the south side of Whitehurst Drive
- All school staff should be encouraged to park on the site at all times.

XI. CONCLUSION

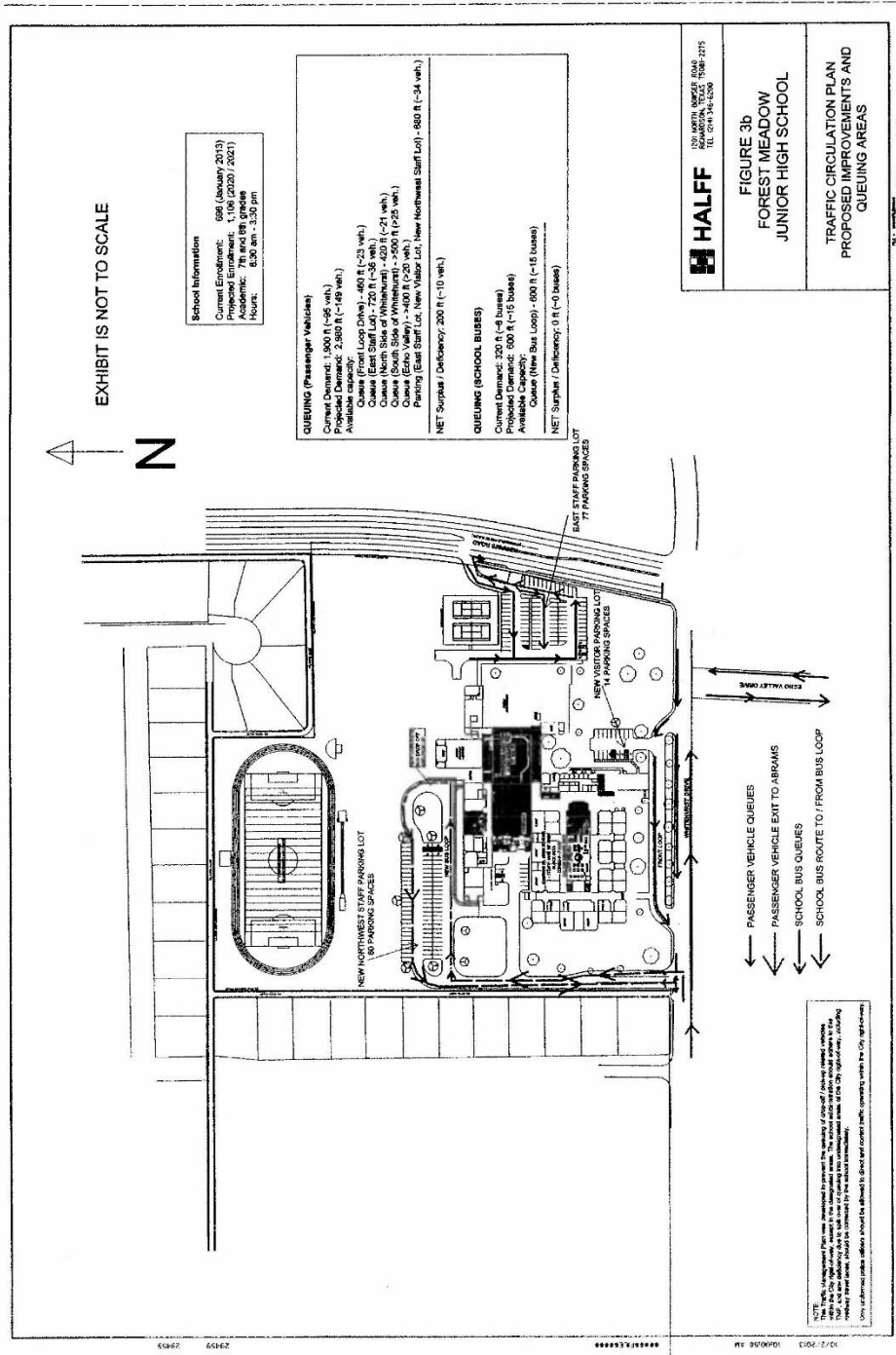
The school will generate more trips due to the proposed expansion, but providing a separate bus drop off / pick up area on the back (north) side of the school building will open up the front loop to be used exclusively by parents for dropping off and picking up students. (Opening the doors on the west end of the front side of the school building will help encourage parents to use the entire front loop.) Separating the buses from the parent traffic will help improve overall traffic flow and safety around the school, and will provide more space for passenger vehicles on the site, especially during the afternoon peak period. School staff should monitor the front loop and the staff parking lot on the east side of the campus during the peak periods to ensure that both locations are functioning efficiently and maximizing the number of passenger cars able to drop off / pick up students on the site and off of the City ROW. By opening the front loop for passenger car queuing, and by making more efficient use of the available queuing space in the east staff lot and the available parking spaces on the site, the on-street queuing should not significantly increase from what it is today.

It is important to note that the actual number of new trips generated by the additional student enrollment, and thus the actual queuing demand for passenger cars and buses, will vary based on where in the school's attendance zone the projected enrollment growth takes place. Halff's queuing and parking demand estimates for when the school reaches its maximum enrollment are based on straight-line projections of the current day demands. The current attendance zone includes a number of apartment complexes, and a number of the students living in these complexes are bused to the school. If a large percentage of the new students are drawn from this area and are bused to the school, the queuing demand for passenger cars will be less than what is projected in this report.

EXISTING TRAFFIC MANAGEMENT PLAN (cont.)

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CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN



Traffic Management Plan Forest Meadow Junior High School



To: David Nevarez, P.E., PTOE
City of Dallas

From: Christy Lambeth, P.E., PTOE
Lambeth Engineering Associates, PLLC, F-19508

Date: June 7, 2021

Re: Traffic Management Plan for Forest Meadow Junior High School on 9373 Whitehurst Dr., Dallas,
TX 75243

Introduction

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth Engineering) were retained to create a traffic management plan (TMP) for Forest Meadow Junior High School (FMJH). The purpose of this TMP is to ensure safe vehicular and pedestrian circulation during peak morning drop-off and afternoon pick-up periods. Below is general information about FMJH.

School:

- Location: 9373 Whitehurst Dr, Dallas, TX 75243
- School District: Richardson Independent School District
- School Times: 8:15 AM – 3:40 PM

Zoning:

- Existing Zoning: PD 897
- Proposed Zoning: Planned Development
- Project: The school is expanding to accommodate 6th grade students.

Students:

- Existing Student Enrollment: 750 students in 7th and 8th grades, of which approximately 485 attend in-person (265 students currently attend virtually due to social distancing for the COVID-19 pandemic).
- Proposed Student Enrollment: 1,500 students in 6th through 8th grades.

CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN (cont.)



School Access:

- Surrounding Roadways:
 - Whitehurst Drive: on the south; Local Street; four-lane, undivided roadway
 - Public Alley: on the west; paved; two-way roadway
 - Public Alley: on the north; paved; two-way roadway
 - Abrams Road: on the east; Principal Arterial; six-lane, divided roadway
- Sidewalks are provided on Whitehurst Drive and Abrams Road adjacent to the FMJH and they are in good working condition.

Traffic Management Plan

Queue

Lambeth Engineering met with Principal Burt and Assistant Principal Parisi several times during the process of developing the TMP. Traffic observations were conducted on the following dates and times:

- Thursday, February 25, 2021 – AM Arrival
- Wednesday, March 3, 2021 – PM Dismissal
- Thursday, March 4, 2021 – PM Dismissal
- Tuesday, March 30, 2021 – PM Dismissal

The peak queue of parent vehicles picking up students was observed to be about 80 vehicles. However, Lambeth Engineering has generally observed a higher percentage of parents picking up students this school year, due to social distancing for COVID 19. TMP update was conducted in 2019 and thorough observations were conducted by Lambeth Engineering. There are typically many students walking to/from school at FMJH and a queue rate of one parent vehicle per 8.8 students was observed in prior observations. Lambeth Engineering worked with the architects and the site plan was designed to satisfy the queue demand of parent vehicle per 8.8 students. As requested by staff, the queue rate was adjusted. In order to be conservative, a rate of one parent vehicle per 8.5 students was used for this TMP.

