

FILE NUMBER: Z223-272(JA) **DATE FILED:** May 31, 2023

LOCATION: Property bounded by Millmar Drive, Shiloh Road, Healey Drive, and Casa Oaks Drive

COUNCIL DISTRICT: 2

SIZE OF REQUEST: Approx. 12.414 acres **CENSUS TRACT:** 48113012502

REPRESENTATIVE: Elsie Thurman, Land Use Planning & Zoning Services

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-7.5(A) Single Family District.

SUMMARY: The applicant proposes to construct a new public elementary school to replace an existing public school. *[Edwin J. Kiest Elementary School]*

STAFF RECOMMENDATION: **Approval** for a permanent time period, subject to a revised site plan, a revised traffic management plan, and conditions.

Single Family Districts [Ref. Sec. 51A-4.112(f) for R-7.5(A)]:
https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75376

BACKGROUND INFORMATION:

- The area of request is zoned an R-7.5(A) Single Family District and is currently developed with a public elementary school. [Edwin J. Kiest Elementary School]
- The applicant proposes to construct a new elementary school and then demolish the existing school.
- Platting is required in order to establish a building site for construction of the replacement school. Preliminary plat S212-255 was approved by City Plan Commission, subject to conditions, on July 21, 2022.

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

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Millmar Drive	Local	-
Shiloh Road	Local	-
Healey Drive	Local	-
Casa Oaks Drive	Local	-

Traffic:

The proposed traffic management plan (TMP), dated November 27, 2023, is sealed by a licensed professional engineer, and contains the signature of the Kiest Elementary School principal. The proposed SUP conditions require a traffic study evaluating the sufficiency of the TMP to be submitted by September 30, 2025 (or within six months after students first begin attending classes in the new building, whichever is later) and by September 30th of each odd-numbered year thereafter.

The Transportation Development Services Division of the Transportation Department has reviewed the current zoning request and notes the following pending items:

1. Confirm whether crossing guards (x3) are existing conditions or proposed. If proposed, it must be clearly stated as a recommendation to be determined by City staff:
2. Three pick-up-lanes concept looks practical but must provide observations from other sites where three lanes are a successful existing operation.
3. Bus driveway remains unresolved. Staff recommends removal of driveway.

4. Staff agrees with the applicant's removal of "pork chop" drive approaches (raised island); however, staff recommends a corresponding reduction of driveway width to standard 24-foot width and 15-foot curb return radii (maximum). If a driveway wider than 24 feet is needed (and justified), 15 feet is still the standard radius. As needed, SUP site plan may reflect a proposed range for dimensions, with final width to be determined at permitting.
5. Proposed site plan still does not provide access for pedestrians and bicyclists. Access routes are needed during school peak hours as much as other times of the day and week. For example, if fields are available to the community outside of school hours, pedestrians and bicyclists should not be limited to access at proposed vehicular driveways. Likewise, students (walkers or bike riders) should not be limited access to the school at the same entry points as vehicles during peak hours.

STAFF ANALYSIS:

Comprehensive Plan:

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

LAND USE ELEMENT

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics

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

ECONOMIC ELEMENT

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

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

TRANSPORTATION ELEMENT

GOAL 4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS

Policy 4.2.2 Promote a network of on street and off-street walking and biking paths.

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.1 Promote pedestrian friendly streetscapes

Policy 5.1.3 Encourage complementary building height, scale, design, and character.

New development should be appropriate to the context of its location in density, intensity, and size, particularly when adjacent to existing residential areas, historic or conservation districts.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

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

Surrounding Land Uses:

	Zoning	Land Use
Site	R-7.5(A) Single Family District	Public school
Northwest	R-7.5(A) Single Family District	Public park
North	R-7.5(A) Single Family District	Single family
East	R-7.5(A) Single Family District	Single family
South	R-7.5(A) Single Family District	Single family
West	R-7.5(A) Single Family District	Single family

Land Use Compatibility:

The area of request is located in an R-7.5(A) Single Family District and is currently developed with a public elementary school [Edwin J. Kiest Elementary School], which has been in operation on the site since the mid-1950s. Surrounding properties are developed with detached single-family homes and a public park [Harry Stone Park] to the northwest.

Currently, a Specific Use Permit (SUP) is required for schools to operate in an R-7.5(A) zoning district. Therefore, the applicant requests an SUP in order to construct a new elementary school to replace the existing school. The use remains compatible with the surrounding properties and uses.

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.

Staff supports the request, subject to amended site plan and amended TMP addressing outstanding items outlined in the ‘Traffic’ section (above) of this report.

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.

The following table shows development standards applicable for R-7.5(A) Single Family Districts, in general, and development standards for the proposed school at the request site in R-7.5(A).

	Setbacks		Height ¹	Lot Coverage ²	Density/FAR	Special Standards
	Front	Side/Rear				
R-7.5(A) in general	25' min	5' / 5' min for single family structures 10' / 15' min for other permitted structures	30' max Institutional uses, such as schools, may be built to any height consistent with FAA airspace limitations and the building code No max stories	45% max for residential structures 25% max for nonresidential structures 60% max for institutional uses such as schools	No max FAR Min lot area for a residential use is 7,500 sq ft No minimum lot area for a school	Continuity of blockface Parking must comply w FYSB* Max 4' tall fence in front yard
Proposed school at this R-7.5(A) site in particular	25' min at Casa Oaks Dr and Shiloh Rd	25' min at Millmar Dr and Healey Dr This property does not have a rear yard	Any height consistent with FAA airspace limitations and the building code	60% max for institutional uses such as schools	No max FAR No min lot area for a school	Parking must comply w FYSB* Max 4' tall fence in front yard

¹Institutional 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.

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

*FYSB ... Front Yard Setback

Landscaping:

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

The city arborist reviewed the current zoning request and anticipates that the site can conform to Article X. A landscape plan will be required for review at permitting. The city arborist supports the current zoning request as proposed and will coordinate with the applicant at permitting for further review of landscaping requirements at the request site.

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). A parking analysis provided on the proposed SUP site plan indicates 69 spaces are required (1.5 x 46 classrooms); a total of 93 off-street parking spaces are proposed for the site.

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, it is embedded within an “E” MVA cluster.

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(last updated 9-22-23)

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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. **SIDE YARD**: Minimum side yard is 25 feet at Millmar Drive and Healey Drive.
5. **LANDSCAPING**: Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.
6. **FENCES**: An open fence with a maximum height of six feet may be located in the required yard along a street frontage if all of the following conditions are met. (OPEN FENCE means a fence with a minimum 50 percent open surface area in any given square foot of surface.)
 - A. gates for vehicular traffic must be located a minimum of 20 feet from the back of the street curb;
 - B. the fence complies with the visual obstruction regulations in Section 51A-4.602;
 - C. the fence does not inhibit compliance with landscaping, sidewalks, buffers, or other regulations applicable to the Property; and
 - D. for fences within required front yards (Shiloh Road and Casa Oaks Drive), fence height is limited to four feet unless a six-foot open fence is approved by the Board of Adjustment for these locations.
7. **INGRESS-EGRESS**: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.
8. **PEDESTRIAN AMENITIES**:
 - A. Prior to the issuance of a certificate of occupancy, each of the following pedestrian amenities must be provided at regular intervals not to exceed 200 feet along the entire length of street frontage:
 - i. bench;
 - ii. trash receptacle; and
 - iii. bicycle rack.
 - B. Pedestrian amenities must be accessible from the public sidewalk but may not be located in a manner that reduces the unobstructed sidewalk width to less than what is required.

