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**FILE NUMBER:** Z189-320(PD)                      **DATE FILED:** July 26, 2019  
**LOCATION:** Northwest corner of Lingo Lane and Millmar Drive  
**COUNCIL DISTRICT:** 9                              **MAPSCO:** 38 Q  
**SIZE OF REQUEST:** ±24.803 acres              **CENSUS TRACT:** 124.00

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**REPRESENTATIVE:** Karl A. Crawley, Masterplan Consultants

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

**REQUEST:** An application for an amendment to Planned Development District No. 824 for R-7.5(A) Single Family District uses and a public school other than an open-enrollment charter school use on property zoned Planned Development District No. 824.

**SUMMARY:** The applicant proposes an 80,700-square-foot building addition and a future expansion area to the existing school [Bryan Adams High School] for a total floor area of 291,739 square feet. The addition will accommodate a fine arts addition and a competition gymnasium/storm shelter. Additionally, the applicant proposes to amend the yard, lot, and space regulations by increasing the maximum allowable floor area, the maximum height; and to modify the landscape regulations to allow for the creation of an artificial lot.

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

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

**BACKGROUND INFORMATION:**

- The 24.803-acre request site is developed with a high school use [Bryan Adams High School] and contains approximately 230,513 square feet.
- The existing school was originally constructed in 1956 and located in the Casa View neighborhood of East Dallas.
- The existing school currently provides social, recreational, referral, or out-patient medical, dental, and optical treatment services to students and parents. The service is an accessory use to the main school use and is located in the “Youth and Family Center”.
- The request site is zoned Planned Development District No. 824. PDD No. 824 was established by the City Council on May 12, 2010 and allows a public school other than an open-enrollment charter school and R-7.5(A) Single Family District uses.
- The applicant is proposing an 80,700-square-foot building addition and a future expansion area to the existing school [Bryan Adams High School], for a total floor area of 291,739 square feet and an expansion area totaling 30,700 square feet. The addition will accommodate a fine arts addition and a competition gymnasium/storm shelter. Additionally, the applicant proposes to amend the yard, lot, and space regulations by increasing the maximum allowable floor area, the maximum height; and to modify the landscape regulations to allow for the creation of an artificial lot.

**Zoning History:** There have been no recent zoning change requests in the vicinity within the last five years.

**Thoroughfares/Streets:**

Thoroughfare/Street	Type	Existing ROW	Proposed ROW
Millmar Dr.	Local	60 ft.	60 ft.
Lingo Lane	Local	60 ft.	60 ft.
Peavv Road	Local	60 ft.	60 ft.
Highwood Drive	Local	60 ft.	60 ft.

**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 demand conditions for the high school use. The Engineering Division of the Sustainable Development and Construction Department reviewed the request and determined that the proposed request will not have a negative impact on the surrounding 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.

**Surrounding Land Uses:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	PDD No. 824	High School
<b>North</b>	R-7.5(A)	Single Family
<b>South</b>	R-7.5(A)	Single Family
<b>East</b>	R-7.5(A)	Single Family
<b>West</b>	R-7.5(A)	Single Family

**Land Use Compatibility**

The 24.803-acre request site is the location of the Bryan Adams High School and developed with one and two-story structures with a total floor area of 230,513-square-

feet. The applicant's request for an amendment to Planned Development District No. 824 will facilitate the following: 1) an 80,700-square-foot building addition to accommodate a Fine Arts and a competition gymnasium/storm shelter, 2) 30,700-square-foot future expansion area, 3) increase the maximum height from 30 feet to 45 feet only for certain structures, 4) restrict the maximum 60-foot fly space to the theater only, 5) include a definition of fly space, 6) and create an artificial lot to comply with the landscape requirements of Article X, as amended.

Recent state regulations requiring schools to provide storm shelters is the basis for this request. The 80,632-square-foot addition housing the proposed gymnasium/storm shelter and Fine Arts structure will allow a maximum overall floor area of 284,990 square feet serving 2,046 students and 80 classrooms for grades 9 through 12.

Surrounding land uses consist of single family to the north, south, east, and west.

The proposed provisions amend regulations for a public school other than an open-enrollment charter school use, but not for other allowable uses within the R-7.5(A) district. This protects the neighborhood in the event of a possible replat or change of use in the property.

Staff supports the amendment because the school has operated within the community at this location for over 60 years, the proposed addition will facilitate compliance with state laws, the proposed increase in height will only apply to the additions, and the proposed additions will facilitate the removal of 16 portable classrooms. Staff considers the requested amendment to be compatible with the surrounding single-family neighborhood because compliance with the proposed PD conditions, a development plan, and a Traffic Management Plan requiring periodic updates will ensure the operation runs optimally in the future.

**Parking:**

The requirement for off-street parking for the school is derived from three criteria: 1) the number of classrooms, 2) the type of institution that serves the students (e.g., elementary, middle or high school), and 3) the parking requirement established by the PD. The requirements for off-street parking requires nine and one-half spaces for each high school classroom. At this ratio, the school is required to provide 760 off-street spaces for the existing 80 classrooms. According to the PDD, the site requires 343 spaces on-site. While the PDD requires only 343 spaces be provided, the amendment proposes 360 spaces on-site. Staff supports the reduction in the required off-parking because the high school has been in operation since 1960s and the parking requirement was established by the PD in 2010.

### **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 categorized as being within an MVA cluster, surrounding properties to the north is located within an “F” Category. Properties located immediately south is designated within an “E” Category.

### **Landscaping**

Landscaping must be provided in accordance with Article X, as amended. The Building Official may approve an artificial lot to apply the Article X, as amended landscape requirements solely to the new development to satisfy the requirements of Article X, as amended. The artificial lot to be created: (1) wholly include the area on which the construction work is to be done; and (2) have an area that does not exceed 50 percent of the area of the building site.

**LIST OF OFFICERS**

**Dallas Independent School District  
Board of Trustees**

Edwin Flores, District 1  
Dustin Marshall, District 2  
Dan Micciche, District 3  
Karla Garcia, District 4  
Maxie Johnson, District 5  
Joyce Foreman, District 6  
Ben Mackey, District 7  
Miguel Solis, District 8  
Justin Henry, District 9

**CPC ACTION**  
**January 9, 2020**

**Motion:** It was moved to recommend **approval** of an amendment to Planned Development District No. 824 for R-7.5(A) Single Family District uses and a public school other than an open-enrollment charter school use, subject to a revised development plan, traffic management plan and conditions on property zoned Planned Development District No. 824, on the northwest corner of Lingo Lane and Millmar Drive.

