

**FILE NUMBER:** Z212-271(JA)                      **DATE FILED:** May 25, 2022  
**LOCATION:** Northeast corner of Linfield Road and Bonnie View Road  
**COUNCIL DISTRICT:** 4  
**SIZE OF REQUEST:** Approx. 10.19 acres                      **CENSUS TRACT:** 48113008703

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**REPRESENTATIVE:** Karl A. Crawley, Masterplan  
**APPLICANT/OWNER:** Dallas Independent School District  
**REQUEST:** An application for a Specific Use Permit for a public school other than an open-enrollment charter school on property zoned an R-5(A) Single Family District.  
**SUMMARY:** The purpose of the request is to allow for the construction of a new public school to replace the existing public school. [W.W. Bushman Elementary School]  
**STAFF RECOMMENDATION:** Approval, subject to a revised site plan, a revised traffic management plan, and conditions.

**Single Family Districts** [Ref. Sec. 51A-4.112(g) for R-5(A)]:  
[https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-75376](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75376)

**BACKGROUND INFORMATION:**

- The area of request is zoned an R-5(A) Single Family District and is currently developed with a public elementary school. [W.W. Bushman Elementary School]
- The applicant proposes to construct a new elementary school [A.C. Black Elementary School] and then demolish the existing school.
- Platting is required in order to establish a building site for construction of the replacement school. On July 6, 2022 a preliminary plat S212-234 was approved by the City Plan Commission, subject to conditions.
- The current zoning application was initially a request for a new Planned Development District (PD). However, the applicant amended the application to a request for a Specific Use Permit (SUP) after determining that, with minor adjustments to the proposed design, the development goals for the property could be accomplished without the need for modified development standards.

**Zoning History:**

There have been no zoning change requests in the area in the last five years.

**Thoroughfares/Streets:**

<b>Thoroughfare/Street</b>	<b>Type</b>	<b>Existing ROW</b>
Bonnie View Road	Local Street	-
Linfield Road	Local Street	-

**Traffic:**

The proposed traffic management plan, dated September 23, 2022, is sealed by a licensed professional engineer, and contains the signature of the school principal. The proposed SUP conditions require a traffic study evaluating the sufficiency of the traffic management plan (TMP) to be submitted by March 1, 2025 (or within three months after students first begin classes, whichever is later) and by March 1st of each odd-numbered year thereafter.

The Transportation Development Services Division of the Transportation Department has reviewed the current zoning request and recommends the following modifications to the site plan and the TMP:

- Revise internal connection with perpendicular intersection.
- Add paved pedestrian path along circuitous driveways and/or pedestrian routes through the campus from all access points.
- Extend throat of driveway on Linfield to avoid abrupt turn since design does not physically discourage wrong way turns.

- Minimum 5'-0" wide sidewalk is required for ADA compliance; however, staff recommends minimum 6'-0" wide sidewalks at schools. The Street Design Manual indicates a minimum 5'-0" wide buffer is required between back of curb and leading edge of sidewalk.

Staff finds that the current proposal does not sufficiently support pedestrian access to/from the site or circulation within the site to building entries. Staff notes that, as currently proposed, the design will not discourage access to pedestrians but will create unsafe conditions for students. However, with recommended changes, transportation staff supports the requested zoning change and will collaborate with school officials to enforce the TMP.

## **STAFF ANALYSIS:**

### **Comprehensive Plan:**

The *forwardDallas! Comprehensive Plan*, adopted by City Council in June 2006, outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request. The request is consistent with the following goals and policies of the comprehensive plan:

## **LAND USE ELEMENT**

### **GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES**

**Policy 1.1.5** Strengthen existing neighborhoods and promote neighborhoods' unique characteristics

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

## **ECONOMIC ELEMENT**

### **GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS**

**Policy 2.5.1** Promote strong and distinctive neighborhoods to enhance Dallas' quality of life.

**Surrounding Land Uses:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	R-5(A) Single Family District	Public elementary school
<b>North</b>	CR Community Retail District R-7.5(A) Single Family District	Church; Abandoned ROW – local utility (cell tower); Single family
<b>East</b>	R-5(A) Single Family District R-7.5(A) Single Family District SUP 614 SUP 969	Public park (Bushman); Abandoned ROW – local utility (Oncor lines + cell tower); Single family; Boy’s & Girl’s club; Private recreation club or area
<b>Southeast</b>	R-7.5(A) Single Family District	Single family & undeveloped
<b>Southwest</b>	R-5(A) Single Family District	Single family
<b>West</b>	CR Community Retail District R-5(A) Single Family District	Fire station; Single family

**Land Use Compatibility:**

The area of request is located in an R-5(A) Single Family District and is currently developed with a public school other than an open-enrollment charter school [W.W. Bushman Elementary School], which has been in operation at the request site since the mid-1950s. The site shares a block with a public park to the east and additional property in the R-5(A) Single Family District developed with single-family uses to the west. Undeveloped property and a church in a CR Community Retail District complete the block to the north/northwest of the area of request.

The CR Community Retail District continues to the west/southwest across Bonnie View Road, with Fire Station No. 38 located west of the request site. However, the majority of property across Bonnie View Road from the site is developed with single-family uses in an established R-5(A) Single Family District.

Immediately to the north/northeast of the site is abandoned right-of-way now developed with a public utility use (cell towers and Oncor power lines). Property to the south/southeast across Linfield Road is located in an R-7.5(A) Single Family District and is partially undeveloped and partially developed with single-family uses.

In the wider vicinity across the abandoned right-of-way to the north/northeast is additional property in an R-7.5(A) Single Family District. This area is partially undeveloped, partially developed with single-family uses, and also includes property developed with a Boy’s Club/Private Recreation Club or Area authorized by permanent Specific Use Permits (SUPs) No. 614 and 969.