9. **SIDEWALKS/BUFFER**: Prior to the issuance of a certificate of occupancy, minimum six-foot-wide unobstructed sidewalks with a minimum five-foot-wide buffer must be provided along the entire length of all street frontages.
10. **SIGNS**: Signs for a public school other than an open-enrollment charter school must comply with the Article VII of the Dallas Development Code, as amended, and are not required to be shown on the attached site plan.
11. **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 September 30, 2025, or within six months after students first begin attending classes in the new building, whichever is later. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by September 30th of each odd-numbered year.

a. If the Property owner or operator fails to submit the required initial traffic study to the director by September 30, 2025, or within six months after students first begin attending classes in the new building, whichever is later, the director shall notify the city plan commission.

b. If the Property owner or operator fails to submit a required update of the traffic study to the director by September 30th 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.

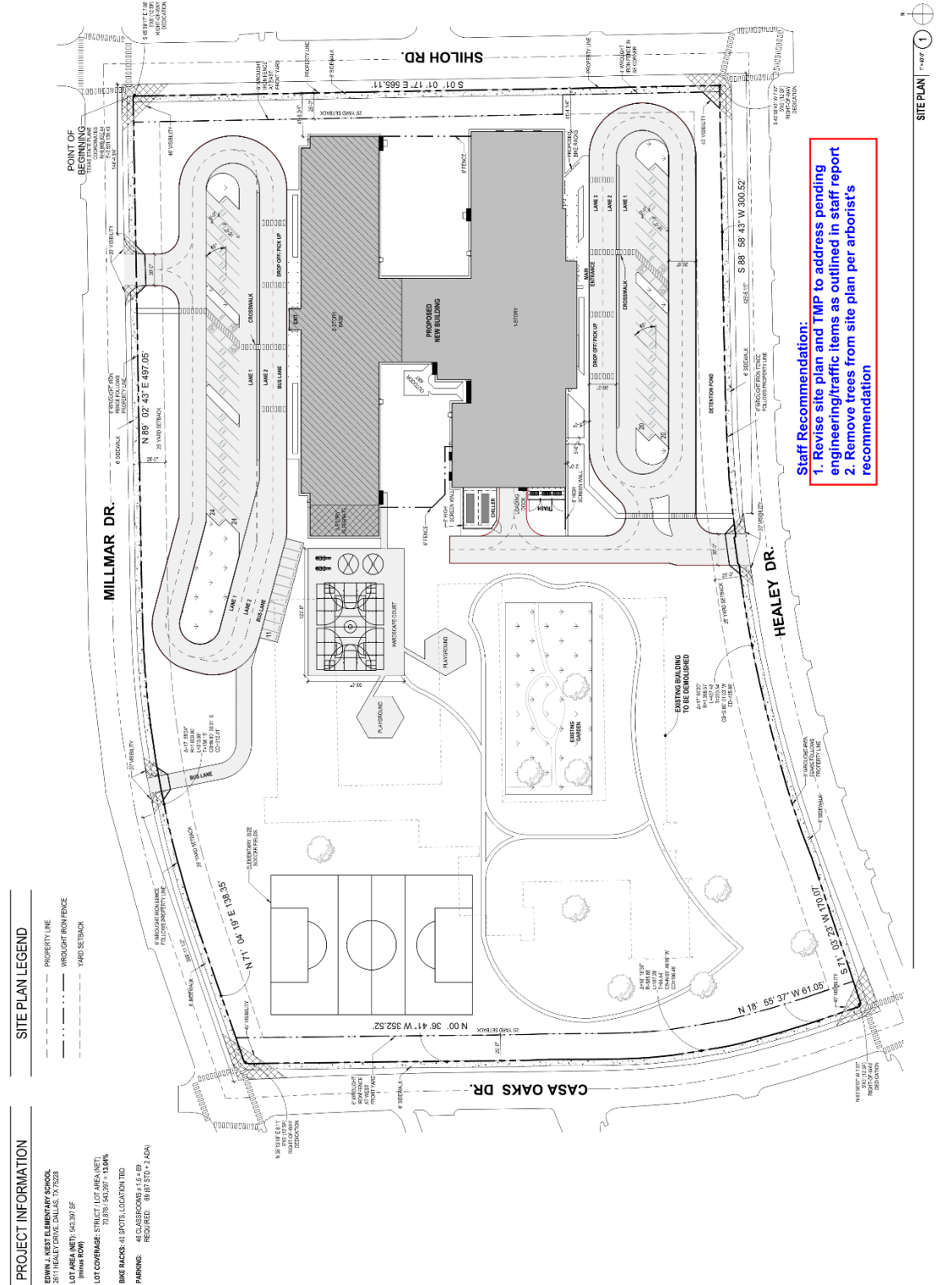
ii. The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

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

13. **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.

Proposed SUP Site Plan

<p>CLIENT:</p> <p>DALLAS INDEPENDENT SCHOOLS</p> <p>DALLAS INDEPENDENT 2811 HEALEY DRIVE DALLAS, TX 75228 TEL: 972.732.4226 FAX: 972.732.4226</p> <p>ARCHITECT:</p> <p>PGAL</p> <p>PGAL, INC. 3100 Rossway Rd. Suite 1000 Arlington, TX 76011 TEL: 817.461.1234 FAX: 817.461.2228 www.pgal.com</p>	<p>REGISTRATION: Copyright © 2023</p> <p>ISSUING HISTORY:</p> <p>PROJECT NAME: EDWIN J. KIEST ELEMENTARY SCHOOL-SITE MODEL</p> <p>PROJECT LOCATION: 2811 HEALEY DRIVE DALLAS, TX 75228</p> <p>PROJECT NUMBER: 1006989.02</p> <p>SHEET TITLE: SITE PLAN - SPECIFIC USE PERMIT (SUP)</p> <p>SHEET NUMBER: A1.12</p>
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Staff Recommendation:

1. Revise site plan and TMP to address pending engineering/traffic items as outlined in staff report
2. Remove trees from site plan per arborist's recommendation

PROJECT INFORMATION

EDWIN J. KIEST ELEMENTARY SCHOOL
2811 HEALEY DRIVE, DALLAS, TX 75228
LOT AREA (NET) = 543,397 SF
(Final ROW)

LOT COVERAGE STRUCT (LOT AREA NET)
73,879 / 543,397 = 13.6%

BIKE RACKS: 40 SPOTS, LOCATION TBD

PARKING: 48 CLASSROOMS x 1.5 = 72
REQUIRED: 88 (81 STD + 7 ADA)

SITE PLAN LEGEND

- PROPERTY LINE
- - - WINDMILL IRON FENCE
- - - YARD SETBACK

SITE PLAN - #1

Proposed Traffic Management Plan

Staff Recommendation:

Revise TMP to (1) address pending engineering/traffic items as outlined in staff report, and (2) for consistency with proposed site plan.

November 27, 2023

PK# 5484-22.556

TRAFFIC MANAGEMENT PLAN

Z223-272



A handwritten signature in blue ink that reads "Hunter W. Lemley".