As expected, the peak period of parent vehicles accumulating at FMJH occurred during the afternoon dismissal period. Most of the traffic clears the campus within ten (10) minutes once school is dismissed. The current traffic pattern is summarized in the **Appendix**.

The projected vehicular accumulations are summarized in **Table 1**. As shown, the proposed site plan with recommended traffic flow has nearly enough space to accommodate the parents on-site at FMJH considering full capacity of 1,500 students.

As the school reaches capacity, there is room for additional queue space on-site that can be utilized, as shown in **Table 2**.

Although both tables show a deficit for the 7th and 8th loading areas, students that have siblings in 6th grade will go to that loading area, which is not accounted for in the tables.

CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN (cont.)



Table 1. TMP Summary

Grade	Students	School Times	Travel Modes	Projected Parent Vehicles	Provided Parent Vehicles	Surplus Availability for Parents
6 th	500	Beginning: 8:15 AM Dismissal: 3:40 PM	Buses ~30%	59	72	13
7 th - 8 th	1,000		Parents ~35%	118	98	-20
Total	1,500		Walkers ~35%	177	170	-7

Provided space for parent vehicles: 3,982 LF (170 vehicles), all provided on-site.

Note: 7th and 8th grade students with 6th grade siblings may be picked up with 6th grade students; therefore, actual projected queue and surplus may vary.

Table 2. Optional TMP Summary

Grade	Students	School Times	Travel Modes	Projected Parent Vehicles	Provided Parent Vehicles	Surplus Availability for Parents
6 th	500	Beginning: 8:15 AM Dismissal: 3:40 PM	Buses ~30%	59	79	20
7 th - 8 th	1,000		Parents ~35%	117	112	-5
Total	1,500		Walkers ~35%	176	191	15

Provided space for parent vehicles: 4,496 LF (192 vehicles), all provided on-site.

Note: 7th and 8th grade students with 6th grade siblings may be picked up with 6th grade students; therefore, actual projected queue and surplus may vary.

Recommendations

The TMP recommendations are described below and shown in **Exhibit 1** and **Exhibit 2**.

Students

1. Students are dropped off and picked up along the west and east sides of the building.
2. Being a junior high school, students will walk to their parents' vehicles.
3. Students walking home should be instructed to walk along sidewalks and cross at crosswalks. Students should not be permitted to cross midblock.
4. Parents should be discouraged from parking on Echo Valley Drive. The crosswalk may remain in place for students that live on Echo Valley Drive.
5. Principal and assistant principal are aware of the need to ensure parents are picking up students on both sides of the school. One option discussed for directing students is 6th grade and siblings could be picked up via Abrams Road and 7th and 8th grade students could be picked up via Whitehurst Drive.

CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN (cont.)



Parents

6. Parents pick up students in the following locations:
 - a. On-site:
 - i. Parents enter the western driveway off Whitehurst Drive, queue through the internal access road, pick up students on the north side of the parking lot, then exit by turning right or left onto Whitehurst Drive.
 - ii. Parents enter the eastern driveway off southbound Abrams Road, queue through the parking lot, and after dropping off or picking up their students, exit onto southbound Abrams Road.
 - iii. Parents driving through the drop-off and pick-up areas should not park or wait in the escape/travel lane so that other parents can pass by.
 - b. Parents may not park in the parking spaces in front of FMJH during arrival or dismissal since buses will be queueing in this area.

Buses

7. School buses should continue to be staged on the internal access road on the south side of the building, in the front circular driveway off Whitehurst during pick up periods.

Staff

8. Staff should monitor students at each area where parents are picking up students until all students are dismissed.

Licensed Peace Officers

9. A Dallas Police officer is assigned to FMJH; this person monitors the traffic activities in front of FMJH and is recommended to continue to do so. It is recommended that a police officer be stationed at the Abrams Road driveway to remind parents to turn right as they are leaving the driveway.

Crossing Guards

10. There are currently no school crossing guards assigned at FMJH school. While they may be helpful in assisting students crossing Abrams Road, the City of Dallas does not typically provide crossing guards for junior high schools.

Parking Restrictions

11. Parents should not park around the driveway openings, as illustrated in the TMP exhibit.
12. Parents should not park on Whitehurst Drive.
13. When the school reaches capacity, if additional queue space is needed, parking on Whitehurst Drive, adjacent to the school, could be re-evaluated.

School Zones

14. There are currently school zones on Abrams Road and on Whitehurst Drive. It is recommended that these school zones remain after the reconstruction.

Off-Site Improvements

15. It is recommended the City evaluate signal timing at the Whitehurst Drive/Abrams Road intersection to determine if additional time can be provided for eastbound motorists for a 15-minute period

CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN (cont.)



while they are leaving the school. It is understood this may not be able to be implemented due to the signal timing network.

16. Several school-related signs were updated in 2019/2020 and most are in good, working condition. Lambeth Engineering is working with RLG Consulting Engineers, the LHJH Civil Engineer, to create signing and striping plan noting which school-related signs and striping will remain in place, which ones need to be updated, and new signs and striping that need to be provided. The signing and striping plan will be submitted to the City of Dallas with engineering plans.

Summary

The Forest Meadow Junior High School TMP is designed to provide safe vehicular and pedestrian movement to and from school and can accommodate the projected vehicular queues on campus and on-street, adjacent to the school, without blocking through traffic.

If traffic congestion or unsafe movements are noticed, the plan should be reviewed and updated promptly.

**CPC RECOMMENDED
TRAFFIC MANAGEMENT PLAN
(cont.)**



REVIEW AND COMMITMENT

The traffic management plan for Forest Meadow Junior High School, located at 9373 Whitehurst Drive in Dallas, Texas, was developed with the intent of optimizing safety and accommodating vehicular traffic queues generated during school peak hours. A concerted effort and full participation by the school administration are essential to maintain safe and efficient traffic operations.

By consent of this TMP submittal, the school administration agrees to the strategies presented herein for which the school is held responsible unless the City of Dallas deems further measures are appropriate.

The school is also committed to continually review and assess the effectiveness of this plan and if warranted, implement changes in the interest of increasing safety and minimizing impacts on the surrounding community.