The current request is for an SUP for a public school other than an open-enrollment charter school to allow for the construction of a new public elementary school to replace

the existing public elementary school. Staff supports the request, subject to a revised site plan and a revised traffic management plan.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

The proposed use is compatible with the surrounding neighborhood and is consistent with the existing zoning and with the general provisions for a Specific Use Permit. However, staff notes that a revised site plan and a revised traffic management plan (TMP) are needed for the proposed development to fully comply with the ordinances, rules, and regulations of the City of Dallas. Additional staff recommended changes to the site design and TMP support and encourage safe pedestrian routes to and from the school site. Detailed staff comments are noted on the proposed SUP site plan included later in the case report.

Staff supports the proposed SUP conditions and finds that, with the staff recommended changes to the site plan and TMP, the proposal will allow the school to operate in a manner that will not be a detriment to the adjacent properties and the surrounding roadway system and will enhance pedestrian access within and around the request site.

**Development Standards:**

The current zoning application was initially a request for a new Planned Development District. At the request of staff, the applicant submitted the following analysis to determine whether the original application could be amended to a request for either a Specific Use Permit (SUP) or to a general zoning change request for an Institutional Overlay to be placed on the request site. Either of these options would authorize a school without changing the underlying zoning classification of the site:

[A C Black Elementary School](#) – Z212-271(JA)

- **DISD analysis** (w/ staff changes highlighted in yellow):
  - **Institutional Overlay: NO YES?** → Six-foot fence in the front yard (could be lowered to 4 feet); parking in the front yard – site is over parked could be reduced and then comply. Timing of landscaping still must be answered
  - **SUP: NO YES?** → same as above, could comply if parking and fence removed
- **CP Zoning response:**

- **RE: Fence** – Noted.
- **RE: Parking** – Noted. (Note: This item is not at issue if the zoning request is for an Institutional Overlay.)
- **RE: When landscaping must be completed** – Typically, landscaping must be completed before final inspection of any building on a lot. However, if the property owner provides the building official with documented assurance that the landscaping will be completed within six months, the building official may permit the property owner to complete the landscaping during the six-month period. Documented assurance here means (1) a copy of a valid contract to install the landscaping in accordance with the landscape plan within a six-month period; **or** (2) a set of deed restrictions (see code section for details) containing a covenant to install landscaping in accordance with the landscape plan within the six-month period. [ref. [Sec. 51A-10.127\(b\)](#)].
- If the listed items are truly the only issues, then both IO and SUP are workable options for this project. TBD at next check-in.

The applicant subsequently amended the application to a request for an SUP after determining that, with minor adjustments to the proposed design, the development goals of the property could be accomplished without the need for modified development standards. Because an SUP does not change the zoning classification of a site, a school authorized by an SUP must comply with the development standards for the zoning district in which the school is located, read in conjunction with the yard, lot, and space regulations in Sec. 51A-4.400 of the Dallas Development Code, as amended.

Following is a comparison table showing development standards for R-5(A) Single Family Districts, in general, and development standards for the proposed school at the request site in R-5(A).

	Setbacks		Height <sup>1</sup>	Lot Coverage <sup>2</sup>	Density/FAR	Special Standards
	Front	Side/Rear				
<b>R-5(A) in general,</b>	20' min	5' min for single family structures  10' min for other permitted structures	30' max	45% max for residential structures  25% max for nonresidential structures	No max FAR  Min lot area for a residential use is 5,000 sq ft	Continuity of blockface  Parking must comply w front yard setback  Max 4' tall fence in front yard

<p><b>Proposed school at this R-5(A) site in particular</b></p>	<p>Linfield: 20' Bonnie View: 20'</p>	<p>10' min</p>	<p>Any height consistent with FAA airspace limitations and the building code</p>	<p>60% max for institutional uses such as schools</p>	<p>No max FAR No min lot area for a public school</p>	<p>Parking must comply w front yard setback Max 4' tall fence in front yard</p>
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<sup>1</sup>Institutional uses (such as schools) may be built to any height consistent with FAA airspace limitations, residential proximity slope (RPS), and the building code. Note, however, that RPS is not generally applicable to lots in R(A), D(A), and TH(A) Districts.

<sup>2</sup>Lot coverage includes above-ground parking structures but does not include surface parking lots or other paving.

**Landscaping:**

Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.

**Parking:**

Pursuant to §51A-4.200 of the Dallas Development Code, if an SUP is required for a school use, the off-street parking requirement may be established in the ordinance granting the SUP [ref. [Sec. 51A-4.204](#)(17)(C)(iv)]. Since the proposed SUP conditions do not specify an alternative parking ratio for the school use, off-street parking must be provided in accordance with the standard use regulations (1.5 spaces for each kindergarten/elementary school classroom). Site data summary table on the proposed SUP site plan indicates 71 spaces are required; a total of 109 spaces are proposed for the site. Staff notes that the parking ratio has not been included in the site data summary table and recommends that this information be added for clarity.

**Market Value Analysis:**

Market Value Analysis (MVA), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to target intervention strategies more precisely in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple, representing the strongest markets (A through C), to orange, representing the weakest markets (G through I). The area of request is not currently part of an MVA cluster; however, there are “H” MVA clusters to the north and adjacent to the south of the site, and “G” MVA clusters to the northwest and northeast.

## List of Officers

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- Dwayne Thompson** – Deputy Superintendent
- Shannon Trejo** – Chief Academic Officer
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## PROPOSED SUP CONDITIONS

1. USE: The only use authorized by this specific use permit is a public school other than an open-enrollment charter school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit has no expiration date.
4. LANDSCAPING: Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.
5. INGRESS-EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.
6. TRAFFIC MANAGEMENT PLAN:
  - (A) In general. Operation of the public school other than an open enrollment charter school must comply with the attached traffic management plan.
  - (B) Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.
  - (C) Traffic study.
    - (i) 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 March 1, 2025, or within three months after students first begin attending classes, whichever is later. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1st of each odd-numbered year.
      - (a) If the Property owner or operator fails to submit the required initial traffic study to the director by March 1, 2025, or within three months after students first begin attending classes, whichever is later, the director shall notify the city plan commission.
      - (b) If the Property owner or operator fails to submit a required update of the traffic study to the director by March 1st of each odd-numbered year, the director shall notify the city plan commission.
    - (ii) 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.
- (iii) 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.
- (i) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.
  - (ii) 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.

7. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.

8. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.



## STAFF COMMENTS ON PROPOSED SUP SITE PLAN

### Staff comments:

1. ADD THE FOLLOWING TO THE DATA TABLE:  
--> NUMBER OF LOADING SPACES REQUIRED  
--> PARKING RATIO  
--> NOTE INDICATING LOCATION OF BICYCLE PARKING SPACES TO BE DETERMINED AT PERMITTING.
2. TABLE HAS INCORRECT DATA.  
--> CONFIRM THE MATH AND CORRECT THE DATA.
3. SHOW SIDEWALK/BUFFER FULL LENGTH OF ALL STREET FRONTAGES AND ADD NOTE:  
  
"MINIMUM \*6'-0" WIDE SIDEWALK w/ MINIMUM 5'-0" WIDE BUFFER MUST BE PROVIDED ALONG THE ENTIRE LENGTH OF ALL STREET FRONTAGES, TYP."  
  
\*NOTE: 5'-0" WIDE SIDEWALK IS MINIMUM REQUIRED FOR ADA COMPLIANCE; HOWEVER, STAFF RECOMMENDS MINIMUM 6'-0" WIDE SIDEWALKS AT SCHOOLS. OTHER PEDESTRIAN AMENITIES SUCH AS BENCHES, TRASH CANS, AND PEDESTRIAN SCALE LIGHTING ARE RECOMMENDED AT REGULAR INTERVALS ALONG STREET FRONTAGES, HOWEVER, THESE ITEMS ARE NOT CURRENTLY REQUIRED BY CODE.
4. SHOW VISIBILITY TRIANGLES AT ALL POINTS OF INGRESS/EGRESS, AND REVISE PLAN TO REMOVE VISIBILITY OBSTRUCTIONS.
5. EXTEND THROAT OF DRIVEWAY ON LINFIELD TO AVOID ABRUPT TURN SINCE DESIGN DOES NOT PHYSICALLY DISCOURAGE WRONG WAY TURNS.  
--> TMP DOES NOT SHOW THIS DRIVEWAY AS ONE-WAY OPERATIONS. NOT APPROVABLE AT PERMITTING AS CURRENTLY PROPOSED.
6. ADD PAVED PEDESTRIAN PATH ALONG CIRCUITOUS DRIVEWAYS AND/OR PEDESTRIAN ROUTES THROUGH THE CAMPUS FROM ALL ACCESS POINTS.  
--> TMP DOES NOT SHOW ANY PEDESTRIAN RESTRICTIONS. AS CURRENTLY PROPOSED, THE DESIGN WILL NOT DISCOURAGE ACCESS TO PEDESTRIANS BUT WILL CREATE UNSAFE CONDITIONS FOR STUDENTS INSTEAD. NOT APPROVABLE AT PERMITTING AS CURRENTLY PROPOSED.
7. REVISE INTERNAL CONNECTION w/PERPENDICULAR INTERSECTION PER ENGINEERING/TRAFFIC STAFF COMMENTS.  
--> SEE STAFF COMMENTS UNDER NOTE 6 ABOVE.
8. ENSURE THAT SITE PLAN AND TMP ARE CONSISTENT BEFORE SUBMITTING REVISIONS.
9. BECAUSE THE PROPERTY HAS AN APPROVED PRELIMINARY PLAT WHICH WILL BE RELIED UPON TO ESTABLISH A BUILDING SITE FOR CONSTRUCTION OF THE REPLACEMENT SCHOOL, PROPERTY LINES MUST BE SHOWN PER THE APPROVED PRELIMINARY PLAT, ADJUSTED PER CPC APPROVAL CONDITIONS.  
--> SITE PLAN IS NOT APPROVABLE AS SHOWN. REVISION REQUIRED.  
--> ADJUST PROPERTY LINE LOCATIONS AND DIMENSIONS PER CPC APPROVAL CONDITIONS 15 & 16 IF DEDICATIONS WILL BE FEE SIMPLE.  
--> IF DEDICATIONS WILL BE VIA STREET EASEMENT, SHOW STREET EASEMENT LINES.  
--> ENSURE THAT PROPOSED DESIGN MEETS SETBACK REQUIREMENTS TAKEN FROM NEW PROPERTY LINES OR FROM STREET EASEMENT LINES, AS APPLICABLE.

## PROPOSED TRAFFIC MANAGEMENT PLAN



### Traffic Management Plan AC Black Elementary School

September 23, 2022

#### Introduction

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth) were retained to conduct a traffic management plan (TMP) for a new school named AC Black Elementary School (AC Black ES). This school will combine students from two existing schools: EM Pease Elementary School (Pease ES) and WW Bushman Elementary School (Bushman ES). 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 AC Black.

#### School:

- Location: 4200 Bonnie View Road, Dallas, Texas 75216
- School District: Dallas Independent School District
- AC Black Principal: Sharri C. Zachary, MAIS
  - Current Bushman ES Principal: Yolanda Knight
  - Current Pease ES Principal: Sharri C. Zachary, MAIS
- School Times: 7:45 AM – 3:15 PM

SEE STAFF  
COMMENTS ON  
SUP SITE  
PLAN.

#### Zoning:

- Existing Zoning: Single Family, R-5(A)
- Proposed Zoning: Planned Development
- Project: The existing Bushman ES facility, will be demolished and a new school will be constructed on the site, which will accommodate students from the two existing schools: Pease ES and Bushman ES. The new school's name will be AC Black Elementary School.

#### Students:

- Existing Student Enrollment: Bushman ES: 342 students in grades EC – 5<sup>th</sup>  
Pease ES: 487 students in grades Pre-K – 5<sup>th</sup>
- Planned Student Capacity: 850 students (243 in Pre-K – K and 607 in 1<sup>st</sup> – 5<sup>th</sup> grades)

#### School Access:

- Surrounding Roadways:
  - Bonnie View Road: Local Street, Two-lane, undivided roadway, approximately 44 feet wide
  - Linfield Road: Local Street, Two-lane, undivided roadway, approximately 25 feet wide
- Sidewalks are provided on all streets adjacent to the school.