DISD EDWIN J. KIEST ELEMENTARY SCHOOL
CITY OF DALLAS

Introduction

The services of **Pacheco Koch** (PK) were retained by **PGAL** on behalf of **Dallas Independent School District (DISD)** to prepare a Traffic Management Plan (TMP), as requested by the City of Dallas, for the existing Edwin J. Kiest Elementary School described below. The new school has an existing enrollment of approximately 570 students and is anticipated to increase to a maximum of 850 students after improvements of the new building are complete.

As described in Appendix A6 of the City of Dallas *Street Design Manual*, a school Traffic Management Plan is a "site-specific plan providing guidelines to coordinate traffic circulation during school peak hours. TMPs should promote strategies to manage all modes of transportation and maintain student safety paramount at all times. An effective plan requires continual planning, renewed understanding and coordinated efforts by city staff, school administration and staff, neighbors, parents, and students.

This TMP was prepared by registered engineers at Pacheco Koch who are experienced in transportation and traffic engineering (the "Engineer"). Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional engineering and related services.

The engineer performed most recent on-site dismissal field observations on Wednesday, August 31st, 2022, and Thursday September 1st, 2022, during morning and afternoon periods that validates all information in this report.

1. TMP EXHIBIT

(See attached Exhibit 1 - Traffic Management Plan)



7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

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2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 2611 Healey Drive, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Shiloh Road:
 - Cross-section: Four lanes, two-way operation, no median.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - Millmar Drive:
 - Cross-section: Two lanes, two-way operation, no median.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - Casa Oaks Drive:
 - Cross-section: Two lanes, two-way operation, no median.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - Healey Drive:
 - Cross-section: Two lanes, two-way operation, no median. (One-way westbound during school hours)
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]

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- o **Adjacent Intersections:**

- Shiloh Road and Millmar Drive - Marked crosswalks on the west, south, and east legs, barrier free ramps provided on all corners.
- Shiloh Road and Healey Drive - Marked crosswalks (faded) on the north, west, and east legs, barrier free ramps provided on all corners.
- Casa Oaks Drive and Millmar Drive - Marked crosswalks on all approaches, barrier free ramps provided on all corners.
- Casa Oaks Drive and Healey Drive - Marked crosswalks on all approaches, barrier free ramps provided on all corners.

NOTE: It is generally recommended that all applicable crosswalks/barrier free ramps/sidewalks comply with current ADA accessibility requirements. Pacheco Koch is not certified to provide a full ADA compliance inspection, which is performed by licensed inspectors during the design and permitting process. All pavement markings, traffic signs, school zones, and pedestrian infrastructure improvements are recommended to be upgraded at permitting as applicable and meet current city and TMUTCD standards.

3. INGRESS/EGRESS POINTS OF ACCESS

- **Vehicular Ingress/Egress Points:**

- o Millmar Drive: Two Driveways (Existing); One Driveway (Proposed)
- o Healey Drive: Two Driveways (Existing); One Driveway (Proposed)

- **Student (Building) Ingress/Egress Points:**

- o Main student pedestrian access will be located at the main entrances on the north and south sides of the school building according to each pick up/drop-off locations per grade level.

4. QUEUING SUMMARY TABLE

The following table presents the projected queuing vehicle accumulation for the subject campus. The calculations for vehicle accumulation and parking are based upon estimated ratios – estimated linear feet of queue per student – along with the assumptions provided by DISD for this campus have been validated by on-site dismissal observations conducted on Wednesday, August 31st, 2022, and Thursday September 1st, 2022. All information provided in the table below is strictly for the afternoon student pick-up release period.

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See Section 12(b) for specific information on the methodology and calculations used in the table below. Specific separation of modes of transportation was provided by DISD and is provided in Section 6.

Table 1. Queuing Summary Table

Dismissal Period (Loading Zone)	Grades	Start/End Times*	Total Enrollment	Maximum Vehicle Accumulation	(On-Site) Storage Capacity (veh)	Surplus /Deficit (veh)
			Existing (Proposed)			
1A	Pre-K – 2 nd	7:45 AM – 3:15 PM	330 (493)	61 (91)	94	+3
1B	3 rd – 5 th	7:45 AM – 3:15 PM	240 (357)	51 (66)	75	+9

*All times are subject to change

5. CIRCULATION

This section provides on-site traffic circulation, including any temporary traffic control devices.

- Description of Existing Conditions

On-Site Circulation:

- Pre-K:
 - Parent traffic enters the area traveling via Shiloh Road and turns onto Healey Drive. Parent traffic queues/stands on the northbound and southbound curbsides along the property frontage.
- Kindergarten – 2nd Grade:
 - Parent traffic enters the area traveling via Casa Oaks Drive and turns onto Millmar Drive. Parent traffic queues/stands on the eastbound curbside along the property frontage and along the recessed area on Millmar Drive circulating in a counter-clockwise pattern.
 - Traffic exits the recessed area exiting back onto Millmar Drive after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.
- 3rd Grade – 5th Grade:
 - Parent traffic enters the area traveling via Shiloh Road and turns onto Healey Drive. Healey Drive operates as one-way westbound during school hours. Parent traffic queues/stands on the westbound curbside along the property frontage and along

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the recessed area on Healey Drive circulating in a counter-clockwise pattern.

Traffic exits the recessed area exiting back onto Healey Drive and continuing westbound after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

School buses arrive to the site load and unload students along the recessed area on Healey Drive.

Staff and visitor parking lots are provided surrounding the site.

Temporary traffic control devices:

- Temporary traffic control devices are not proposed to be used for this TMP in order to facilitate drop-off/pick-up operations.

- Description of Proposed Conditions

On-Site Circulation:

- Pre-K – 2nd Grade:

Parent traffic is to enter the area traveling via Casa Oaks Drive and turn onto Millmar Drive headed eastbound. Parent traffic queues/stands onsite by entering the recessed area on Millmar Drive circulating in a counter-clockwise pattern.

Two queue lines will form outside the queuing area and stack until the end of the queuing isle on site. Students are to be loaded into parent vehicles as a 3-lane stacking system in front of the queue. A center median isle will be installed to present a safe refuge area for students to wait for the appropriate queued vehicle. Staff members will take extreme caution as they will communicate from within the school and outside the school to accompany students as the students arrive to the appropriate location and help cross through to the median location.

Traffic is to exit the site back onto Millmar Drive after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

- 3rd Grade – 5th Grade:

Parent traffic enters the area traveling via Shiloh Road and turns onto Healey Drive. Healey Drive operates as one-way westbound during school hours. Parent traffic queues/stands on site in the recessed area entering on Healey Drive circulating in a counter-clockwise pattern.

Two queue lines will form outside the queuing area and stack until the end of the queuing isle on site. Students are to be loaded into parent vehicles as a 3-lane stacking system in front of the queue. A center median isle will be installed to present a

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safe refuge area for students to wait for the appropriate queued vehicle. Staff members will take extreme caution as they will communicate from within the school and outside the school to accompany students as the students arrive to the appropriate location and help cross through to the median location.

Traffic is to exit the recessed area exiting back onto Healey Drive and continuing westbound after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

School buses arrive to the site before any parent activity in the area provided north of the building and load and unload students along the drop off/pick up lane. The school staff will actively be involved in managing the parent queue to ensure the school bus to safely exit the drop off/pick up lane.