Maker: Jung  
Second: Housewright  
Result: Carried: 14 to 0

For: 14 - MacGregor, Hampton, Johnson, Shidid,  
Carpenter, Brinson, Blair, Jung, Housewright,  
Schultz, Schwope, Murphy, Garcia, Rubin

Against: 0  
Absent: 0  
Vacancy: 1 - District 3

**Notices:** Area: 500 Mailed: 234  
**Replies:** For: 23 Against: 6

**Speakers:** For: Karl Crawley, 2201 Main St., Dallas, TX, 75201  
Against: Nathan Yockey, 2125 Highwood Dr., Dallas, TX, 75228  
Against (Did not speak): Rachel Yockey, 2125 Highwood Dr., Dallas, TX, 75228

**CPC RECOMMENDED CONDITIONS**

**ARTICLE 824.**

**PD 824.**

**SEC. 51P-824.101. LEGISLATIVE HISTORY.**

PD 824 was established by Ordinance No. 27872, passed by the Dallas City Council on May 12, 2010. (Ord. 27872)

**SEC. 51P-824.102. PROPERTY LOCATION AND SIZE.**

PD 824 is established on property located at the northwest corner of Lingo Lane and Millmar Drive. The size of PD 824 is approximately 24.803 acres. (Ord. 27872)

**SEC. 51P-824.103. DEFINITIONS AND INTERPRETATIONS.**

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article. In this article, YOUTH AND FAMILY CENTER means a multi-functional facility sponsored or operated by a school as an accessory use to the school use where a combination of social, recreational, referral, or out-patient medical, dental, or optical treatment services are provided to students and family members.

(b) **Fly Space means the empty space above the theater used to attach and house flying scenery.**

(c) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(d) This district is considered to be a residential zoning district. (Ord. 27872)

**SEC. 51P-824.104. EXHIBITS.**

The following exhibits are incorporated into this article:

- (1) Exhibit 824A: development plan.
- (2) Exhibit 824B: traffic management plan. (Ord. 27872)

**SEC. 51P-824.105. 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 plan (Exhibit 824A). If there is a conflict between the text of this article and the development 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. 27872)

**SEC. 51P-824.106. MAIN USES PERMITTED.**

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the R-7.5(A) Single Family District, subject to the same conditions applicable in the R-7.5(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R-7.5(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-7.5(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. 27872)

**SEC. 51P-824.107. ACCESSORY USES.**

(a) 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.

(b) A youth and family center is permitted by right. (Ord. 27872)

**SEC. 51P-824.108. 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-7.5(A) Single Family District apply.

Z189-320(PD)

(b) Front yard. For a public school other than an open-enrollment charter school:

(1) minimum front yard is 25 feet on Millmar Drive and Highwood Drive and 15 feet on Lingo Lane; and

(2) parking is allowed in the front yards on Lingo Lane and Millmar Drive.

(c) Side and rear yard. Minimum side yard is 10 feet and minimum rear yard is 15 feet.

(d) Floor area. For a public school other than an open-enrollment charter school, maximum floor area is ~~197,700~~ **322,500** square feet.

(e) Height. For a public school other than an open-enrollment charter school, maximum structure height is ~~30~~ **45** feet, except for a 60-foot fly space **as shown on the attached development plan.**

(f) Lot coverage. Maximum lot coverage is 45 percent for residential structures and 30 percent for nonresidential structures. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(g) Lot size.

(1) Except as provided in this subsection, minimum lot size is 7,500 square feet.

(2) For a public school other than an open-enrollment charter school, no minimum lot size. (Ord. 27872)

**SEC. 51P-824.109. OFF-STREET PARKING AND LOADING.**

(a) 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) For a public school other than an open-enrollment charter school, a minimum of 343 off-street parking and loading spaces must be provided as shown on the development plan. Future expansion of the public school other than an open-enrollment charter school must adhere to the off-street parking requirements in Division 51A-4.200. (Ord. 27872)

**SEC. 51P-824.110. ENVIRONMENTAL PERFORMANCE**

**STANDARDS.** See Article VI. (Ord. 27872)

**SEC. 51P-824.111. LANDSCAPING.**

(a) Landscaping must be provided in accordance with Article X, with the following exception. **The maximum total points required for any given artificial lot is 20 points.**

(b) Plant materials must be maintained in a healthy, growing condition. (Ord. 27872)

**SEC. 51P-824.112. SIGNS.**

Signs must comply with the provisions for non-business zoning districts in Article VII. (Ord. 27872)

**SEC. 51P-824-113. TRAFFIC MANAGEMENT PLAN.**

(a) In general. Operation of a public school other than an open-enrollment charter school must comply with the traffic management plan (Exhibit 824B).

(b) 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 March 1, **2021**. 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.

(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.

(c) Expansion area. Before issuance of a building permit for the expansion area, as shown on the development plan, the Property owner or operator shall:

(1) submit additional data to the director showing the number of students who live within walking distance of the school, how many students actually walk to school, and how many students use public transportation; and

(2) submit an amended traffic management plan.

(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) In order to amend a traffic management plan, the Property owner or operator must provide data showing the number of students who live within walking distance of the school, how many students actually walk to school, and how many students use public transportation.