## Traffic Management Plan

### Queue

Lambeth met with DISD staff and the school principals during the process of developing the TMP. Traffic observations were conducted on the following dates and times at WW Bushman and EM Pease Elementary:

- Tuesday, March 1, 2022 – PM Dismissal (Bushman ES)
- Friday, March 4, 2022 – AM Arrival (Bushman ES)
- Friday, April 1, 2022 – PM Dismissal (Bushman ES and Pease ES)

The peak queue of parent vehicles picking up students at Bushman ES was observed to be about 64 vehicles, approximately one vehicle per 5.3 students. The peak queue of parent vehicles picking up at Pease ES was about 61 vehicles, approximately one vehicle per 8 students. When AC Black ES begins enrolling students from both schools, it's expected there will be a significantly higher percentage of students riding school bus. For planning purposes, a rate of one parent vehicle per 5.5 students is used for this TMP for Pre-K and K students, and one vehicle per 7 students for 1<sup>st</sup> – 5<sup>th</sup> grade students.

The peak period of parent vehicles accumulating at the school occurs during the afternoon dismissal period. Currently, parents park on streets at both Bushman ES and Pease ES to pick up students. The new AC Black ES will have queue lanes for parents to wait on site to pick up students. Teachers and staff will be assisting with the vehicular queue and the student loading and unloading efforts.

The projected vehicular accumulations are summarized in **Table 1** below. As shown, the proposed site plan has adequate space to accommodate the parents on-site.

**Table 1. TMP Summary**

	Travel Modes	Loading Area	Projected Parent Vehicles	Provided Spaces for Parents	Surplus Availability for Parents
<b>Grades: Pre-K - 5th</b>	Parents 65%	Pre-K - K	44 Veh. (1,034 Feet)	48 Veh. (1,132 Feet)	4 Veh. (98 Feet)
	Walkers 10%		87 Veh. (2,045 Feet)	90 Veh. (2,105 Feet)	3 Veh. (60 Feet)
	Buses 25%	1 <sup>st</sup> - 5 <sup>th</sup>			
<b>Student Capacity: 850</b>	<b>School Times</b> Beginning: 7:45 AM Dismissal: 3:15 PM	<b>Total</b>	131 Veh. (3,079 Feet)	138 Veh. (3,237 Feet)	7 Veh. (158 Feet)

### Recommendations

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

#### Students

1. Pre-K – K Students: Drop off and pick up on the east side of the building.
2. 1<sup>st</sup> – 5<sup>th</sup> Grade Students: Drop off and pick up in front of the building.
3. Students waiting for parents to pick them up should remain in the designated areas and wait for their parents' arrival.
4. Students walking home should be instructed to walk along sidewalks and cross at crosswalks with crossing guards. Students should not be permitted to cross midblock.

**SEE STAFF  
COMMENTS ON  
SUP SITE  
PLAN.**

**Parents**

5. Parents pick up students in the following locations:
  - a. On-site:
    - i. Pre-K - parents enter the eastern driveway on Linfield Road, queue through the internal access road, pick up students on the east side of the building, and exit via Linfield Road.
    - ii. 1<sup>st</sup> – 5<sup>th</sup> grade parents enter via Bonnie View Road, queue through the internal access road, pick up students in front of the school, and exit via Bonnie View Drive.
  - b. On-street: There should not be a need for parents to park on-street. If they do choose to park on-street, they should only park on Bonnie View Road, adjacent to the school. Bonnie View Road is wide enough to easily accommodate parents parking on-street without obstructing the through traffic.
  - c. Parents should not park on Linfield Road.
  - d. Parents may not park in the visitors’ parking spaces in front of the school during arrival or dismissal since the queue lanes will prevent vehicles from backing up to exit.

**Buses**

6. Three school buses are planned to serve AC Black ES.

SEE STAFF  
COMMENTS ON  
SUP SITE PLAN.

**Staff**

7. Staff should monitor students at each area where parents are picking up students until all students are dismissed. There should be at least two (2) staff waiting with students in the PreK- K loading area and at least four (4) staff waiting with students in the 1<sup>st</sup> – 5<sup>th</sup> grade loading area.
8. Staff should assist students in and out of their parents’ vehicles. It is recommended there be at least four (4) staff loading students into parent vehicles at each loading area.
9. Staff should communicate via microphone (or walkie talkie) to announce which parents are arriving so that the corresponding student(s) can proceed to the loading area in the proper sequence.
10. Staff should escort students to the crosswalk so that they cross in groups and not spread out over time which would cause more delays with traffic flow.

**Licensed Peace Officers**

11. A designated, licensed peace officer is not assigned to either Bushman ES or Pease ES, and one is not recommended at AC Black ES.

**Crossing Guards**

12. Currently there are two (2) school crossing guards assigned to two intersections: Bonnie View Road/Wilhurt Avenue and Bonnie View Road/Fordham Road. They should continue guarding these two locations when AC Black ES begins to enroll students.

**Parking Restrictions**

13. Parents should not park around the driveway openings, as illustrated in the TMP exhibit.
14. It is recommended that parking restrictions be added on Linfield Road, as shown on the exhibit, so that parents may safely travel to/from the school’s driveway on Linfield Road and not block vehicles proceeding through on Linfield Road.



- 15. It is recommended that parking restrictions be added on Bonnie View Road, near Wilhurt Avenue, so that parents do not cause congestion at the intersection and the crosswalks.

**School Zones**

- 16. Currently there are school zones on Fordham Road, Bonnie View Road, and Linfield Road. It is recommended these school zones to remain.