Staff and visitor parking lots are provided surrounding the site.

Temporary traffic control devices:

- Temporary traffic control devices are not proposed to be used for this TMP in order to facilitate drop-off/pick-up operations.

6. DROP-OFF/PICK-UP COORDINATION

This section provides proposed student drop-off/pick-up coordination information.

- **Subject School Recommended Loading System:**
 - Administered Sequential Loading System

DEFINITIONS:

A "Administered Sequential Loading System" refers to a managed system that enforces a prescribed policy for picking up students at a specific release time. Passenger loading and vehicle departures are sequential and consecutive order based upon order of arrival. During a prior coordination phase, drivers are provided with some form of identification that school personnel observe upon arrival so that the corresponding passenger is prepped for loading before the vehicle arrives at the designated loading area. In situations with a double queue line, students are loaded in "groups" where students enter several vehicles in an instance. After that group of vehicles depart, then another group of vehicles pull forward for the next set of students to enter each vehicle. Groups of vehicles can contain 5-10 vehicles at one time.

A "Monitored Non-Sequential System" refers to a more commonly used managed system that includes a passively supervised protocol that monitors and discourages unsafe activity along the perimeter of the site. This protocol manages students that wait to exit the

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building at parent vehicle arrival to get to their destination. Passenger loading and vehicle departures are considered non-consecutive to allow drivers to circulate through the area on a more random, but structured basis.

An "Unmanaged System" refers to an unmanaged protocol where students are not monitored or supervised during the loading period. Vehicle arrivals are non-consecutive and circulate through the area on a more random basis without the supervision of school staff.

- **Separation of modes of transportation:**

- Bus: 5%
- Walk: 10%
- Picked Up by Parent: 85%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**
 - 7:45 AM – 3:15 PM

7. SCHOOL STAFF ASSISTANCE

- Number:
 - Observed: 10+ Staff Members
 - Desired: 10+ Staff Members
- Location:
 - Observed: At beginning of queue lines
 - Desired: At beginning of queue lines
- Staff Requirements and expectations:
 - Staff assistance shall be present to allow students to enter and exit the school building in a safe and efficient manner.

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8. ADULT SCHOOL CROSSING GUARDS AND/OR OFF-DUTY DEPUTIZED OFFICERS

- Number:
 - Observed: Three
- Location:
 - Desired: Intersections of:
 - Shiloh Road at Millmar Drive
 - Shiloh at Healey Drive
 - Casa Oaks Drive at Healey Drive

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9. SCHOOL ADMINISTRATION INPUT STATEMENT

The engineer collaborated with both the School District personnel and on-site staff/principal and Student Transportation Services as needed, before and during the process of creation of the Traffic Management Plan.

The site engineer, the architect and the traffic engineer have collaborated the traffic patterns of parent routes, bus routes, and recommendations of the TMP with the on-site and District personnel. The onsite and District personnel have completed a thorough review and any changes that have been discussed have been applied to this version of the plan.

REVIEW AND COMMITMENT

This school traffic management plan (TMP) for DISD Edwin J. Kiest Elementary School was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. This plan was developed with direct input from individuals familiar with the general characteristics of the traffic needs of the school. It is important to note that a concerted and ongoing effort by and the full participation of the school administration are essential to accomplish these goals.

By the endorsement provided below, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary or that other measures are more appropriate.

Principal Signature

11/29/2023
Date

Name: Fernando Rubio

Title: Principal of Edwin J. Kiest Elementary

Police Department Signature

Date

Name: _____

Title: _____

10. ENGINEER SEAL

This report is signed, stamped, and dated by a licensed Professional Engineer in the State of Texas with specific expertise in transportation and traffic engineering.

Traffic Management Plan
Edwin J. Kiest Elementary School
Page 9

November 27, 2023

11. REPORT FORMAT

This report follows the City of Dallas Traffic Management Plan format as described in Appendix A6 of the City of Dallas *Street Design Manual*.

12. OTHER ITEMS WHERE APPLICABLE

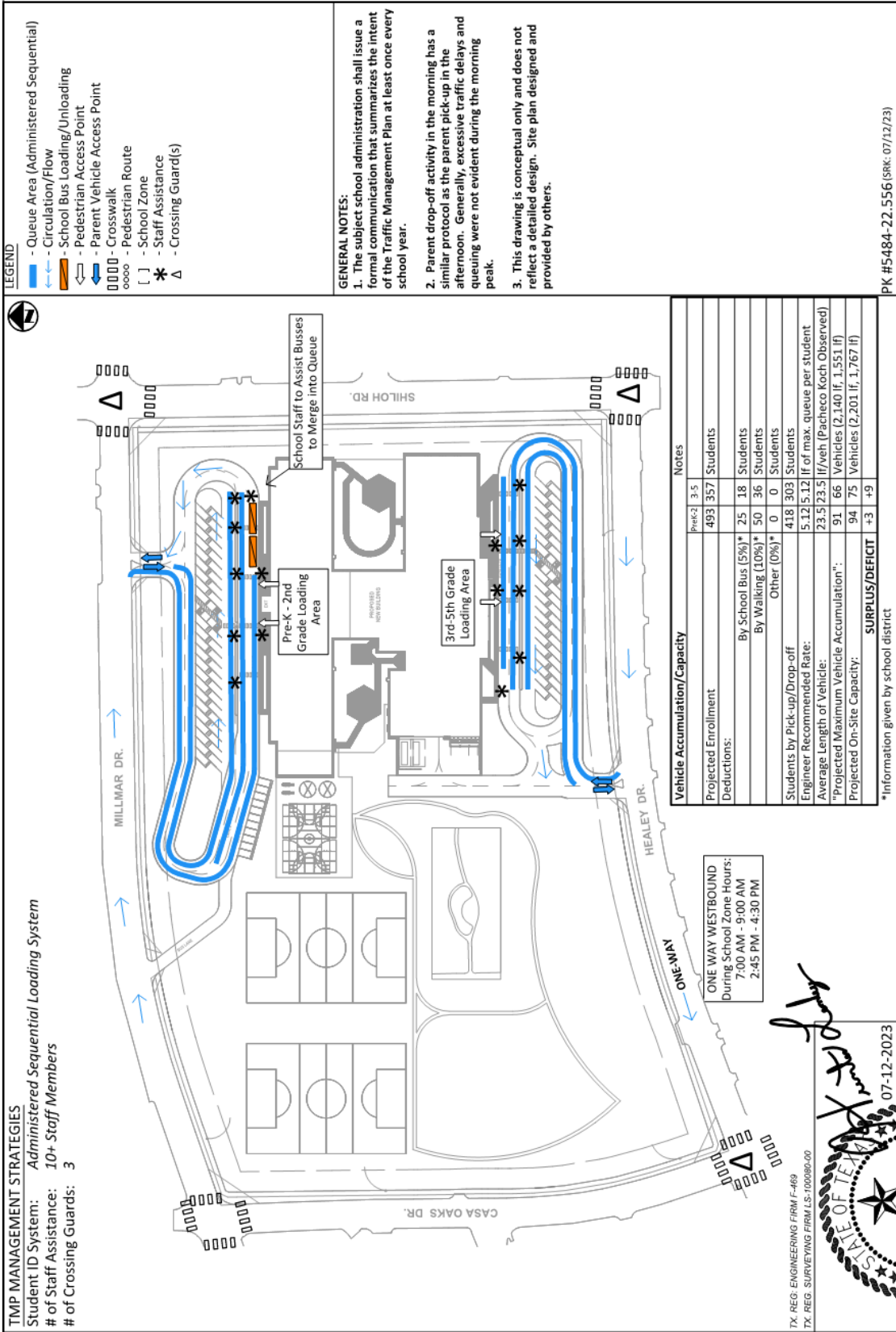
- a) School Bus Operations: (See Section 5)
- b) Methodology:
 - a. Engineer Recommended Rate: 5.12 linear feet per student
 - b. Average Length of Vehicle: 23.5 feet
 - c. Separation of modes of transportation:
 - i. Bus: 5%
 - ii. Walk: 10%
 - iii. Picked Up by Parent: 85%