(3) 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. 27872)

**SEC. 51P-824.114. ADDITIONAL PROVISIONS.**

(a) The entire 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. 27872)

**SEC. 51P-824.115. COMPLIANCE WITH CONDITIONS.**

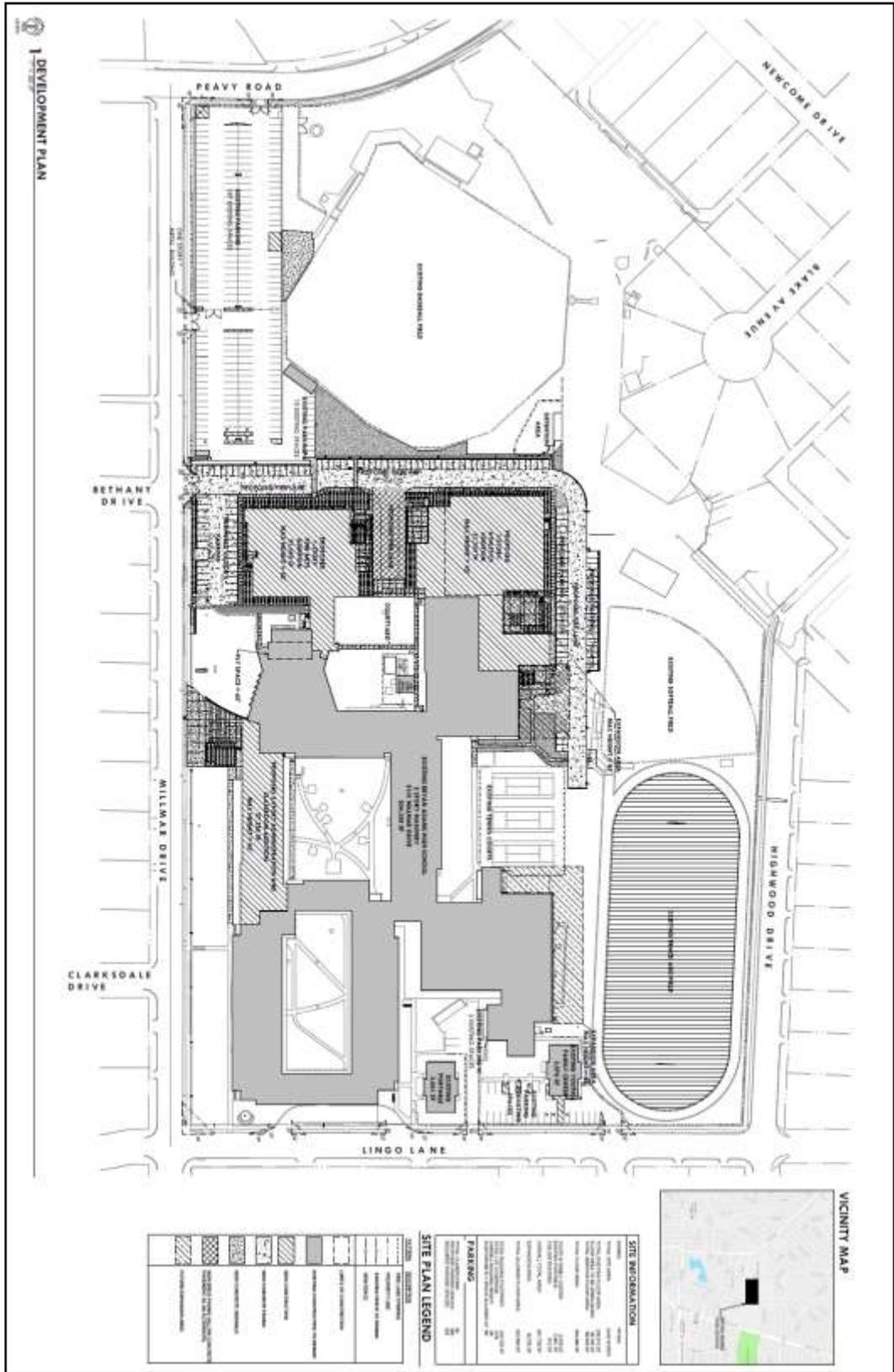
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

(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. 27872)

**SEC. 51P-824.116. ZONING MAP.**

PD 824 is located on Zoning Map No. H-10. (Ord. 27872)

**PROPOSED DEVELOPMENT PLAN**





**PROPOSED TRAFFIC MANAGEMENT PLAN**

**October 17, 2019**

PK# 2504-19.165

**Z189-320**

# TRAFFIC MANAGEMENT PLAN

*Project:*  
**DISD Bryan Adams High School**  
*In Dallas, Texas*

*Prepared for:*  
**City of Dallas**

*On behalf of:*  
**Dallas Independent School District**

*Prepared by:*



Hunter W. Lemley, P.E.



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TX. REG. SURVEYING FIRM LS-100080-00

October 17, 2019



**TRAFFIC MANAGEMENT PLAN**  
**DISD Bryan Adams High School**  
Dallas, Texas

**TABLE OF CONTENTS**

INTRODUCTION ..... 1  
    *School Description* ..... 1  
    *TMP Objectives* ..... 1  
    *Methodology* ..... 2  
    *Expectations* ..... 2  
    *Changes to TMP* ..... 3  
Traffic Management Plan ..... 4  
    *Acknowledgement Statement* ..... 6

Exhibit 1. Recommendations/Proposed Conditions

October 17, 2019



## INTRODUCTION

The services of Pacheco Koch (PK) were retained by Masterplan, on behalf of Dallas Independent School District, to prepare a Traffic Management Plan (TMP) for the Bryan Adams High School (the "School") located at 2101 Millmar Dr in Dallas, Texas. This TMP is site-specific and relates to the peak traffic activity associated with school traffic at the site.

DISD is seeking amend the Planned Development District for the property from the City of Dallas (the "Approving Agency") to facilitate proposed site improvements. Submittal of a TMP, prepared by a registered professional engineer experienced and skilled in the field of traffic/transportation engineering, is one of the requirements of Approving Agency's application process. This TMP was prepared by registered professional engineers employed by Pacheco Koch. Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional services in traffic engineering, transportation planning, and other fields.

### School Description

The site currently consists of an existing public high school. Current enrollment is summarized below in Table 1. The School is not anticipating an increase enrollment as a result of the Project. School starts at 9:05 AM and ends at 4:15 PM. Calculations for vehicle accumulation and parking numbers are based upon previously city-staff-approved ratios and validated by on-site dismissal observations conducted on Tuesday, April 23rd, 2019. Pacheco Koch performed two on-site observations each for the morning and afternoon periods. Present day school traffic characteristics has not changed since previous year's observations.

Table 1. Current Enrollment

LEVEL	STUDENTS ENROLLED
9th Grade	643
10th Grade	528
11th Grade	453
12th Grade	422
TOTAL	2,046

\*Enrollment Data provided by DISD

Access to the campus is via Millmar Drive, a two-lane, undivided local street. School traffic accesses Millmar Drive via Ferguson Road. The intersection of Ferguson Road and Millmar Drive is signalized. The school is located in a predominately residential area.