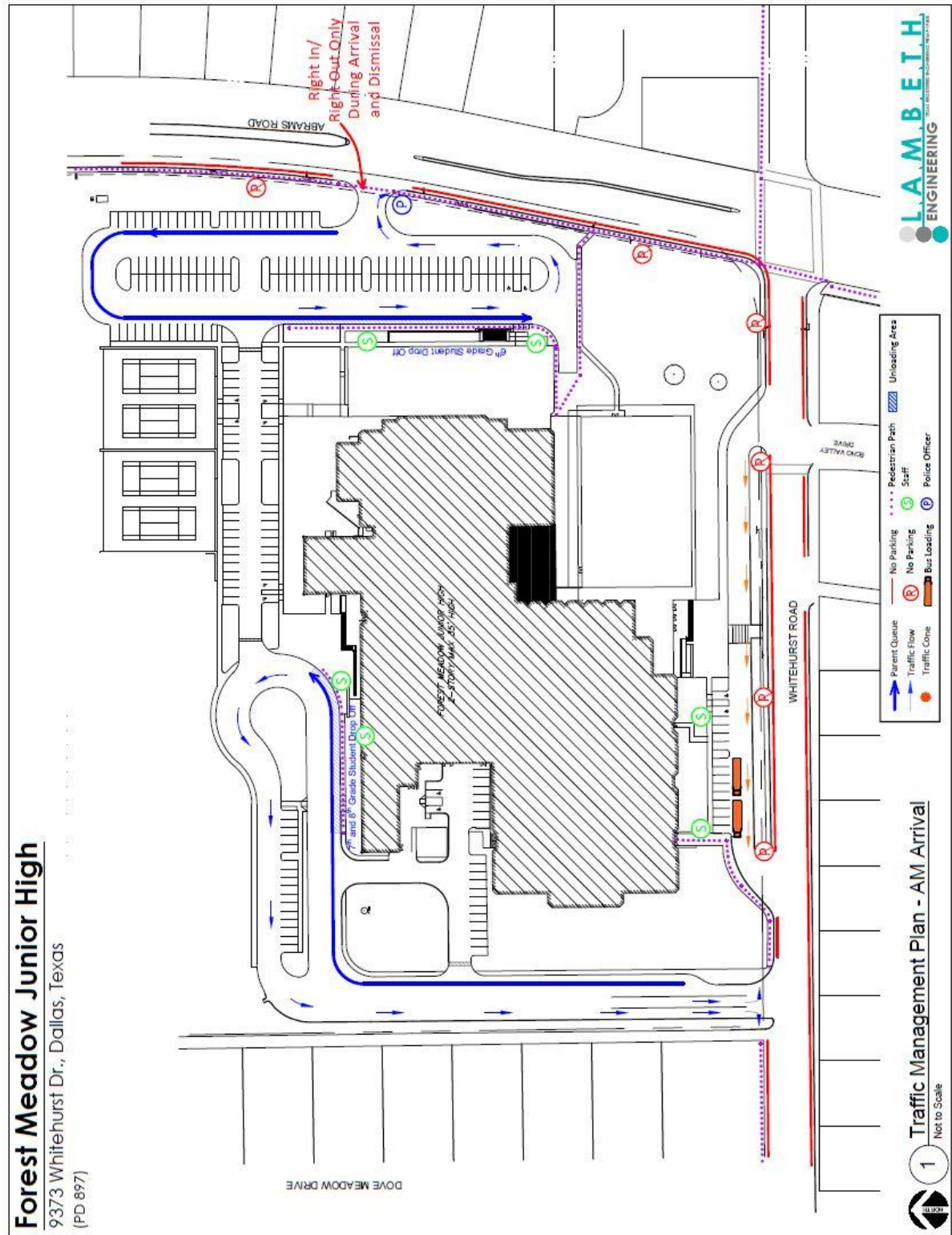
Susan Burt
Signature

4/5/21
Date

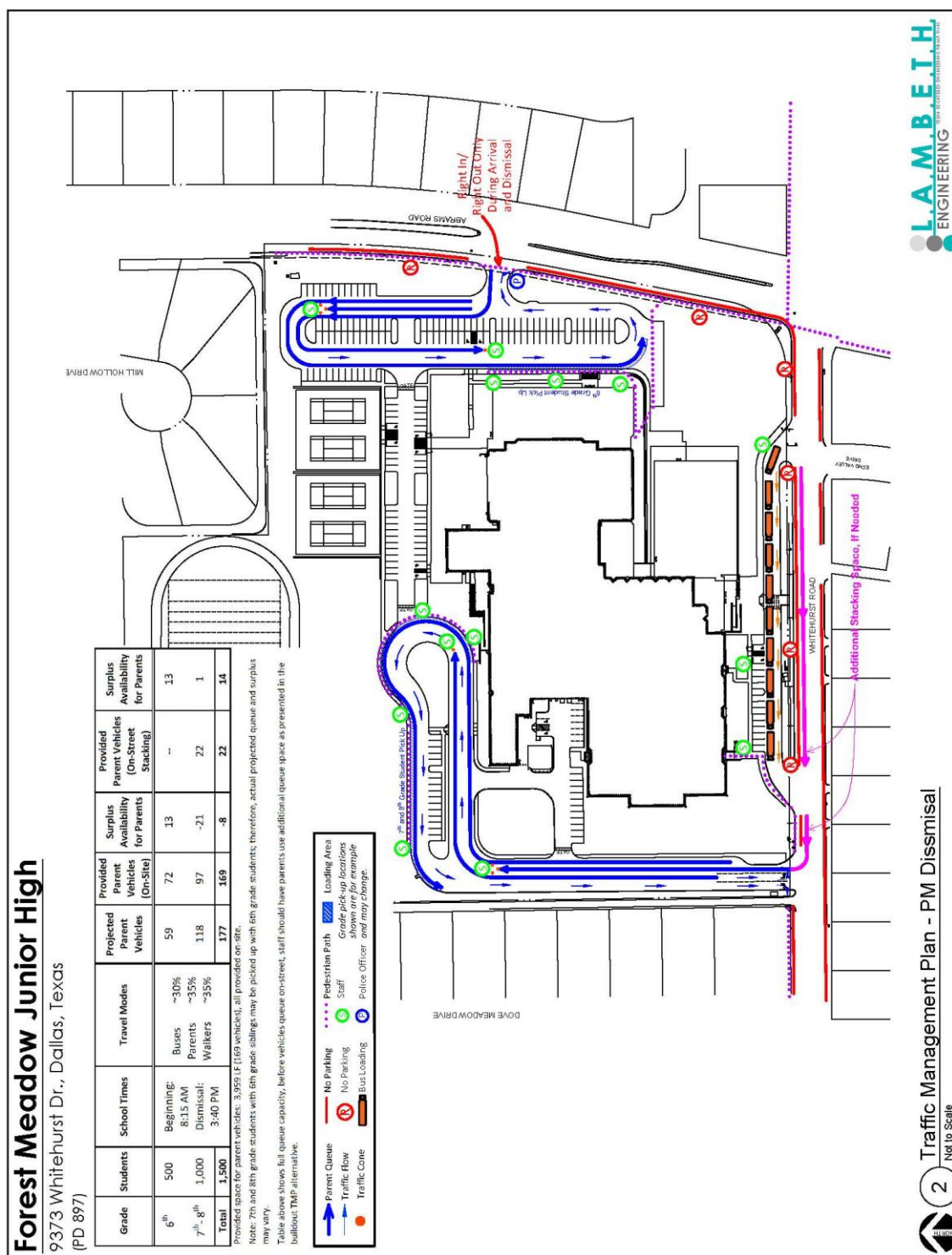
Susan Burt
Name

Principal
Title

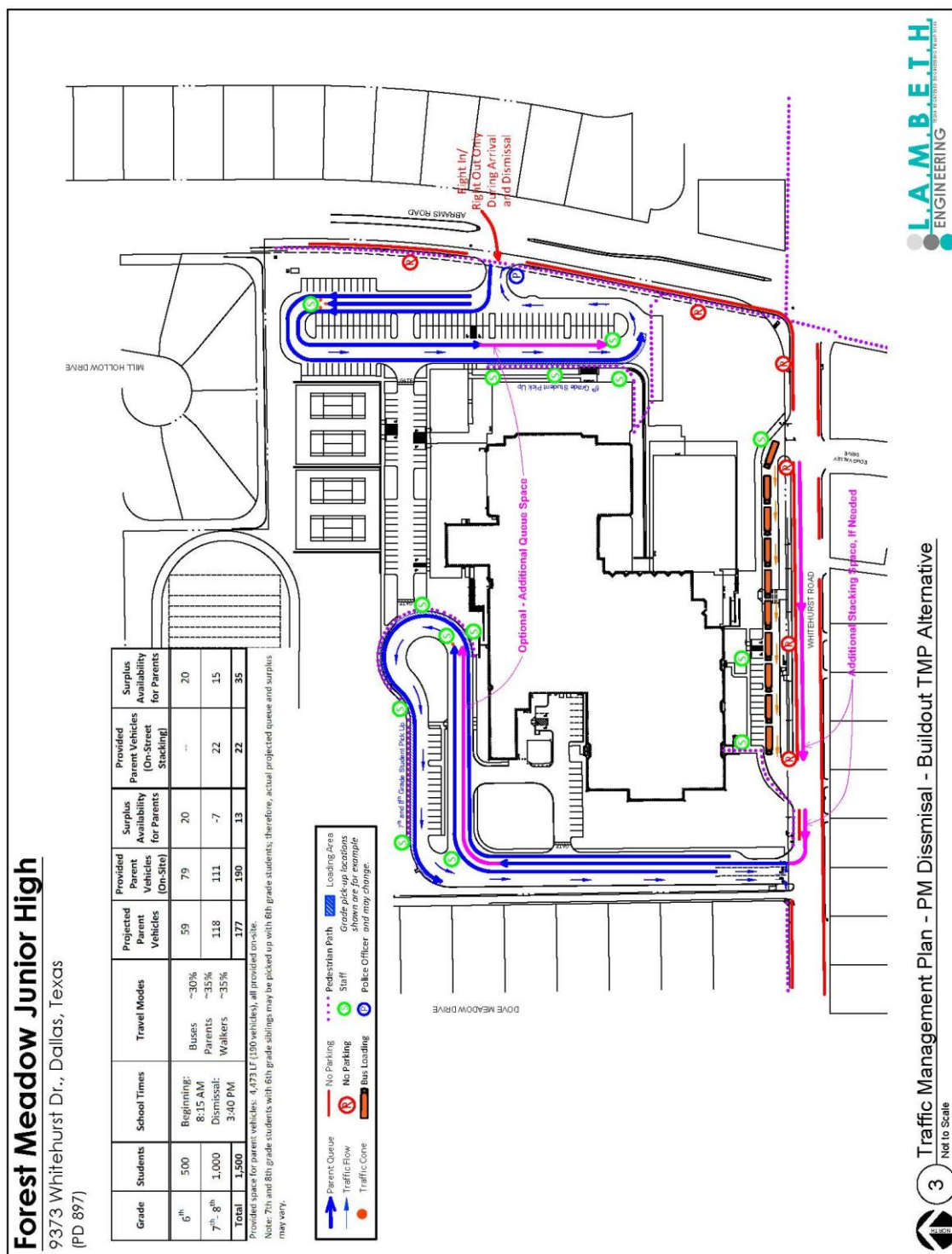
CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN (cont.)