NOTE: Information provided by DISD and validated with field observations
 - d. Projected maximum vehicle accumulation:
 - i. PreK – 2nd: 21
 - ii. 3rd – 5th: 66
 - e. Projected on-site storage capacity:
 - i. PreK – 2nd: 24
 - ii. 3rd – 5th: 75
 - f. Surplus/Deficit:
 - i. PreK – 2nd: +3
 - ii. 3rd – 5th: +9
- c) Proposed Pedestrian Routes: The pedestrian routes are based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study however, the anticipated (and observed) pedestrian routes include the sidewalk paths along Millmar Drive, Casa Oaks Drive, and Healey Drive.
- d) Proposed Parking Management Strategies:
 - a. On-street parking restrictions:
 - i. Shiloh Road: No restrictions posted

November 27, 2023

- ii. Healey Drive: restriction for westbound curbside during school hours
- iii. Casa Oaks Drive: "No Parking" anytime on southbound curbside
- iv. Millmar Drive: No restrictions posted
- b. Faculty Parking: North and south of the building
- c. Visitor Parking: south of the building
- e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)
- f) Other Recommendations: (See **Exhibit 1**)

END OF MEMO



TMP MANAGEMENT STRATEGIES
 Student ID System: Administered Sequential Loading System
 # of Staff Assistance: 10+ Staff Members
 # of Crossing Guards: 3

LEGEND

- Queue Area (Administered Sequential)
- Circulation/Flow
- School Bus Loading/Unloading
- Pedestrian Access Point
- Parent Vehicle Access Point
- Crosswalk
- Pedestrian Route
- School Zone
- Staff Assistance
- Crossing Guard(s)

GENERAL NOTES:

- The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
- Parent drop-off activity in the morning has a similar protocol as the parent pick-up in the afternoon. Generally, excessive traffic delays and queuing were not evident during the morning peak.
- This drawing is conceptual only and does not reflect a detailed design. Site plan designed and provided by others.

Vehicle Accumulation/Capacity	Notes	
	Pre-K-2	3-5
Projected Enrollment	493	357
Deductions:		
By School Bus (5%)*	25	18
By Walking (10%)*	50	36
Other (0%)*	0	0
Students by Pick-up/Drop-off	418	303
Engineer Recommended Rate:	5:12/5:12 If of max. queue per student	
Average Length of Vehicle:	23.5/23.5 If/veh (Pacheco Koch Observed)	
"Projected Maximum Vehicle Accumulation":	91	66
Projected On-Site Capacity:	94	75
SURPLUS/DEFICIT	+3	+9

*Information given by school district

ONE WAY WESTBOUND
 During School Zone Hours:
 7:00 AM - 9:00 AM
 2:45 PM - 4:30 PM

[Signature]
 07-12-2023



TX REG. ENGINEERING FIRM F-469
 TX REG. SURVEYING FIRM LS-100086-00

EXHIBIT 1 Z223-271
Traffic Management Plan
 DISD Edwin J. Kiest Elementary, Dallas, Texas
Pacheco Koch

PK #5484-22.556 (SRK: 07/12/23)