### TMP Objectives

A Traffic Management Plan (TMP) is a site- or area-specific plan of recommended actions and strategies to manage vehicular traffic and parking, pedestrian activity,

October 17, 2019



and travel by all other modes during peak demand conditions for a planned event. The "Objectives" of a TMP are to:

1. Provide a safe environment for all Users on site and the travelling public in the vicinity of the site during the Event times;
2. Minimize (and maintain within reasonable levels) travel delays and traffic congestion on site and in the vicinity of the site during the Event;
3. Ensure reasonable access and circulation is maintained on the public street system in the vicinity of the site during the Event;
4. Provide appropriate information to the travelling public in the vicinity of the site to allow for proper awareness of anticipated traffic conditions during the Event; and,
5. Promote reasonable strategies to manage travel demand to and from the site, including use of alternative modes of travel (such as walk, bike, bus, transit, etc.), when practical.

NOTE: It is generally recommended that all applicable crosswalks and barrier free ramps comply with current ADA Accessibility requirements. All city approved pavement markings, traffic signs, and school zones are recommended to provide hardware that meets city's current standards.

### **Methodology**

When feasible, the Analyst should conduct first-hand observations of existing event to develop an understanding of site-specific traffic/transportation characteristics, such as: drop-off/pick-up frequency, parking needs, alternative travel mode use, safety issues, queuing, traffic congestion, site access, current traffic management strategies in use, etc. When it is not feasible to conduct such observations, interviews with staff or personnel familiar with those items is desirable. When neither option is available, the Analyst may be required to rely upon published information and/or professional judgment and experience.

Once the base information is assembled, the Analyst should estimate the projected traffic/transportation characteristics generated by the proposed Event. Next, the Analyst should inventory the attributes and resources of the subject site and determine how the site can best accommodate those projected conditions. Based upon that assessment, the recommended TMP Strategies shall be developed to optimally achieve the basic TMP Objectives. The recommended TMP Strategies should be reviewed by the School (ideally, the TMP Manager) for refinement and approval before formal submittal to the Approving Agency.

### **Expectations**

*NOTE TO SCHOOL: By submittal of a TMP to the Approving Agency, the School is implicitly agreeing to implement, maintain, and comply with the recommended actions presented herein subject to acceptance by Approving Agency and any associated conditions Approving Agency may impose. It is also inferred that the*

October 17, 2019



*School agrees to be self-accountable for these actions until and unless Approving Agency deems further measures are appropriate or the TMP is no longer required.*

Recommended TMP Strategies may include one-time measures to be implemented before the Event and/or ongoing actions to be performed before, during, or after the Event. Recommended TMP Strategies involving on-site measures or actions are generally considered to be the responsibility of the School.

To ensure appropriate compliance and consistent implementation of the TMP, it is recommended that the School appoint a TMP "Manager". In general, a Manager should be a qualified and capable individual or group of individuals assigned to take responsibility of the TMP and be accountable for successful implementation in order to achieve the Objectives described earlier (see "Exhibit 1"). Other specific duties of the Manager include:

- Monitor effectiveness of TMP strategies and make prudent adjustments, as needed, to more effectively accomplish the TMP Objectives
- Maintain an awareness of readily-available alternative transportation modes serving the site and facilitate and promote their use during the Event when practical
- Serve as a liaison to the Approving Agency(-ies), when needed
- When applicable, provide training and direction to other personnel assigned to implement the TMP measures
- Provide instruction to Users on how to comply with the intent of the TMP

Recommended TMP Strategies were developed specifically for the period(s) of peak traffic demand and are depicted in the respective exhibit. For periods of less intense traffic demand, recommended TMP Strategies may be utilized, in part or in whole, as needed to realize the TMP Objectives.

### ***Changes to TMP***

Informal changes to any recommended TMP Strategies presented herein to improve efficiency or effectiveness may be implemented at the discretion of the School if those changes are prudent and do not compromise the TMP Objectives. It is recommended that changes implemented under such circumstances be documented and retained by the School for future reference or upon request. At the discretion of the Approving Agency, submittal of a formally revised TMP report/document or a validation study may be required on a predetermined or as-needed basis.

October 17, 2019



## TRAFFIC MANAGEMENT PLAN

*NOTE: Recommended TMP Strategies contained herein are based upon the best data, site-specific information, and analytical processes readily available at the time of the study. However, specific quantities related to traffic congestion at peak periods (e.g., duration, length of queue, etc.) are estimated values. Actual quantities may vary due to unknown or unquantifiable variables and other operational factors that may occur. In the event that actual, future conditions generate undue burden on Users and/or the travelling public, modifications to the TMP should be considered. (See preceding NOTE for guidance on implementing changes to the TMP.) However, in extreme conditions, TMP actions may not be capable of mitigating all traffic conditions, and it may be incumbent on the School to consider operational, institutional, or other long-term changes to address issues on a more permanent basis.*

A summary of general guidance for additional practices is provided below:

- Parent drop-off/pick-up activity within public right-of-way should always be avoided to maximize personal safety. All queuing, parking, and loading/unloading should be accommodated within the school property boundaries.
- Within the school property, school employees may implement all measures identified in the Traffic Management Plan but shall not interact with motorists or manipulate traffic within the public right-of-way. Only deputized officers of the law may engage or attempt to influence traffic operations in public right-of-way.

A summary of existing conditions is provided below:

- Parent pick-up activity currently occurs on Millmar Drive and Lingo Lane. School buses also load and unload students from Millmar Drive and Lingo Lane.
- Student parking is located in the farthest parking lot west of the school building.

A graphical summary of specific recommendations and proposed conditions is provided below and depicted in Exhibit 1:

1. Convert from “No Parking” Area to Queuing/Standing Allowing Area by Installing City Approved Passenger Loading Signs – Convert the “No Parking” Areas shown on Exhibit 1 to an area for parents to queue/stand/wait for students to be picked up.
2. Convert from “Parking Allowed” to “Bus Lane Only” – Provide an area as shown on Exhibit 1 to allow for bus standing to wait and load/unload students.
3. Evaluate the Need for a Traffic Officer to Assist Exiting Buses from Lingo Drive to Millmar Avenue – A Traffic Officer is recommended to be evaluated to

October 17, 2019



give the opportunity of a safe and efficient path for existing buses from Lingo Drive onto Millmar Avenue.