**CPC RECOMMENDED
TRAFFIC MANAGEMENT PLAN
(cont.)**



**CPC RECOMMENDED
TRAFFIC MANAGEMENT PLAN
(cont.)**



CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN (cont.)



Parking Summary Lake Highlands Junior High School

June 7, 2021

Parking Observations

Lambeth Engineering conducted parking observation at Forest Meadow Junior High School (FMJH). As shown below in **Table A**, the parking demand was relatively consistent, with a peak parking demand of 81 spaces on-site.

Table A. Observed Parking Demand

Day	Date	Time	Abrams Parking Lot	Back WH Parking Lot	Front WH Parking Lot	Side WH Parking Lot	Total
Wednesday	December 16, 2020	2:35 PM	27	28	7	14	76
Friday	January 29, 2021	10:00 AM	25	40	8	8	81
Friday	March 12, 2021	10:00 AM	19	40	9	10	78

Projected Parking Demand

There are currently 100 staff teaching 750 students. Considering the future capacity of the school is 1,500 students, the projected number of staff is 200. Not all members of the staff are on campus at the same time. The projected parking demand for staff is 162 parking spaces.

Fifteen (15) spaces are for visitors in the front of the school.

Since parking spaces are provided over five (5) different parking areas and include 12 ADA spaces, it is important to have more parking than actual demand, so motorists are not circulating trying to find the last available space in a parking area.

Available Parking

The proposed site plan has 201 parking spaces spread out over five parking areas.

There are 15 visitor parking spaces in front of the school, in the circular driveway, and 12 ADA spaces.