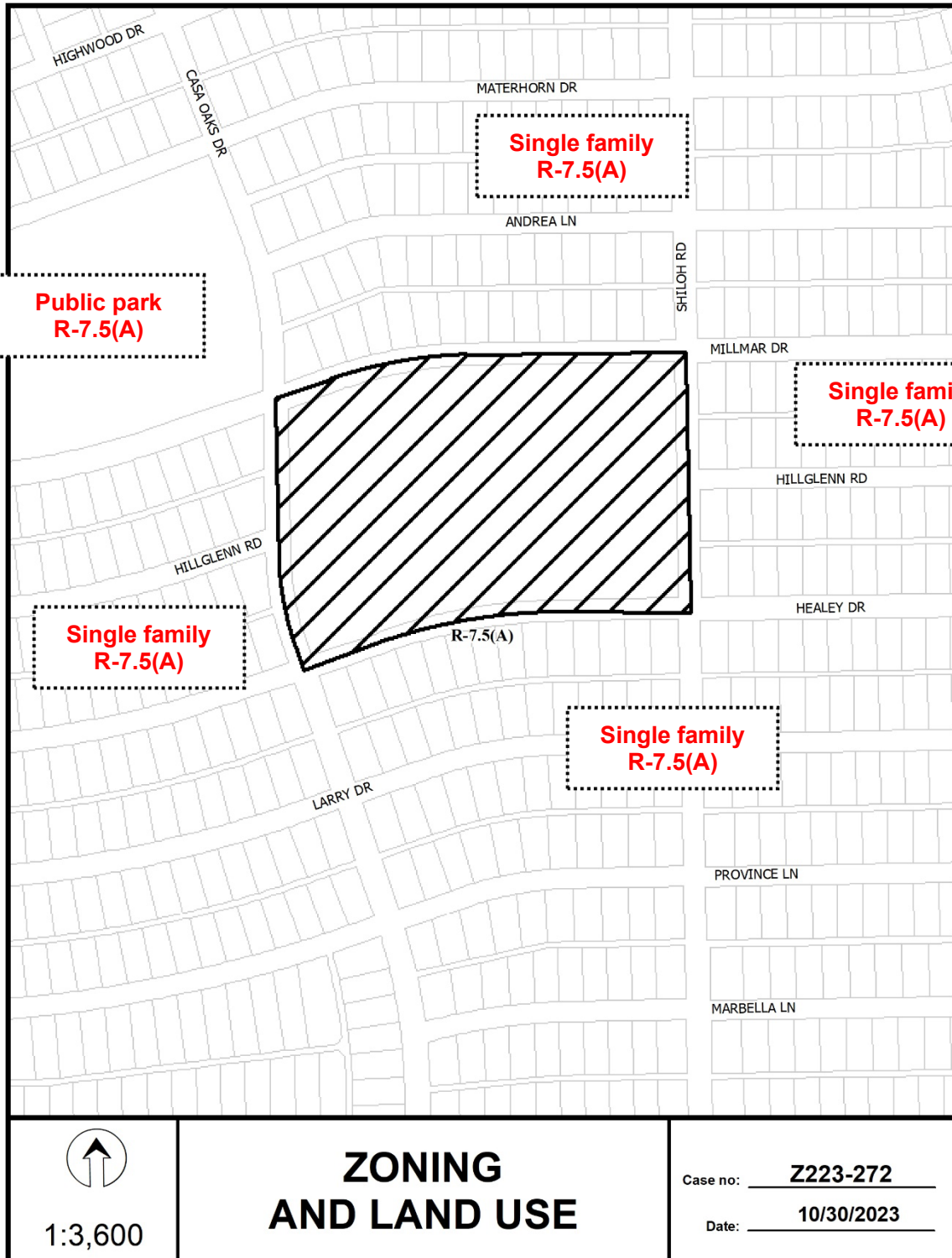


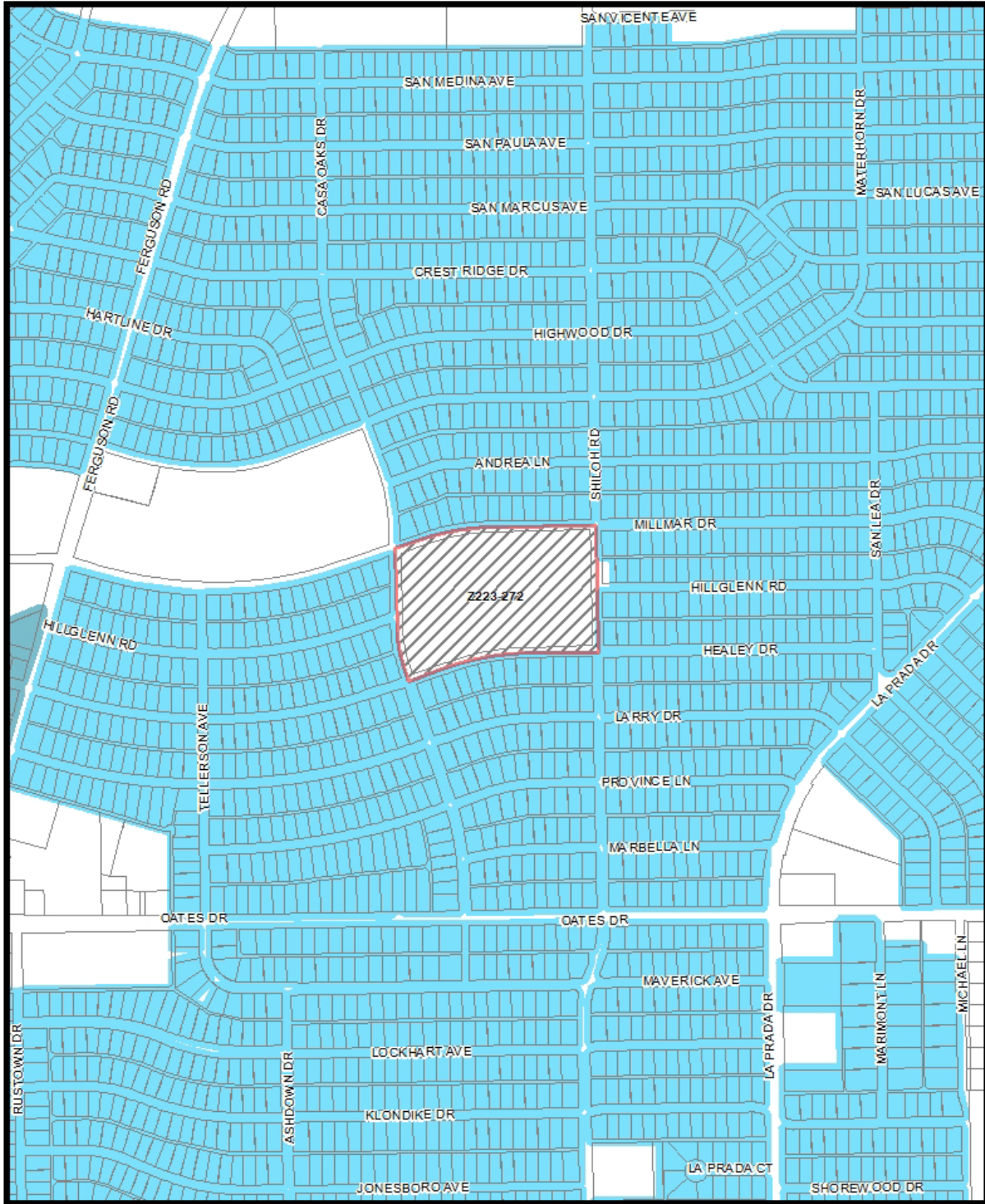
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AERIAL MAP