**Off-Site Improvements**

- 17. Some existing signage on streets around the school site is inadequate and should be upgraded. To renew school-related signs to satisfy current TxMUTCD and City of Dallas criteria, Lambeth is working with the Civil engineer, RLG Consulting Engineers. Detailed signing and striping plan will be submitted along with the engineering plans. Lambeth has conducted site visits specifically checking existing school-related signs and to assist with making recommendations for future signs placement.
- 18. Install "Do Not Enter" and "Exit Only" signs at the front driveway exit, on Bonnie View Road.
- 19. Install "Buses and Staff Parking Only" signs at the staff parking lot off Bonnie View Road.

**Summary**

The AC Black Elementary School Traffic Management Plan is designed to provide safe vehicular and pedestrian movement to and from school and can accommodate the projected vehicular queues on campus without obstructing through traffic.

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

**END**

**REVIEW AND COMMITMENT**

The **AC Black Elementary School** traffic management plan (TMP) 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.

	<u>8-4-2022</u>
Signature	Date
<u>Sharri C. Zachary</u>	<u>Principal</u>
Name	Title

**SEE STAFF  
COMMENTS ON  
SUP SITE  
PLAN.**

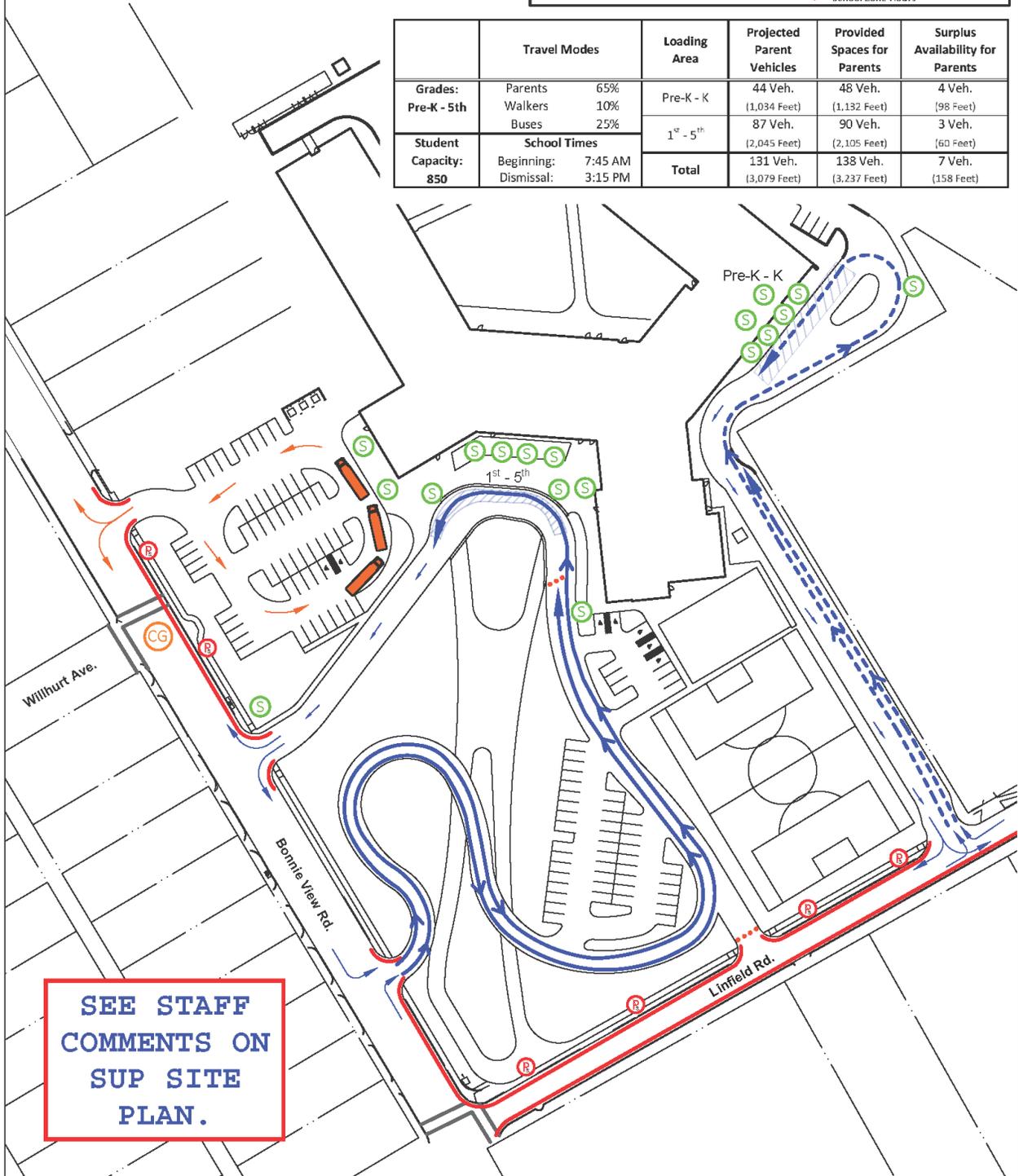
# AC Black Elementary School

4200 Bonnie View Road, Dallas, Texas 75126

**Legend:**

- Pre-K - K Queue
- 1st - 5th Queue
- Traffic Flow
- Parent Pickup
- Staff
- No Parking
- No Parking During School Zone Hours
- Crossing Guard
- Traffic Cone
- Crossing Guard

	Travel Modes		Loading Area	Projected Parent Vehicles	Provided Spaces for Parents	Surplus Availability for Parents
<b>Grades:</b> Pre-K - 5th	Parents	65%	Pre-K - K	44 Veh.	48 Veh.	4 Veh.
	Walkers	10%		1,034 Feet	1,132 Feet	98 Feet
	Buses	25%		87 Veh.	90 Veh.	3 Veh.
<b>Student Capacity:</b> 850	<b>School Times</b>		1 <sup>st</sup> - 5 <sup>th</sup>	2,045 Feet	2,105 Feet	60 Feet
	Beginning:	7:45 AM	<b>Total</b>	131 Veh.	138 Veh.	7 Veh.
	Dismissal:	3:15 PM		3,079 Feet	3,237 Feet	158 Feet