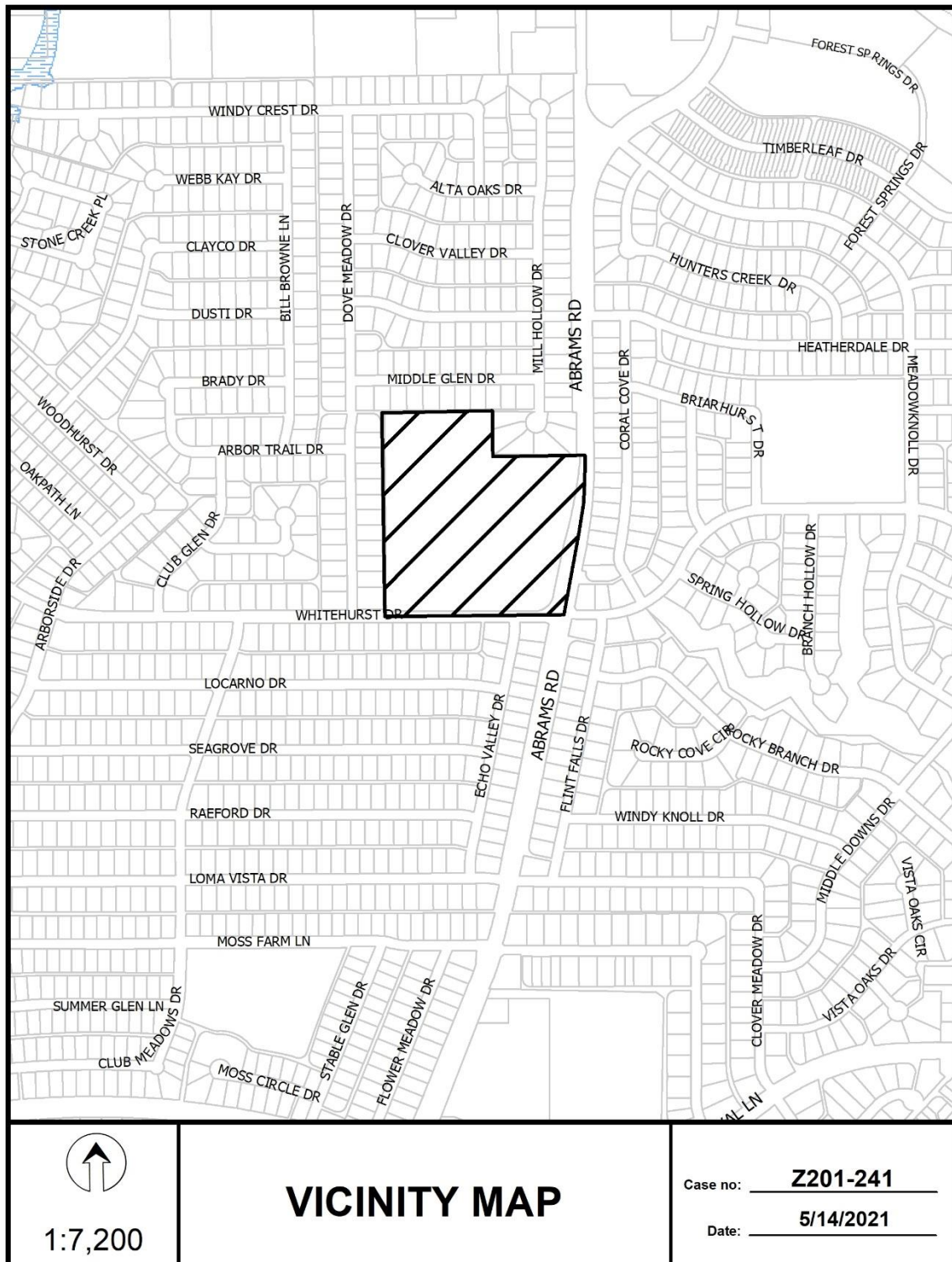
Parking Rate

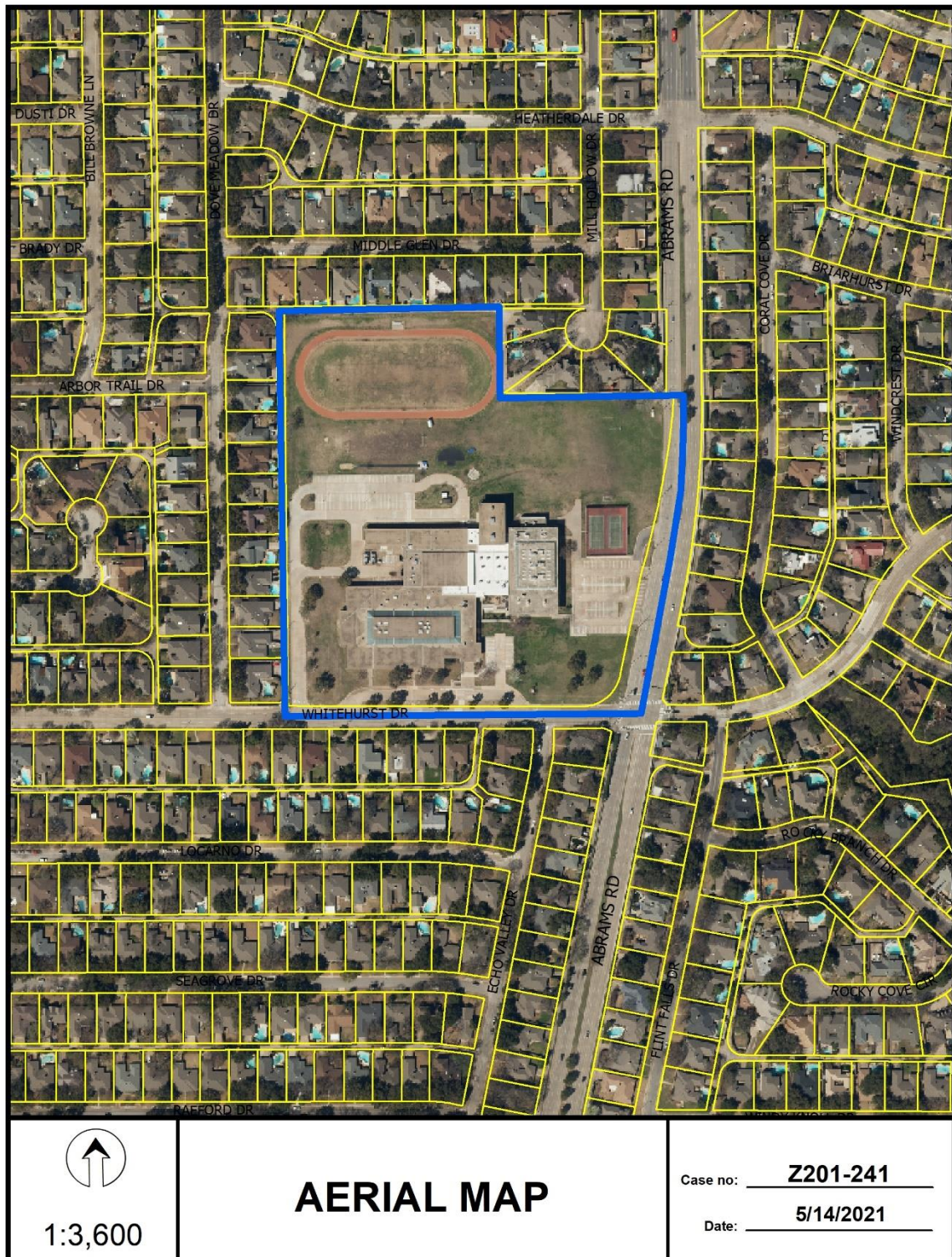
A parking rate of 3.0 spaces per classroom results in a parking requirement of 171 spaces for 57 classrooms.