Case no: Z223-272

Date: 10/30/2023



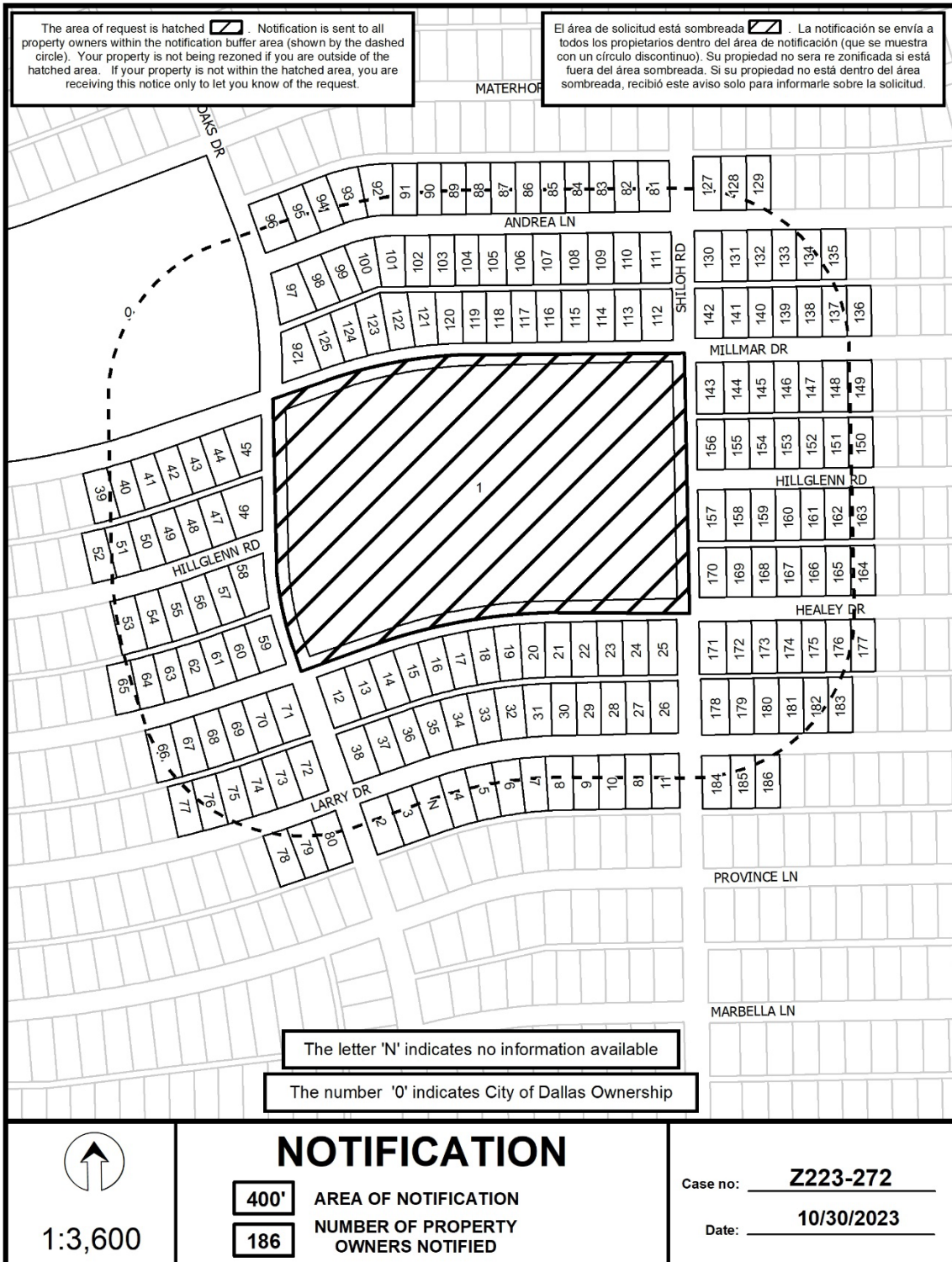


Market Value Analysis A B C D E F G H I NA



Market Value Analysis

Printed Date: 10/30/2023



10/30/2023

Notification List of Property Owners***Z223-272******186 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	2611 HEALEY DR	Dallas ISD
2	2604 LARRY DR	GONZALEZ SHIRLEY ANN
3	2610 LARRY DR	TUCKER OPAL A ESTATE OF
4	2622 LARRY DR	TOVAR EDMUNDO
5	2626 LARRY DR	CROSBY SARAH INEZ LF EST
6	2630 LARRY DR	HARRIS CURTIS MICHAEL &
7	2636 LARRY DR	HARVEY VADA A
8	2642 LARRY DR	NALL JOHN WILLIAM
9	2646 LARRY DR	KOSTER PROPERTIES
10	2650 LARRY DR	GEORGE MICHAEL & GRACIELA
11	2660 LARRY DR	CRUZ JOSE & EULOGIA
12	2604 HEALEY DR	CERNARODRIGUEZ OCTAVIO &
13	2608 HEALEY DR	BENNETT LANDON
14	2614 HEALEY DR	LIZARDI ARTURO
15	2618 HEALEY DR	QUEZADA ADRIAN & ANA GARCIA
16	2624 HEALEY DR	RED COLLAR CAPITAL LLC
17	2628 HEALEY DR	DONOHOO INVESTMENT COMPANY
18	2634 HEALEY DR	Taxpayer at
19	2638 HEALEY DR	VASQUEZ JOSE M &
20	2644 HEALEY DR	KOSTER PROPERTIES LTD
21	2648 HEALEY DR	HARDY CAROL MCWHERTER
22	2652 HEALEY DR	HENNIG THOMAS L EST OF
23	2658 HEALEY DR	ESCAMILLA CESARIO SALINAS &
24	2662 HEALEY DR	TBMC HOLDINGS LLC SERIES 2
25	2668 HEALEY DR	BANKS ASHLEY GARRETT
26	2661 LARRY DR	RAMIREZ JOE NOE

10/30/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	2655 LARRY DR	KOSTER PROERTIES LTD
28	2651 LARRY DR	ALCARAZ REVOCABLE LIVING TRUST
29	2647 LARRY DR	PENNEY LAWRENCE & SYLVIA
30	2643 LARRY DR	ALCALA RODRIGO & ADRIANA
31	2639 LARRY DR	CASTILLO JOSE ANDRES &
32	2633 LARRY DR	CABRERA VICTORIA EST OF
33	2629 LARRY DR	HERNANDEZ EDUARDO BARBOSA
34	2625 LARRY DR	VELA ROBERTO
35	2621 LARRY DR	ALONSO LEONARDO & GUILLERMINA
36	2615 LARRY DR	ALONSO LEONARDO &
37	2611 LARRY DR	ALONSO LEONARDO &
38	2605 LARRY DR	VASQUEZ JESUS
39	2506 MILLMAR DR	SMITH PHILIP N LF EST
40	2512 MILLMAR DR	FILSON NORMA J
41	2518 MILLMAR DR	CERVANTES JOSE ANTONIO
42	2522 MILLMAR DR	LOCKETTE JORDAN & KATHRYN
43	2526 MILLMAR DR	LOPEZ CHRISTINA D
44	2532 MILLMAR DR	A3 CONSTRUCTION SERVICES LLC
45	2538 MILLMAR DR	BARONET BRIANNA N & EDSON A
46	2533 HILLGLEN RD	RICO OLGA LIDIA
47	2529 HILLGLEN RD	DELOSSANTOS BENJAMIN & BENITA
48	2525 HILLGLEN RD	VASQUEZ ANDREA M
49	2519 HILLGLEN RD	GARCIA MIGUEL A JR &
50	2515 HILLGLEN RD	BADGLEY RONALD JIM
51	2509 HILLGLEN RD	TAFALLA LOUIS E
52	2503 HILLGLEN RD	ZARAZUA CLEMENTE
53	2508 HILLGLEN RD	PERMART FREEDOM PPTIES LLC
54	2514 HILLGLEN RD	CASTRO GERMAN TORRES &
55	2518 HILLGLEN RD	SANTILLAN JOSE L EST OF &
56	2522 HILLGLEN RD	ESCUDERO FERNANDO
57	2526 HILLGLEN RD	VARGAS JOSE C

10/30/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	2532 HILLGLENN RD	ZARAZUA MARIA
59	2537 HEALEY DR	DIAZ AHTZIRI SOTELO
60	2531 HEALEY DR	LEMUS OSCAR A
61	2525 HEALEY DR	CLINES MELVIN K
62	2521 HEALEY DR	BARACAMONTES JESUS PALOMINO
63	2517 HEALEY DR	GUTIERREZPEREZ ISRAEL &
64	2511 HEALEY DR	MURILLO VICENTE JR
65	2507 HEALEY DR	CELIS DOMINGO
66	2510 HEALEY DR	GEORGE RAYMOND
67	2516 HEALEY DR	CISNEROS MARIA T
68	2520 HEALEY DR	GONZALES MICHAEL DAMIAN &
69	2524 HEALEY DR	GARCIA JOSE MARTIN &
70	2532 HEALEY DR	HOUSTON VERNON LLC
71	2536 HEALEY DR	ALMANZA JOSE
72	2543 LARRY DR	PEREZ ALEXANDER BALTAZAR
73	2539 LARRY DR	DUMONT JUDITH CAYLE
74	2533 LARRY DR	JAMES MAROLYN
75	2529 LARRY DR	PARKER ANITA N
76	2521 LARRY DR	ZUNIGA ALEJANDRO &
77	2515 LARRY DR	GARCIA MANUELA MARTINEZ
78	2532 LARRY DR	ALONSO LEONARDO & GUILLERMINA
79	2538 LARRY DR	NEWBAUER DOUGLAS EDWARD
80	2542 LARRY DR	FIGUEROA EMILIO
81	2651 ANDREA DR	DOVEY JESSICA L &
82	2647 ANDREA DR	SMITH SHELLEY ANNE
83	2643 ANDREA DR	LAM MINH
84	2637 ANDREA DR	WINDHAM JAMES C
85	2633 ANDREA DR	AGUILAR HIRAM & CITLALLI ANYLU LARA
86	2629 ANDREA DR	MASTERS JAMIE M
87	2625 ANDREA DR	DOMINGUEZ MARIA S & FRANK
88	2621 ANDREA DR	SEMBORSKI KARY ANN &