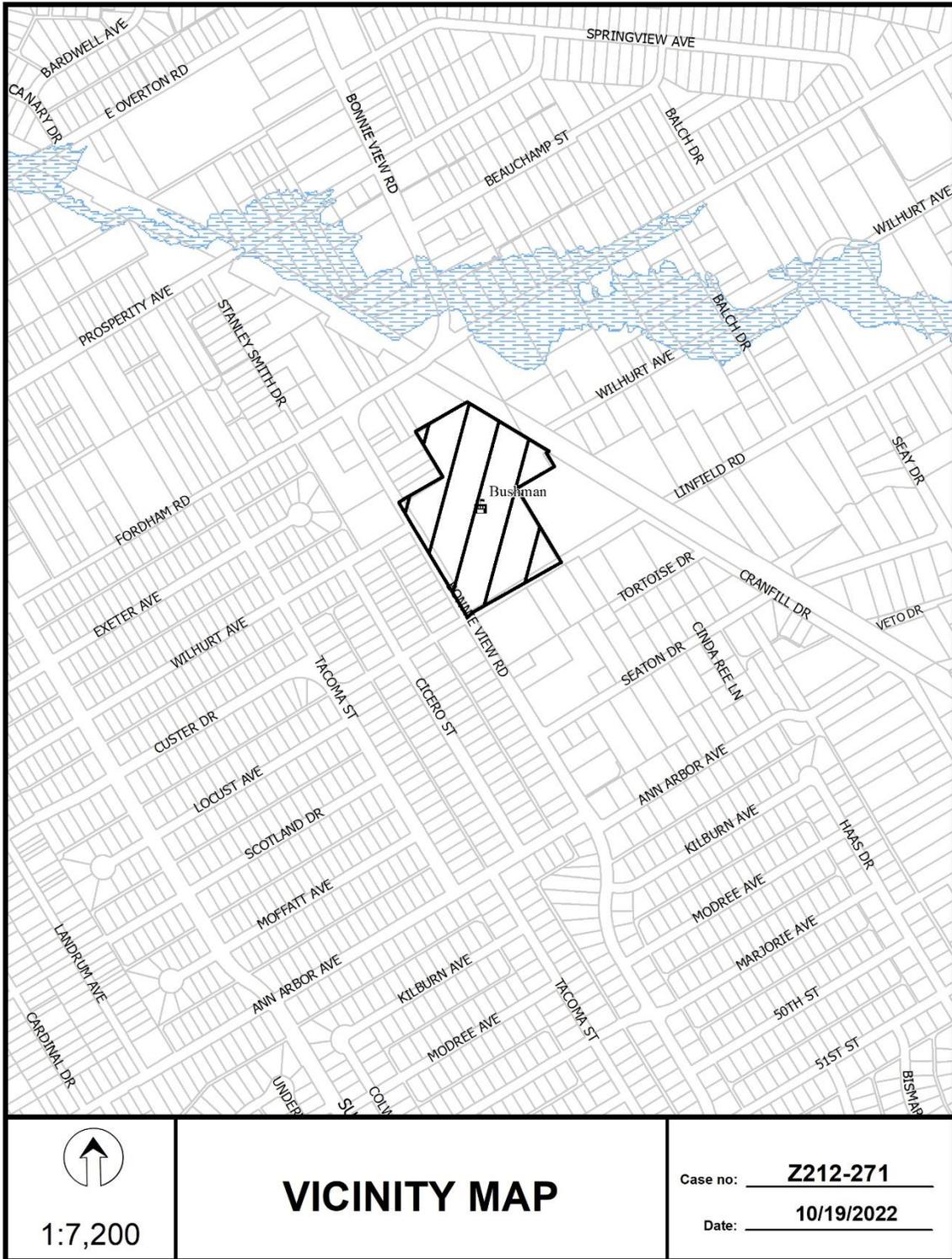
**SEE STAFF  
COMMENTS ON  
SUP SITE  
PLAN.**