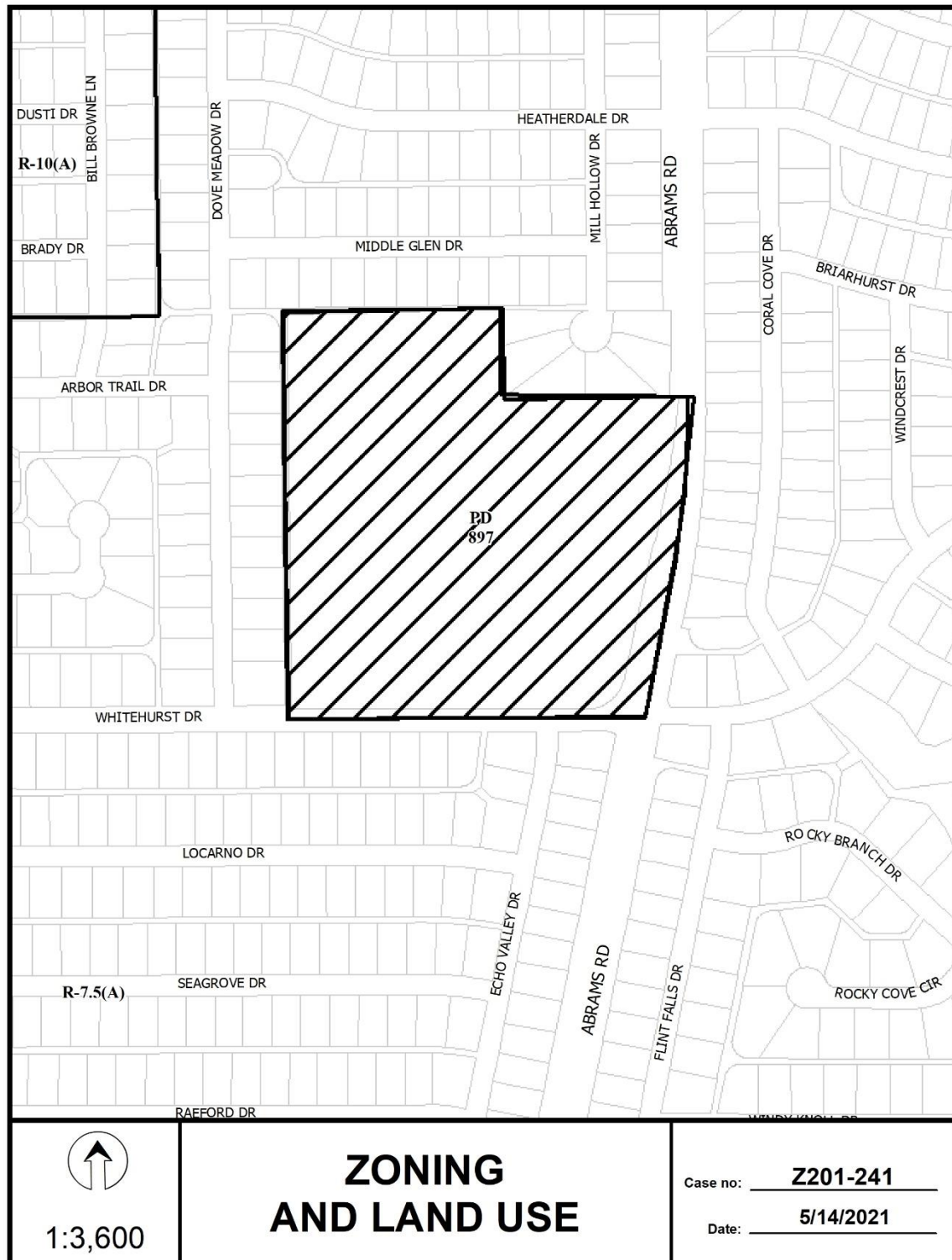
Summary

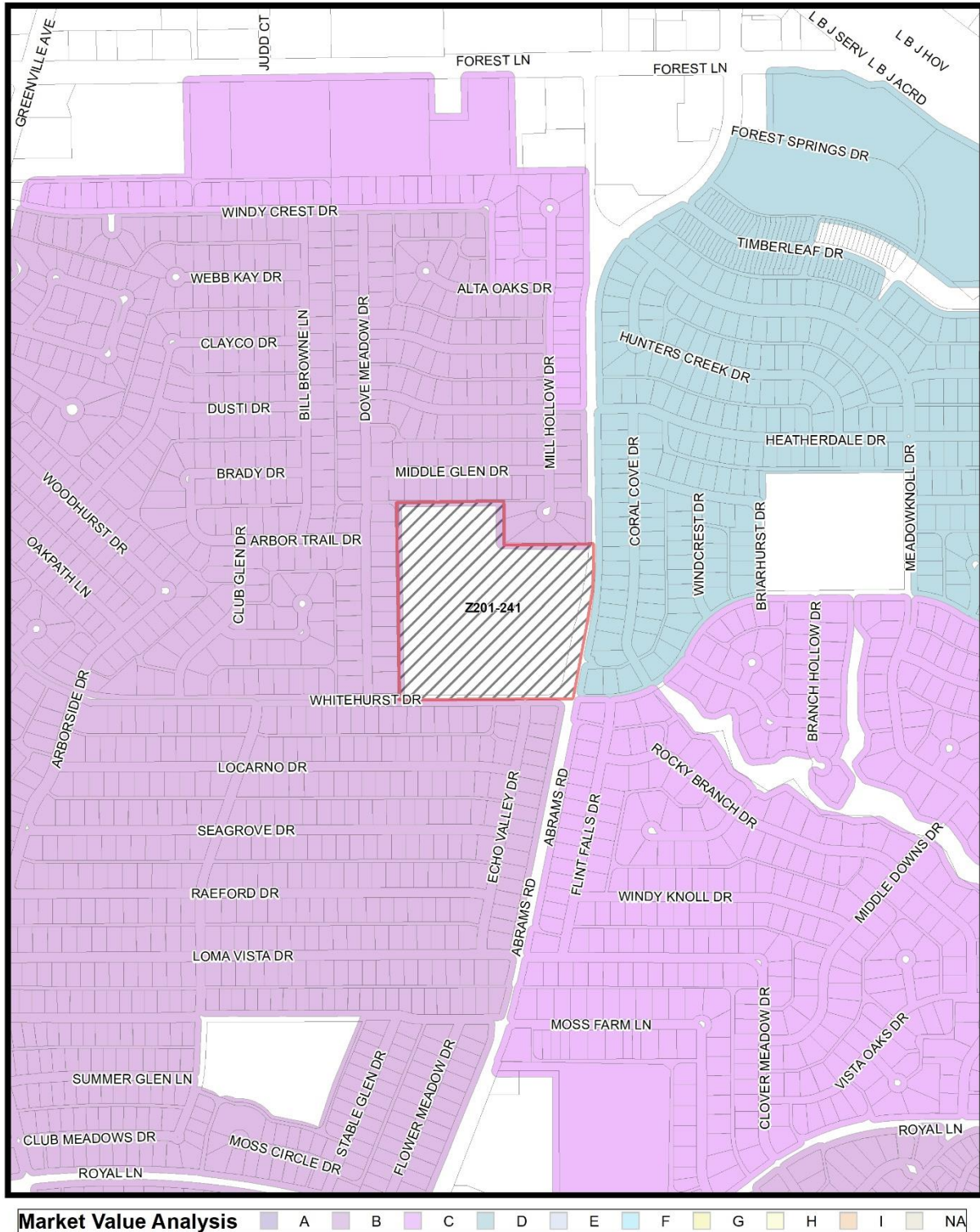
To provide room for visitors, accounting for not all (if any) of the 12 ADA spaces will be occupied and considering the parking supply is spread out over five (5) different areas, the provided 201 spaces will serve the site well. The surplus of 11 spaces provides a 5% inefficiency factor so motorists are not circulating trying to find the last spot in parking areas.

END







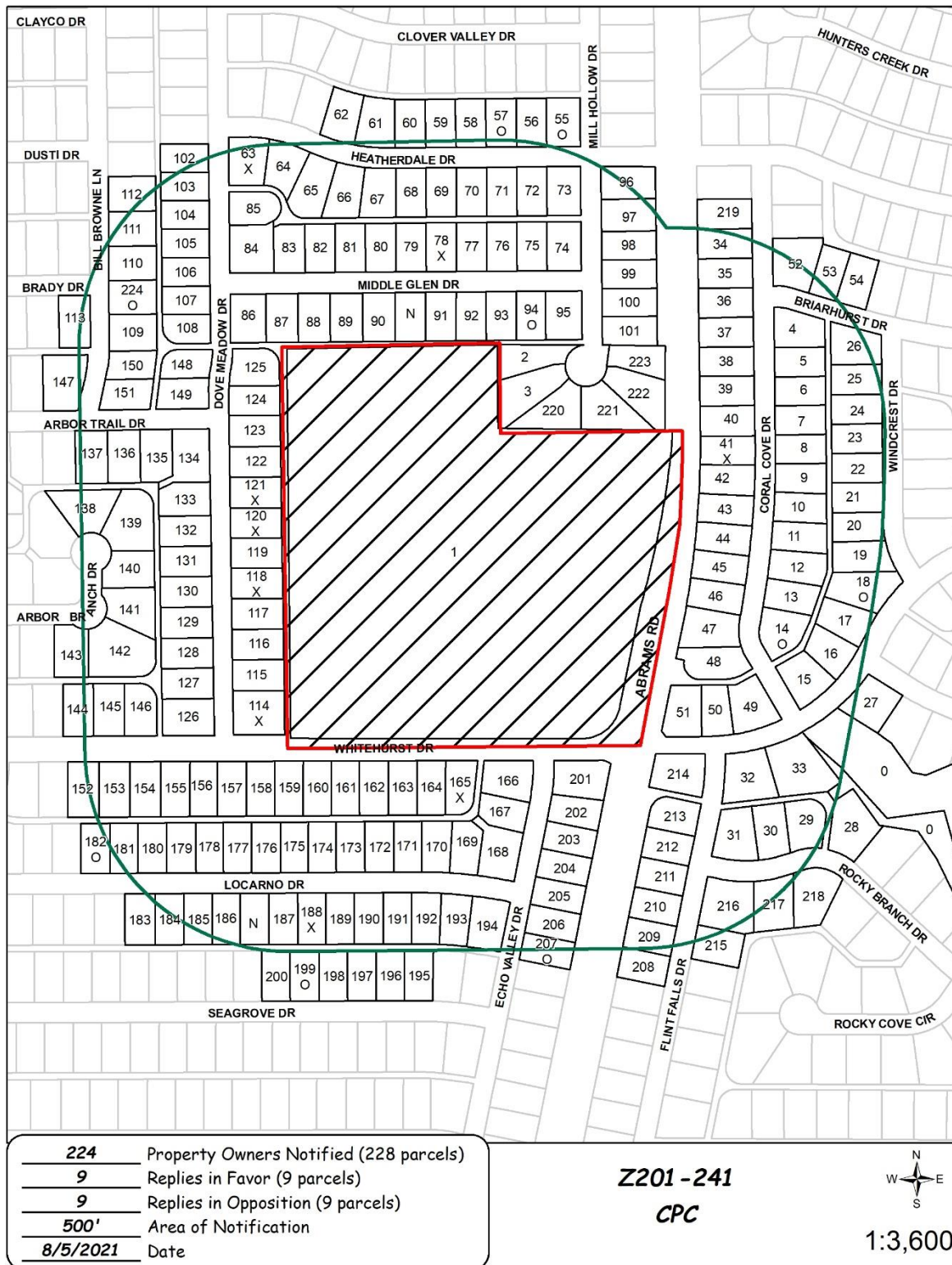


1:7,200

Market Value Analysis

Printed Date: 5/14/2021

CPC RESPONSES



Reply List of Property Owners

Z201-241

224 Property Owners Notified 9 Property Owners in Favor 9 Property Owners Opposed

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	9373 WHITEHURST DR	RICHARDSON ISD
	2	9211 MILL HOLLOW DR	BEESON J BRANDON & SHANNON L
	3	9207 MILL HOLLOW DR	GEE ROBERT & JUDY
	4	9230 CORAL COVE DR	HOSSLER BEAU E JR
	5	9224 CORAL COVE DR	MCCRARY ANN K & RONALD L
	6	9218 CORAL COVE DR	PAULSEN JOAN
	7	9212 CORAL COVE DR	CONNER THOMAS S &
	8	9142 CORAL COVE DR	GLASSON MARY HARRIET
	9	9136 CORAL COVE DR	SELLERS VALLI &
	10	9130 CORAL COVE DR	DARBY HOWARD E
	11	9124 CORAL COVE DR	Taxpayer at
	12	9118 CORAL COVE DR	Taxpayer at
	13	9112 CORAL COVE DR	BROOKGREEN PROPERTIES LLC
O	14	9018 CORAL COVE DR	LAROCCA NICHOLAS J &
	15	9429 WHITEHURST DR	SOTIROPOULOS KONSTANTINOS & ALEXANDRA SOUKAS
	16	9435 WHITEHURST DR	LEDFORD H BENNY
	17	9441 WHITEHURST DR	TIDWELL KATRINA
O	18	9447 WHITEHURST DR	SOTO HENRIETTA
	19	9111 WINDCREST DR	COLLETT EUGENE A & KATHLEEN J
	20	9117 WINDCREST DR	THORNE ADRIANNE E & DAVID R MORROW
	21	9123 WINDCREST DR	LANKFORD JANICE & HAROLD JAMES
	22	9129 WINDCREST DR	SOLIS MICHAEL R & ROBBIN R
	23	9135 WINDCREST DR	CONNOLLY STEVEN M &
	24	9211 WINDCREST DR	WOOD PETER A &
	25	9217 WINDCREST DR	MOIOLA RICHARD J
	26	9223 WINDCREST DR	HICKEY MATTHEW A &