4. **Remove East Leg Crosswalk at the Intersection of Millmar Avenue and Clarksdale Drive** – Remove the east leg crosswalk at the intersection of Millmar and Clarksdale Drive to improve safety by minimizing the number of Millmar Avenue crossing areas.

October 17, 2019



**Acknowledgement Statement**

**REVIEW AND COMMITMENT**

This school traffic management plan (TMP) for Bryan Adams High 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. 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.

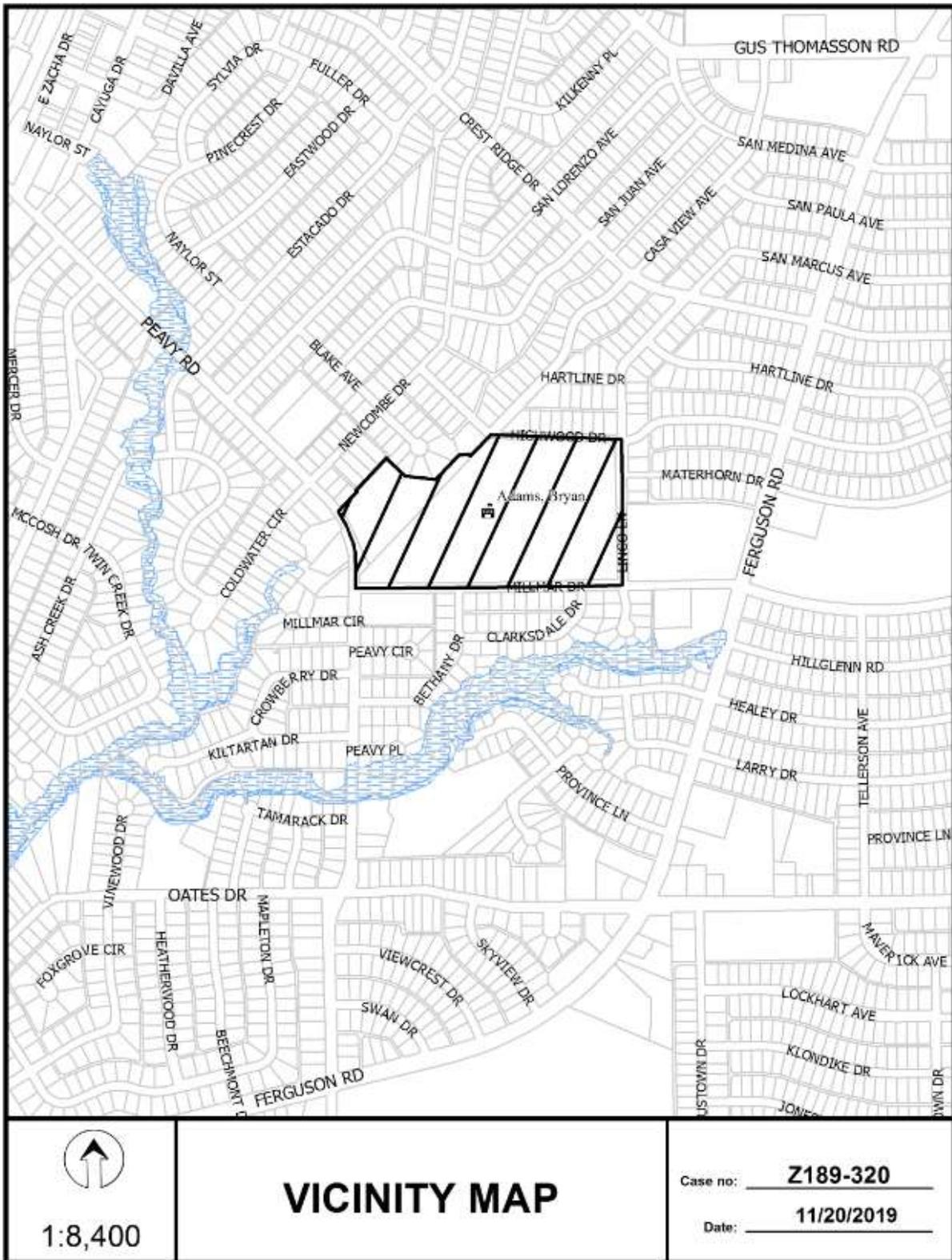
Signature:  Date: 10/30/2019

Name: Ryan Beck

Title: Principal

END OF MEMO





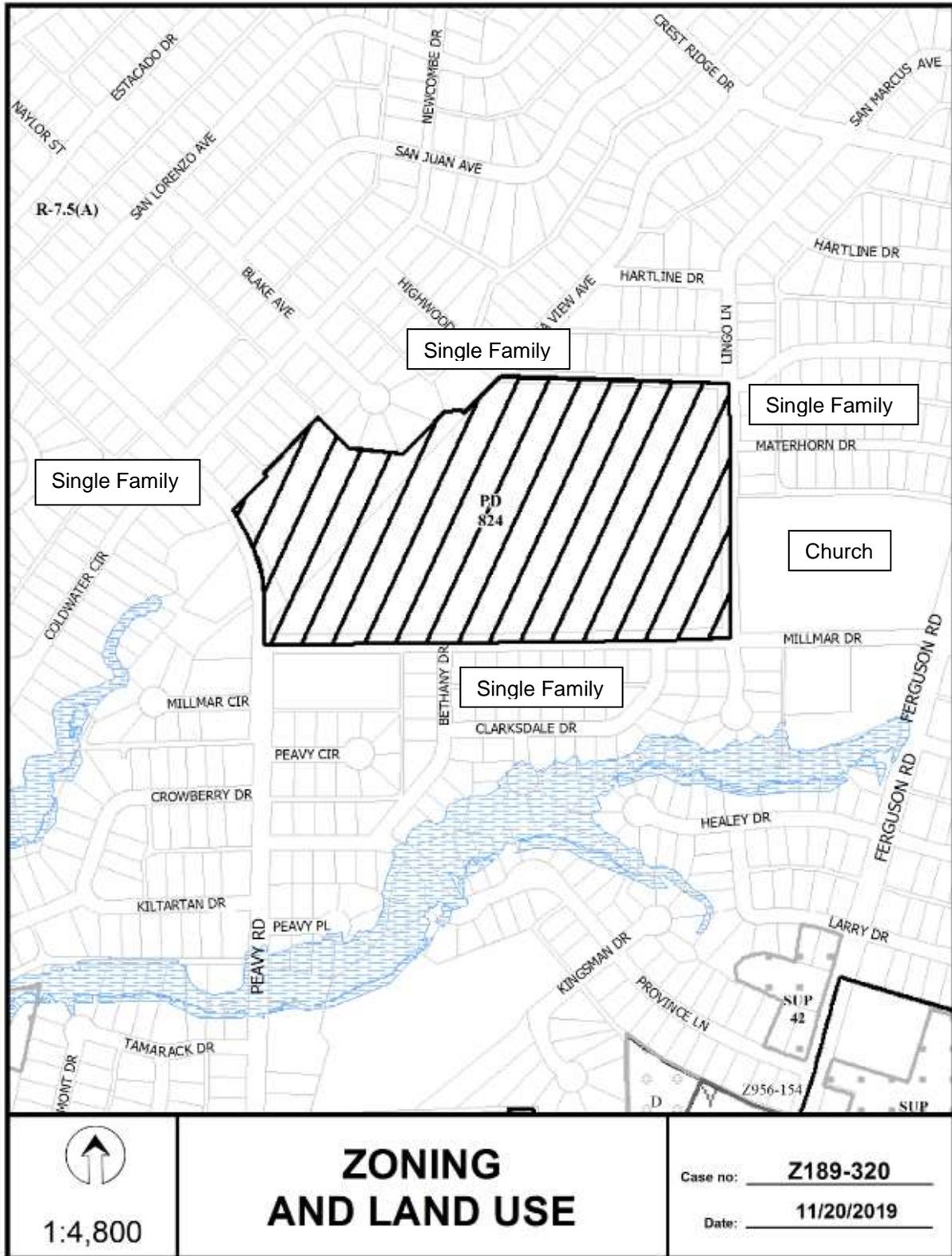


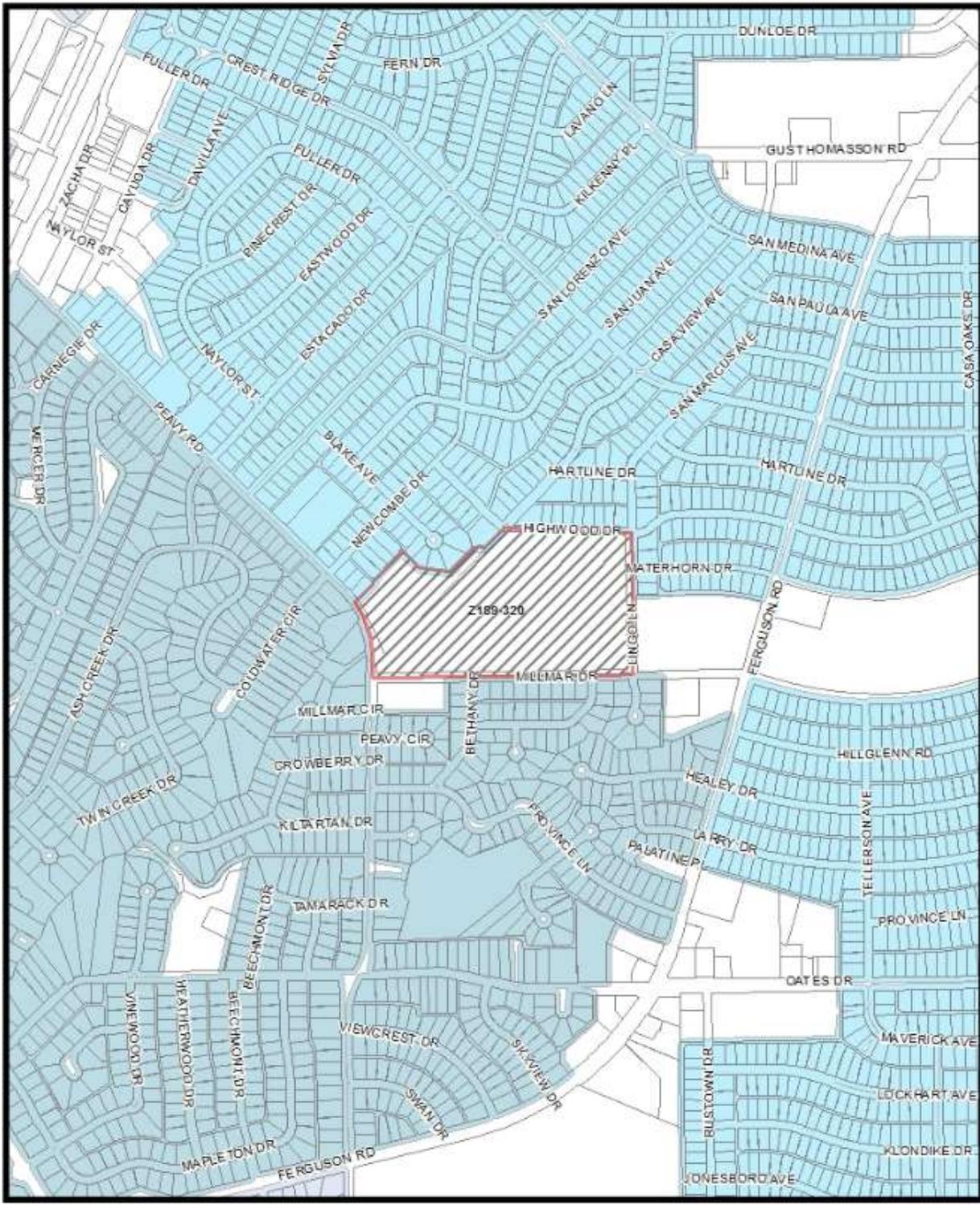
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# AERIAL MAP