**1** Traffic Management Plan  
Not to Scale



Development Plan: 00 53666 Rev: R13 07 25 22



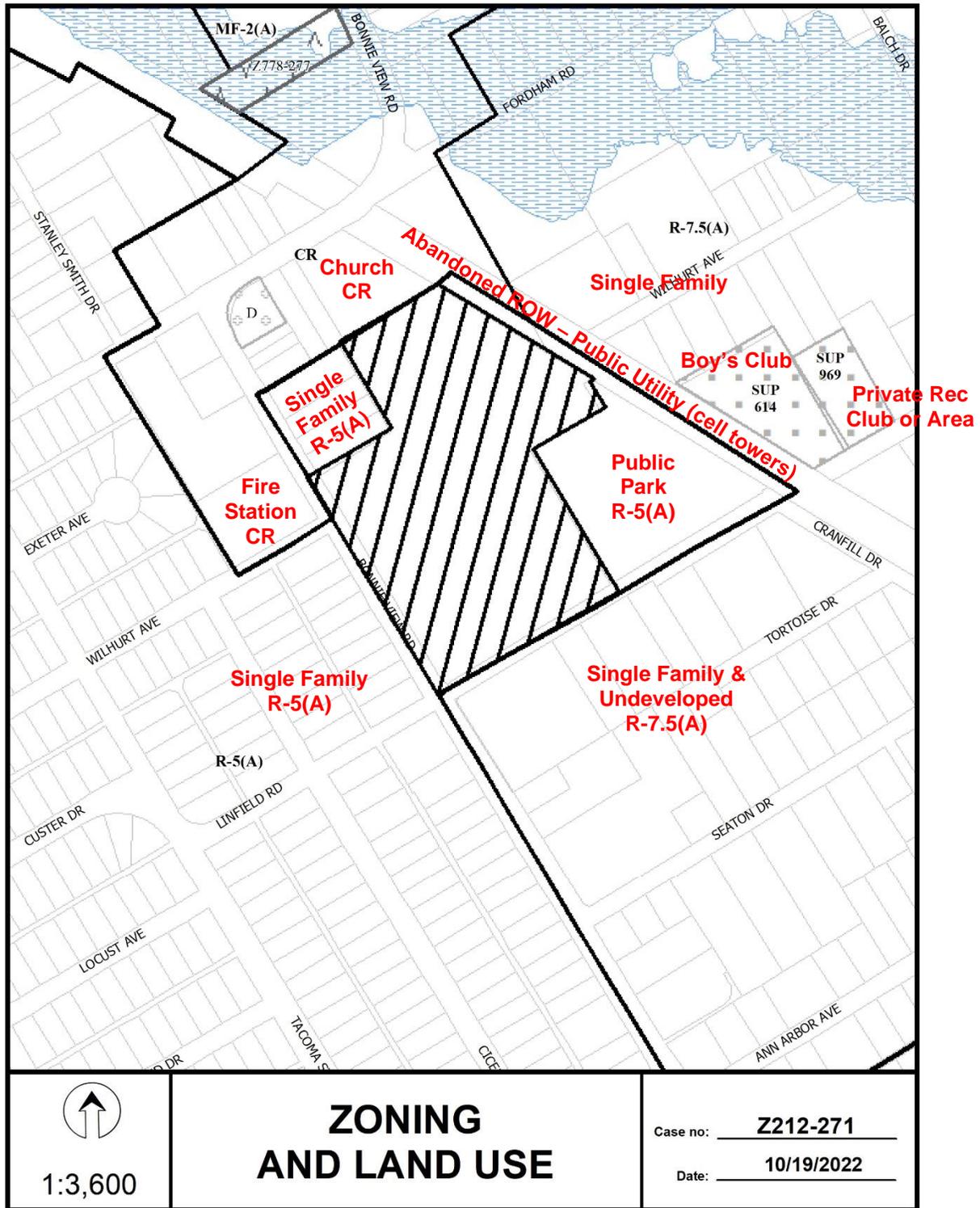


1:3,600

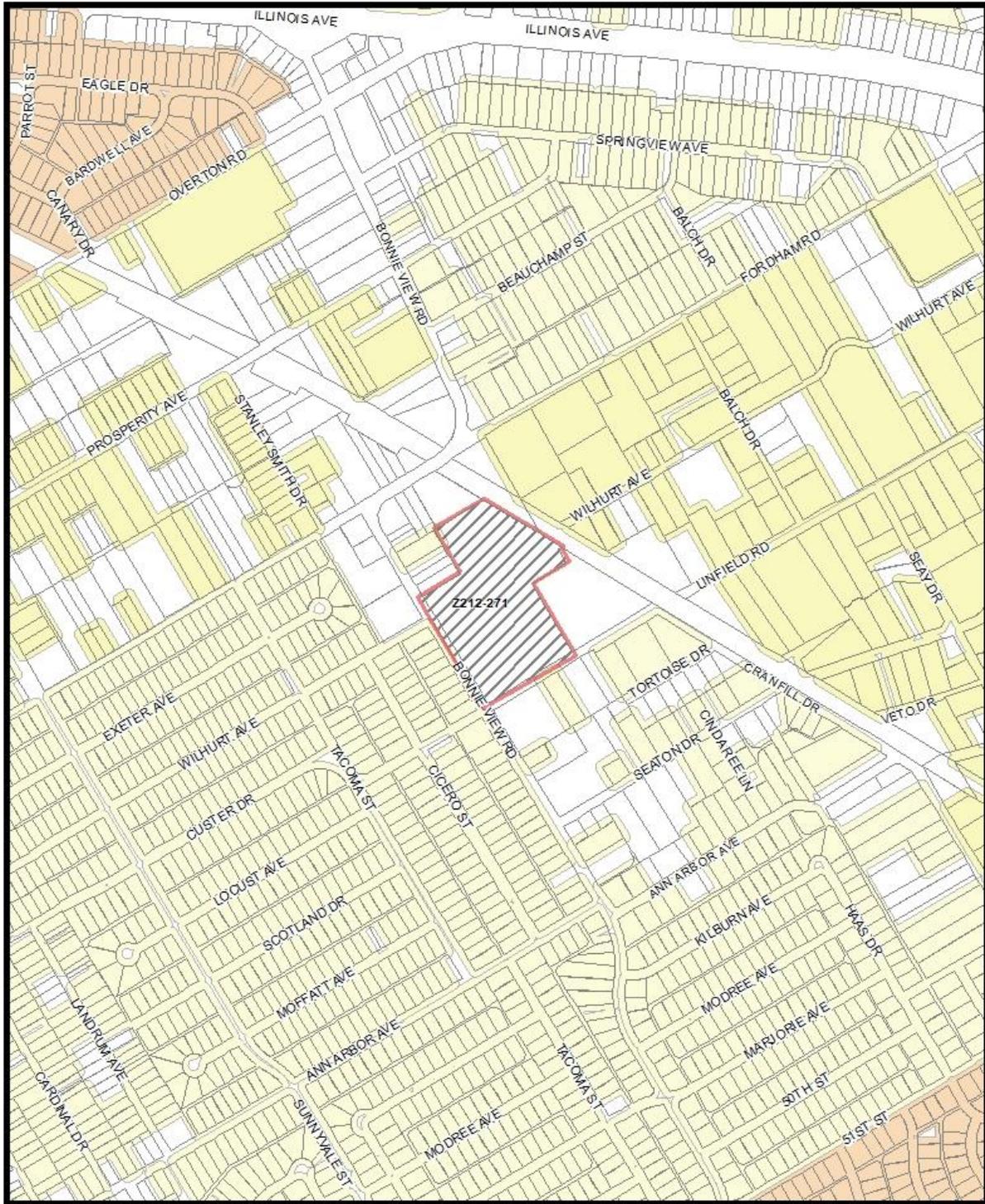
# AERIAL MAP

Case no: Z212-271

Date: 10/19/2022



Z212-271(JA)