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	9402 SPRING HOLLOW DR	PARKER LANCE & TIJANA N
	28	9423 ROCKY BRANCH DR	GRIFFIN DAVID R &
	29	9417 ROCKY BRANCH DR	HART WILLIAM BLAIR &
	30	9411 ROCKY BRANCH DR	LINVILLE LLOYD W
	31	9405 ROCKY BRANCH DR	BLOSKAS WILLIAM CONNOR
	32	9416 WHITEHURST DR	BEKARIAN HAGOP &
	33	9422 WHITEHURST DR	RIDGWAY DONIVAN L JR
	34	9317 CORAL COVE DR	KESNER MARC C &
	35	9311 CORAL COVE DR	ORTEGA ROBERT J & ELMA M
	36	9235 CORAL COVE DR	Taxpayer at
	37	9229 CORAL COVE DR	SHERIDAN SHELLEY KAYE & JOHN CONNELL
	38	9223 CORAL COVE DR	SHOAF NANCY W
	39	9217 CORAL COVE DR	MAYER KALAWAKUA
	40	9211 CORAL COVE DR	ROJAS GERARDO &
X	41	9141 CORAL COVE DR	WELTY KATHRYN & JOHN
	42	9135 CORAL COVE DR	QUINE BEN & JULIE
	43	9129 CORAL COVE DR	Taxpayer at
	44	9123 CORAL COVE DR	ROHMER ANDREW T & BROOKE N
	45	9117 CORAL COVE DR	PLUMMER ALISA K
	46	9111 CORAL COVE DR	SCOGGINS BILL JR &
	47	9023 CORAL COVE DR	SELL SHIRLEY
	48	9017 CORAL COVE DR	RIVERA ALEX J & SALLY ANN M
	49	9423 WHITEHURST DR	OCONOR JOHN & KAZ SHANE OCONOR
	50	9417 WHITEHURST DR	ROSAMOND DAVID F &
	51	9411 WHITEHURST DR	Taxpayer at
	52	9312 CORAL COVE DR	COLLINS GREGORY S &
	53	9376 BRIARHURST DR	KRUEGER D EDWARD & ASHLEY
	54	9370 BRIARHURST DR	MCWHORTER LYNLEY B
O	55	9239 HEATHERDALE DR	DARDEN TERRY ARNOLD &
	56	9237 HEATHERDALE DR	BOYD EDWARD L & JANIS A
O	57	9233 HEATHERDALE DR	LANE JERRY W & JANET H

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	9227 HEATHERDALE DR	CROW REBECCA N
	59	9225 HEATHERDALE DR	OBRIEN MICHAEL & ANGELA M
	60	9221 HEATHERDALE DR	TRIPIANO JAMES F & MARY A
	61	9219 HEATHERDALE DR	MCDANIEL KIM MIGNON &
	62	9215 HEATHERDALE DR	CORBETT DWAYNE
X	63	9204 HEATHERDALE DR	SWEENEY FRANK B
	64	9208 HEATHERDALE DR	BLACK MICHAEL & BIRGITTA
	65	9210 HEATHERDALE DR	Taxpayer at
	66	9214 HEATHERDALE DR	STAFFORD HENRY LEE II &
	67	9216 HEATHERDALE DR	HIGGINS DANA LANCE &
	68	9218 HEATHERDALE DR	BREADY COLIN & TARA
	69	9220 HEATHERDALE DR	NEAL JANIE LEE
	70	9222 HEATHERDALE DR	ARCHER ERIC D
	71	9224 HEATHERDALE DR	LOSCERBO JOHN B & VIRGINIA
	72	9226 HEATHERDALE DR	PAUL JOHN J & SHERYL
	73	9228 HEATHERDALE DR	HALL DANA DENISE
	74	9237 MIDDLE GLEN DR	RAY SHILPA &
	75	9233 MIDDLE GLEN DR	MILLICAN PAULA J
	76	9227 MIDDLE GLEN DR	WOOTTON BROOKII E LIFE ESTATE
	77	9225 MIDDLE GLEN DR	WEST WILLIAM LYNN & MARY C
X	78	9221 MIDDLE GLEN DR	BRUCE DANIEL H &
	79	9219 MIDDLE GLEN DR	REYNOLDS BRAYDEN &
	80	9217 MIDDLE GLEN DR	SAKOWSKI JOHN D
	81	9215 MIDDLE GLEN DR	DORAU IRENE & TIM
	82	9209 MIDDLE GLEN DR	SUMOSKI DIANE MARIE &
	83	9205 MIDDLE GLEN DR	ZMUD SHANNON M & DARREN TEICHER
	84	9203 MIDDLE GLEN DR	SCHOFIELD DANIELLE C & JOSHUA
	85	9314 DOVE MEADOW DR	BACKLUND LINDSEY ALEXANDRA &
	86	9204 MIDDLE GLEN DR	GUTHROW ANDREW E &
	87	9208 MIDDLE GLEN DR	OLIPHANT LORI & JOHN
	88	9210 MIDDLE GLEN DR	MEAD REBECCA H

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	9214 MIDDLE GLEN DR	TRULL MICHAEL E & SUSAN
	90	9216 MIDDLE GLEN DR	RAGLAND PAULA NOURSE
	91	9220 MIDDLE GLEN DR	CHESNUT TAYLOR GRIER & JORDAN
	92	9222 MIDDLE GLEN DR	BROWN LOUIS W
	93	9224 MIDDLE GLEN DR	BRASHEARS BRADLEY & CHANDA
O	94	9226 MIDDLE GLEN DR	HARTMAN KENNETH SHANE &
	95	9228 MIDDLE GLEN DR	REESE JAMES E ETAL
	96	9312 MILL HOLLOW DR	Taxpayer at
	97	9310 MILL HOLLOW DR	FEDERAL NATIONAL MTG ASSOC
	98	9308 MILL HOLLOW DR	BISON JEREMY SHANE
	99	9306 MILL HOLLOW DR	DOBBINS JAMES
	100	9304 MILL HOLLOW DR	DARNELL MICHAEL & SAMANTHA
	101	9302 MILL HOLLOW DR	MAXWELL ROBERT D & DEANNA
	102	9327 DOVE MEADOW DR	MORRIS GREGORY C & DONNA J
	103	9323 DOVE MEADOW DR	MOISE JARED & ERIN M
	104	9319 DOVE MEADOW DR	MURRELL MARSHALL T
	105	9315 DOVE MEADOW DR	REESE MELANIE & CURTIS
	106	9309 DOVE MEADOW DR	GRUNDY WILLIAM B & LAURA
	107	9305 DOVE MEADOW DR	KLAVENESS BANNER LEIGH
	108	9301 DOVE MEADOW DR	FISK FAMILY TRUST
	109	9218 BILL BROWNE LN	DMELLO SANTOSH &
	110	9302 BILL BROWNE LN	GAVSON KEVIN &
	111	9308 BILL BROWNE LN	TORRES JOSE E
	112	9314 BILL BROWNE LN	CLARDY FLOYD III & KAREN
	113	9132 BRADY DR	STEVENS ZHAWN AUSTIN &
X	114	9202 DOVE MEADOW DR	GIMNICH JERRY &
	115	9206 DOVE MEADOW DR	CHUANG WENYU
	116	9210 DOVE MEADOW DR	Taxpayer at
	117	9214 DOVE MEADOW DR	HERNANDEZ CHELSEA & PETER
X	118	9218 DOVE MEADOW DR	OXFORD MARC RICHARD &
	119	9222 DOVE MEADOW DR	ROARK CODY & JENNIFER