Case no:           Z189-320          

Date:           11/20/2019





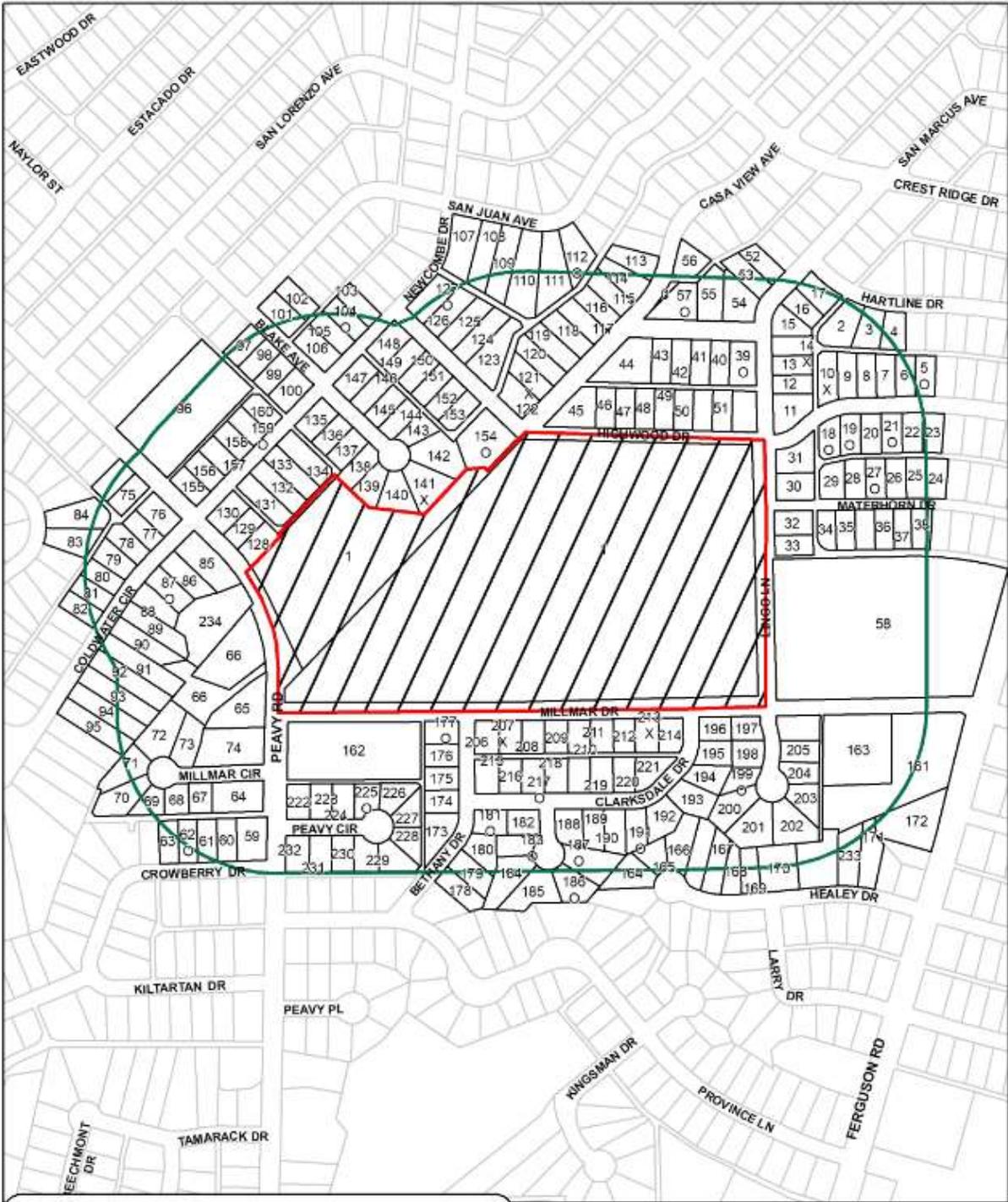
Market Value Analysis A B C D E F G H I NA

1:8,400

# Market Value Analysis

Printed Date: 11/20/2019

**CPC Responses**



<b>234</b>	Property Owners Notified (246 parcels)
<b>23</b>	Replies in Favor (23 parcels)
<b>6</b>	Replies in Opposition (6 parcels)
<b>500'</b>	Area of Notification
<b>1/9/2020</b>	Date

**Z189-320**  
**CPC**



1:4,800

01/08/2020

***Reply List of Property Owners******Z189-320******234 Property Owners Notified******23 Property Owners in Favor******6 Property Owners Opposed***

<b><i>Reply</i></b>	<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
	1	2101 MILLMAR DR	Dallas ISD
	2	2312 HARTLINE DR	SIZEMORE ALEXANDRA & BENJAMIN
	3	2316 HARTLINE DR	RICHMOND LINDSEY & JOSHUA
	4	2320 HARTLINE DR	CAMPOS RENE
O	5	2343 HIGHWOOD DR	RIEGER JOERG M
	6	2337 HIGHWOOD DR	CAMPOS CHRISTINA
	7	2333 HIGHWOOD DR	SOSA ESTELA
	8	2327 HIGHWOOD DR	HOOPER SUSAN
	9	2323 HIGHWOOD DR	DOAN DAO ANH
X	10	2317 HIGHWOOD DR	DANIEL BILLIE JEAN EST OF
	11	10026 LINGO LN	REGIER DONALD P &
	12	10030 LINGO LN	FIELD WILLIAM L
	13	10036 LINGO LN	SMITH BILLY W
X	14	10040 LINGO LN	MAY LAURA LYNN
	15	10104 LINGO LN	KOSTER PPTIES LTD
	16	10110 LINGO LN	FERRUSCA NORA H
	17	10116 LINGO LN	ERCANBRACK JIMMY
O	18	2318 HIGHWOOD DR	WESTMORELAND RICKY R
O	19	2324 HIGHWOOD DR	HEIDEMAN HEIDI VALENTINA
	20	2328 HIGHWOOD DR	MICHALOWSKI DEBRA M
O	21	2334 HIGHWOOD DR	NOBLEHAUCH INVESTMENTS LLC
	22	2338 HIGHWOOD DR	LAMB TONI
	23	2344 HIGHWOOD DR	WILSON NATHAN & MARINA ZERDELIJA
	24	2341 MATERHORN DR	CANO JOSE LUIS & TOMASA
	25	2337 MATERHORN DR	GARCIA JOSE ANGEL &
	26	2331 MATERHORN DR	BARILLAS JOSE & DEYSI