10/30/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	2615 ANDREA DR	VEGA ELADIO F
90	2611 ANDREA DR	THURMOND TRACI
91	2607 ANDREA DR	COLE SUSANNAH
92	2603 ANDREA LN	ELLIOTT ROBERT BRUCE
93	2519 ANDREA DR	CAMMARATA GINA
94	2515 ANDREA LN	SMITH LEE NOBLE III
95	2509 ANDREA DR	GUERREO PATRICIA
96	2505 ANDREA DR	SHERIDAN JANET LOUISE
97	2504 ANDREA DR	CHOI MAXIMILIAN ELIAS &
98	2508 ANDREA DR	Taxpayer at
99	2514 ANDREA LN	VALENTE LORRAINE
100	2520 ANDREA LN	ODRIA SANDRA J
101	2604 ANDREA DR	KUTZ MAX ALAN & MADISON
102	2610 ANDREA DR	FARMER DON A & GAIL
103	2614 ANDREA LN	TIMM LAUREN MICHELLE
104	2620 ANDREA LN	SANCHEZ ERIC
105	2624 ANDREA DR	MARQUEZ JUAN A & JULISSA
106	2628 ANDREA DR	FLORES ESTEBAN &
107	2632 ANDREA DR	MORENO CYNTHIA
108	2636 ANDREA DR	AMAYA MARIA A
109	2642 ANDREA DR	THURMOND PAULA PIPER
110	2646 ANDREA LN	MORALES JOSHUA VELERIO
111	2650 ANDREA DR	MITCHELL CODY LANE &
112	2669 MILLMAR DR	GALLEGOS RAFAEL
113	2663 MILLMAR DR	REESE CARRIE J & MCKINNELY S
114	2659 MILLMAR DR	AVILA JESSE & RHEANNA
115	2655 MILLMAR DR	AVILA ANGIE
116	2649 MILLMAR DR	DUNKELBERG MARC & SUZANNE W
117	2645 MILLMAR DR	PARRISH KAREN DOVE &
118	2641 MILLMAR DR	NUNN KATELYN E &
119	2637 MILLMAR DR	BURLESON BETTY LATOMA EST OF

10/30/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	2633 MILLMAR DR	BRYANT TOBY &
121	2629 MILLMAR DR	CANHEN HOLDINGS LLC
122	2623 MILLMAR DR	SANDOVAL KRISTIN ANN
123	2619 MILLMAR DR	STEPHENS GRAHAM RAYMOND &
124	2615 MILLMAR DR	MENDENHALL LINDSEY M &
125	2611 MILLMAR DR	RICE BETTY JEAN
126	2607 MILLMAR DR	KELLY ROBERT &
127	2703 ANDREA DR	ROBLES STANLEY M
128	2709 ANDREA DR	WILSON DOUGLAS EDWARD &
129	2715 ANDREA DR	HERNANDEZ JUAN &
130	2702 ANDREA DR	CEDILLO HILARIO
131	2708 ANDREA LN	CHAVEZ CRISTINA
132	2714 ANDREA DR	HERNANDEZ ROSA ISELA
133	2718 ANDREA DR	RUIZ PEDRO
134	2722 ANDREA DR	BRASHEAR ANTHONY CHRISTOPHER
135	2728 ANDREA DR	MORALES MAURO
136	2803 MILLMAR DR	CARILLO JULIAN & GABRIELA
137	2727 MILLMAR DR	ESCAMILLA ALEJANDRO B
138	2723 MILLMAR DR	GARCIA MARIA S REVOCABLE TRUST
139	2719 MILLMAR DR	BERNAL JOSE L SANCHEZ & GLORIA SANCHEZ
140	2715 MILLMAR DR	GALLEGOS LUIS ANTONIO G &
141	2709 MILLMAR DR	RODRIGUEZ JOSE & LETICIA
142	2703 MILLMAR DR	JUAREZ DANIEL MENDOZA &
143	2702 MILLMAR DR	TRAN DUOC V &
144	2708 MILLMAR DR	HORNA DAVID R & EVELIA
145	2714 MILLMAR DR	GONZALEZ JOSE B & MARIA O
146	2718 MILLMAR DR	COPPOLA GLENDA
147	2722 MILLMAR DR	RODRIGUEZ JOSE M
148	2728 MILLMAR DR	GALLARDO JOSE LUIS
149	2802 MILLMAR DR	AQUINO NOEMI REYES &
150	2803 HILLGLEN RD	GARCIA ANGEL &

10/30/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	2727 HILLGLENN RD	PENA ERNESTO & BLANCA E
152	2723 HILLGLENN RD	BANDA FILIMON J
153	2719 HILLGLENN RD	PHAM VAN MINH
154	2715 HILLGLENN RD	GOMEZ AARON I &
155	2709 HILLGLENN RD	Taxpayer at
156	2703 HILLGLENN RD	PUENTE DANIEL & MAYRA
157	2702 HILLGLENN RD	WYLIE GAIL LEE
158	2708 HILLGLENN RD	CASTILLO CELSA &
159	2714 HILLGLENN RD	ROJAS RAQUEL
160	2718 HILLGLENN RD	TORRES JUAN JOSE
161	2722 HILLGLENN RD	FRIGO ELIZABETH M
162	2726 HILLGLENN RD	SCOTT TAMARA NICOL &
163	2802 HILLGLENN RD	VAUGHN DEBORAH M
164	2803 HEALEY DR	PAYNE KAY TANNER
165	2727 HEALEY DR	GREEN ALLISON
166	2723 HEALEY DR	ZAVALA JAVIER
167	2717 HEALEY DR	ARRIOLA ANNE MARIE
168	2711 HEALEY DR	MASIELLO DOMENIC &
169	2707 HEALEY DR	HURLEY CAROL C
170	2703 HEALEY DR	TURNER REVOCABLE TRUST
171	2702 HEALEY DR	NABOR ROGELIO MARCIAL &
172	2708 HEALEY DR	GUERRERO ALDO
173	2712 HEALEY DR	FLORES JOSE & VIRGINIA
174	2716 HEALEY DR	GONZALEZ GILBERT
175	2722 HEALEY DR	LAM MINH H
176	2726 HEALEY DR	LAM MINH HOANG
177	2802 HEALEY DR	FRASER LEWIS & JENNIFER
178	2705 LARRY DR	CRUZ ORALIA &
179	2709 LARRY DR	OLIVA ROLANDO G
180	2715 LARRY DR	GARCIA LEONEL JR
181	2719 LARRY DR	WILLIAMS FLORA D

Z223-272(JA)

10/30/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
182	2723 LARRY DR	GEORGE RAYMOND &
183	2729 LARRY DR	GOUD MAHIR G
184	2704 LARRY DR	GARZA MARIBEL
185	2708 LARRY DR	RIVERA HECTOR
186	2714 LARRY DR	MENDOZA LOURDES PATRICIA