MVAC Cluster A B C D E F G H I NA

1:7,200

# Market Value Analysis

Printed Date: 10/19/2022



10/19/2022

***Notification List of Property Owners******Z212-271******83 Property Owners Notified***

<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
1	2806 PROSPERITY AVE	ONCOR ELECTRIC DELIVERY COMPANY
2	2918 FORDHAM RD	HOWARD FAY T
3	2920 FORDHAM RD	COMMUNITY MISSIONARY
4	4138 BONNIE VIEW RD	SUPERIOR MOTORSPORTS TEXAS
5	4200 BONNIE VIEW RD	Dallas ISD
6	3000 MALLORY DR	ONCOR ELECRTIC DELIVERY COMPANY
7	4003 BONNIE VIEW RD	SEYOUM ADDIS
8	2927 FORDHAM RD	KING ODESSA
9	2915 FORDHAM RD	HERNANDEZ JOSEPH SEBASTIAN
10	2911 FORDHAM RD	GREER JOHN
11	4105 BONNIE VIEW RD	ORTEGA JOSE & IDALIA
12	4101 BONNIE VIEW RD	WISTERIA HILLS 3 LLC
13	2827 EXETER DR	WASHINGTON CYNTHIA RENE
14	2831 EXETER DR	RAMIREZ FIDEL &
15	2831 WILHURT AVE	CARRENO CECILIA &
16	2827 WILHURT AVE	WARREN LONNIE
17	2822 EXETER DR	PARISH VICTOR
18	2826 EXETER DR	NED INVESTMENTS LLC
19	2822 WILHURT AVE	JIANG HUI
20	4215 CICERO ST	Taxpayer at
21	4219 CICERO ST	V CUSTOM HOMES LP
22	4223 CICERO ST	PARKER SHAMARIE
23	4203 BONNIE VIEW RD	REED VINCENT
24	4207 BONNIE VIEW RD	RICHARDSON FREDDIE H
25	4211 BONNIE VIEW RD	JACKSON FLOYD ESTATE OF
26	4215 BONNIE VIEW RD	ELIZONDO YESSICA

10/19/2022

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	4219 BONNIE VIEW RD	HUDSON HENLEY PROPERTIES
28	4223 BONNIE VIEW RD	JONES ARTHUR
29	4227 BONNIE VIEW RD	LOPEZ ABEL ROBLERO &
30	4231 BONNIE VIEW RD	RIOS JEREMIAS &
31	4235 BONNIE VIEW RD	GARCIA SAMANTHA TELLEZ
32	4234 CICERO ST	LINWOOD ALTON
33	4230 CICERO ST	PRICE JAMES
34	4222 CICERO ST	Taxpayer at
35	4218 CICERO ST	Taxpayer at
36	4214 CICERO ST	Taxpayer at
37	4210 CICERO ST	HERNANDEZ GABRIEL
38	4206 CICERO ST	SANGABRIEL NOE HERNANDEZ &
39	4202 CICERO ST	DESOTO REAL ESTATE
40	4326 CICERO ST	BROADNAX SHIRLEY SUE
41	4322 CICERO ST	GASCA PAMELA E GUERRERO
42	4318 CICERO ST	GLOBAL PEAK LLC
43	4314 CICERO ST	STONE CARMEN RITA &
44	4306 CICERO ST	HERNANDEZ GABRIELLE TINA
45	4302 CICERO ST	RUANO NAHUM
46	4307 BONNIE VIEW RD	CRAWFORD SELVIN
47	4315 BONNIE VIEW RD	Taxpayer at
48	4319 BONNIE VIEW RD	MCNEELY JOHN
49	4323 BONNIE VIEW RD	INVESTALL INC
50	4327 BONNIE VIEW RD	RODDY WALTER E
51	4331 BONNIE VIEW RD	DIGGLES CURTIS
52	2916 FORDHAM RD	COMMUNITY BAPTIST CHURCH
53	2900 FORDHAM RD	UDDIN MUHAMMAD &
54	4118 BONNIE VIEW RD	LARGE INVESTMENT CORPORATION
55	4114 BONNIE VIEW RD	JACKSON MARILYN &
56	4124 BONNIE VIEW RD	CONNER SHAMARIE
57	4126 BONNIE VIEW RD	ROBLES MARTHA A

10/19/2022

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	4134 BONNIE VIEW RD	VELEZ AURORA &
59	2906 WILHURT AVE	GALLARDDO ROGELIO &
60	2907 LINFIELD RD	BOYS CLUB OF DALLAS INTL
61	2914 WILHURT AVE	PANDIL LLC
62	2910 WILHURT AVE	Taxpayer at
63	2900 WILHURT AVE	WAVE INVESTMENTS LLC
64	2911 WILHURT AVE	JONES EDDIE W
65	2905 WILHURT AVE	WATT JIM R
66	3020 FORDHAM RD	OATMAN DORIS ESTATE OF
67	4310 BONNIE VIEW RD	DALLAS SUNSHINE GROUP LLC
68	2816 LINFIELD RD	TREJO ARNULFO
69	2820 LINFIELD RD	GAMEZ XIOMARA &
70	2812 LINFIELD RD	BENITO JAVIER REYES
71	4350 BONNIE VIEW RD	CHRISTIAN CHAPEL MISSIONARY BAPTIST CHURCH
72	4312 BONNIE VIEW RD	Taxpayer at
73	4314 BONNIE VIEW RD	CHRISTIAN CHAPEL MISSIONARY
74	2818 LINFIELD RD	SIMMONS IRNIS W
75	2827 SEATON DR	ELISHO ENTERPRISES LLC
76	2829 SEATON DR	A WARE INVESTMENT LLC
77	2915 WILHURT AVE	HOLLINS LEON EST OF
78	3046 FORDHAM RD	SANDERS MARK MR
79	2832 TORTOISE DR	AMERICAN HOME FREE MORTGAGE LLC
80	2824 LINFIELD RD	ESTRADA ANDRES & FELICITAS
81	2832 LINFIELD RD	SANDS FAYE ESTATE OF
82	4205 CRANFILL DR	KINGSBY WELDON & SHARON
83	2903 FORDHAM RD	NEW MT CARMEL BAPTIST CH