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
X	120	9226 DOVE MEADOW DR	PORTER HENRY M JR &
X	121	9230 DOVE MEADOW DR	BRAINERD RICHARD K &
	122	9234 DOVE MEADOW DR	MACFARLANE FORREST J & NICOLE L
	123	9238 DOVE MEADOW DR	LOUCKS PETER E
	124	9242 DOVE MEADOW DR	MILLER FREDERICK JAMES IV &
	125	9246 DOVE MEADOW DR	KENT RYAN E & KRISTEN N
	126	9201 DOVE MEADOW DR	EDZARDS DEAN MORRIS &
	127	9205 DOVE MEADOW DR	HEWITT EARL &
	128	9211 DOVE MEADOW DR	HUGHES CHRISTOPHER &
	129	9215 DOVE MEADOW DR	WALTERS PAUL DOUGLAS TR &
	130	9219 DOVE MEADOW DR	LOGAN JOE DONALD &
	131	9223 DOVE MEADOW DR	BRICKLER ERIC & JAMIE K
	132	9227 DOVE MEADOW DR	MORGAN THOMAS CARROLL &
	133	9231 DOVE MEADOW DR	MUT KEVIN &
	134	9248 ARBOR TRAIL DR	HENDRICKS CHARLES B &
	135	9244 ARBOR TRAIL DR	ERICKSON JEFFREY D
	136	9240 ARBOR TRAIL DR	SHELLENE JOHN &
	137	9234 ARBOR TRAIL DR	GALLEGOS JOSEPH &
	138	9235 ARBOR BRANCH DR	SCHORN ROBERT ERIC & AMY PAYTON
	139	9234 ARBOR BRANCH DR	BASDEN BRENT E & ERIN S
	140	9230 ARBOR BRANCH DR	HARRIS MADISON W & LAUREN N
	141	9226 ARBOR BRANCH DR	DELTURCO ALEX & ELIZABETH
	142	9222 ARBOR BRANCH DR	BONO LOUIS C & JEAN KRONE
	143	9218 ARBOR BRANCH DR	ECKERT JENNIFER THURMAN
	144	9227 WHITEHURST DR	GHAP LLC
	145	9231 WHITEHURST DR	NELSON AMANDA & MICHAEL
	146	9235 WHITEHURST DR	NASH CLINTON G & MARLA S NASH
	147	9231 ARBOR TRAIL DR	EDMONDSON DAVID H
	148	9247 DOVE MEADOW DR	LOWELL NANCY B FAMILY
	149	9243 DOVE MEADOW DR	DACUS JOHN C
	150	9210 BILL BROWNE LN	YOUNG REVOCABLE TRUST

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	151	9202 BILL BROWNE LN	BREWER ROBERT H &
	152	9246 WHITEHURST DR	CHIARA CHRISTOPHER A & MICHELLE REGAN
	153	9252 WHITEHURST DR	BROOKHART LEE E
	154	9256 WHITEHURST DR	BAXLEY JOHN G & AUDREY A
	155	9262 WHITEHURST DR	CHEAIRS MEREDITH M &
	156	9266 WHITEHURST DR	YANG MORLEY S
	157	9304 WHITEHURST DR	PRY WILLIAM F II
	158	9310 WHITEHURST DR	GRIGSBY ELLEN
	159	9314 WHITEHURST DR	PINKERTON WILLIAM N
	160	9320 WHITEHURST DR	NELSON ROBERT J &
	161	9324 WHITEHURST DR	MANDERNACH CHARLES G
	162	9330 WHITEHURST DR	EVERETT TEVAS J &
	163	9334 WHITEHURST DR	AHN JONG W &
	164	9340 WHITEHURST DR	NEELY WILSON P & JORDAN D
X	165	9344 WHITEHURST DR	PERKINS CHRISTOPHER M &
	166	8919 ECHO VALLEY DR	LEGACY FASTT HOMES INC
	167	8909 ECHO VALLEY DR	HALL MARY JANE
	168	9343 LOCARNO DR	PATTON DAVID LEE &
	169	9339 LOCARNO DR	SIRINOGLU NAZARET
	170	9333 LOCARNO DR	LOWREY MEGAN & JEFFREY
	171	9329 LOCARNO DR	MURRAY JEFFREY A &
	172	9325 LOCARNO DR	TURNIPSEEDE KYLE & DEBORAH MILLER
	173	9319 LOCARNO DR	MCCLURE ALLEN W
	174	9315 LOCARNO DR	PEACH TIMOTHY HOWARD &
	175	9309 LOCARNO DR	SMITH RANDY L JR &
	176	9303 LOCARNO DR	BARRETT NATHAN B & JENNIFER R
	177	9255 LOCARNO DR	KRENEK STEFANIE &
	178	9249 LOCARNO DR	NORRIS VERNON &
	179	9243 LOCARNO DR	ROBINSON JAMES E
	180	9239 LOCARNO DR	DACUS ELIZABETH F.
	181	9235 LOCARNO DR	BUELL WILLIAM H & JUDY D

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
O	182	9229 LOCARNO DR	JONES LAWRENCE R JR ETUX
	183	9236 LOCARNO DR	WINCHESTER MELISSA M
	184	9240 LOCARNO DR	JACKSON COREY LEE &
	185	9244 LOCARNO DR	NORRIS CHRIS & DAWN F
	186	9250 LOCARNO DR	SPURGIN JOE & MYRA
	187	9310 LOCARNO DR	REDDA SENAY
X	188	9314 LOCARNO DR	HENDON VAN GRIFFIN & MARY
	189	9320 LOCARNO DR	SMITH DONALD CURTIS
	190	9324 LOCARNO DR	TAYLOR ALEX M & KORRIE L
	191	9330 LOCARNO DR	AGNEW LYNN H
	192	9334 LOCARNO DR	FORMAN BILLE JO & STEPHEN
	193	9340 LOCARNO DR	BROWN SUZANNA L
	194	9344 LOCARNO DR	JOHNSON JERRY D & DIANE D
	195	9333 SEAGROVE DR	GOKEY PATRICIA M
	196	9329 SEAGROVE DR	CARLISLE JOANN K LIFE ESTATE
	197	9323 SEAGROVE DR	PROFITT KEVIN L
	198	9319 SEAGROVE DR	MACY ERIC D &
O	199	9315 SEAGROVE DR	GOYNE ALAN G &
	200	9309 SEAGROVE DR	PATTEN CRAIG D &
	201	8922 ECHO VALLEY DR	HOGAN LEAH &
	202	8916 ECHO VALLEY DR	WYATT HERBERT & YOKO
	203	8910 ECHO VALLEY DR	CHIRIBOGA BARBARA LOUISE
	204	8904 ECHO VALLEY DR	GUYNES SHERRY L
	205	8848 ECHO VALLEY DR	RESNICK MARCIA LOUISE
	206	8842 ECHO VALLEY DR	GUNTHER MICHAEL & HUONG
O	207	8838 ECHO VALLEY DR	HAILEY H M JR
	208	8841 FLINT FALLS DR	Taxpayer at
	209	8849 FLINT FALLS DR	RACHO HELEN & TITO RACHO
	210	8857 FLINT FALLS DR	BRANNON JEWELL RUTH
	211	8865 FLINT FALLS DR	HONEA F FRANKLIN II
	212	8901 FLINT FALLS DR	LOPEZ LESLIE

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	213	8905 FLINT FALLS DR	HIGGINS THOMAS D JR &
	214	8909 FLINT FALLS DR	LAWLEY DANNE
	215	8842 FLINT FALLS DR	CAREY JENNIFER & ALBERT JR
	216	9406 ROCKY BRANCH DR	BEAVERS CURTIS O & RITA L
	217	9412 ROCKY BRANCH DR	SORROW CHRISTOPHER T & CINCO CALFEE
	218	9418 ROCKY BRANCH DR	MIHM MARK S & ANN MARIE
	219	9323 CORAL COVE DR	PAGE LESTER & TAMYSIA WHITLEY
	220	9203 MILL HOLLOW DR	RUTHERFORD ANDREW C & KRISTIN S
	221	9204 MILL HOLLOW DR	SPARKS DUSTIN & COURTNEY
	222	9208 MILL HOLLOW DR	RAINER MICHAEL V & JENNIFER B
	223	9212 MILL HOLLOW DR	CUMMINS ALDEN PATRICK &
O	224	9220 BILL BROWNE LN	REAGAN ROBERT TODD &