01/08/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
O	27	2327 MATERHORN DR	2327 MATERHORN DRIVE LLC
	28	2321 MATERHORN DR	PARSLEY RICHARD LEE
	29	2317 MATERHORN DR	ERRISURIZ NELLYDA
	30	10006 LINGO LN	PIMIENTA ADAN & JUANA
	31	10012 LINGO LN	FURR STEVEN B
	32	9942 LINGO LN	KUBAN TARA K
	33	9936 LINGO LN	SANCHEZ BENJAMIN
	34	2316 MATERHORN DR	COOKE BREANNA M
	35	2320 MATERHORN DR	WAGNER LYNN MARIE
	36	2328 MATERHORN DR	KIEFER LARISSA
	37	2332 MATERHORN DR	SNODDERLEY SABRINA
	38	2336 MATERHORN DR	FRANCO ROXANNE
O	39	2250 HARTLINE DR	RIEGER JOERG M &
	40	2244 HARTLINE DR	HOLGUIN JAIME &
	41	2240 HARTLINE DR	SHEVES ENTERPRISE LLC
	42	2236 HARTLINE DR	MORENO NICOLE ELENA TRUST
	43	2230 HARTLINE DR	KIRBY BRENDA JO
	44	2226 HARTLINE DR	SHRIVER BROCK & ALEXANDRA
	45	2211 HIGHWOOD DR	CARTER BEATRICE GUERRA
	46	2215 HIGHWOOD DR	GARCIA HUMBERTO
	47	2221 HIGHWOOD DR	JAMES ROBERT
	48	2225 HIGHWOOD DR	CANNON PHILIP V
	49	2231 HIGHWOOD DR	HUNT DEBRA M
	50	2235 HIGHWOOD DR	ACKERT JAMES DOUGLAS
	51	2245 HIGHWOOD DR	COLLEY JASON B
	52	10111 LINGO LN	VILLARRUEL FERNANDO &
	53	10107 LINGO LN	BEESON REBECCA L
	54	2251 HARTLINE DR	AGUIRRE EDWARD &
	55	2241 HARTLINE DR	LOPOSER LESLIE &
	56	10152 CASA VIEW AVE	DALLAS METRO HOLDING LLC
O	57	2233 HARTLINE DR	THOMAS TRAMON & MAYRA

01/08/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	9999 FERGUSON RD	ST MARK PRESBYTERIAN CHURCH
	59	1759 CROWBERRY DR	GREEN ROBERT F & ELIZABETH
	60	1753 CROWBERRY DR	SALYMINAHOLDINGSINC
	61	1749 CROWBERRY DR	KING GERALD & SHERRY
O	62	1745 CROWBERRY DR	RODRIGUEZ JOSEPH
	63	1739 CROWBERRY DR	HINTON LEILANI & INDIA STEWART
	64	2313 PEAUVY RD	ADAMS ERIN JOANNA
	65	2115 PEAUVY RD	SEMARIER MONICA
	66	2031 PEAUVY RD	MARLEY ELISABETH A
	67	1726 MILLMAR CIR	GONZALES CARLOS S &
	68	1718 MILLMAR CIR	LUBINSKI REBECCA
	69	1712 MILLMAR CIR	RODRIGUEZ ANGEL & JANNA
	70	1706 MILLMAR CIR	ANDREWS JESSICA R
	71	1705 MILLMAR CIR	KEBODEAUX RICHARD
	72	1715 MILLMAR CIR	CARVALHO JESSICA M &
	73	1725 MILLMAR CIR	SINAPI KEVIN G
	74	2125 PEAUVY RD	TOOMER GEORGE R JR
	75	1953 PEAUVY RD	POTHEN PAUL NICHOLAS
	76	9943 COLDWATER CIR	GILLEY JONNIE
	77	9937 COLDWATER CIR	HOUSING AUTHORITY OF THE
	78	9931 COLDWATER CIR	ANGELL MICHAEL L
	79	9927 COLDWATER CIR	JERNIGAN MURIEL M
	80	9921 COLDWATER CIR	OTERO HECTOR ORLANDO PEREZ &
	81	9917 COLDWATER CIR	NORTHCUTT DEANA RENEE &
	82	9911 COLDWATER CIR	Y&Y ASSOCIATE COMPANIES LLC
	83	9858 ESTACADO DR	ODONNELL JAMES P
	84	9862 ESTACADO DR	SPEER ALLAN B
	85	9944 COLDWATER CIR	RUDOLPH MARY R
	86	9938 COLDWATER CIR	REINKING KEVIN
O	87	9930 COLDWATER CIR	NIGRELLI CHARLES F
	88	9924 COLDWATER CIR	RITVO MATTHEW W

01/08/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	9918 COLDWATER CIR	CALDWELL SEAN
	90	9912 COLDWATER CIR	SCHUERENBERG JANA RAE
	91	9908 COLDWATER CIR	AVERY ALISA LYNN
	92	9902 COLDWATER CIR	GILLETTE SHANE EVERETT
	93	9840 COLDWATER CIR	KRAUS JAMES M
	94	9836 COLDWATER CIR	HANNA DOUGLAS & SONYA
	95	9830 COLDWATER CIR	SACKS ERIC S
	96	1960 PEAVY RD	GALLEY MATTHIAS
	97	2030 BLAKE AVE	SCOGGINS SUE E
	98	2034 BLAKE AVE	BLANKENSHIP STEPHANIE
	99	2038 BLAKE AVE	PATINO CRISTIAN I
	100	2044 BLAKE AVE	LOYD JANICE
	101	10050 SAN JUAN AVE	WALLACE TWILA F
	102	10054 SAN JUAN AVE	BROWNRIGG MAEGAN ALLEN
	103	10119 NEWCOMBE DR	MCCULLOUGH NANCY KAYE TRANTHAM
O	104	10115 NEWCOMBE DR	VARGAS NORMA L
	105	10109 NEWCOMBE DR	GARCIA REFUGIO JR &
	106	10105 NEWCOMBE DR	EVARTS WALTER RICHARD &
	107	10108 SAN JUAN AVE	MARTIN JEFFREY W
	108	10114 SAN JUAN AVE	TERAN LUIS
	109	10120 SAN JUAN AVE	HENDERSON HOLLY ANN
	110	10126 SAN JUAN AVE	HALL ROBERT & COURTNEY
	111	10132 SAN JUAN AVE	BURRIS DON W II &
O	112	10136 SAN JUAN AVE	ADRIAN LARRY M &
	113	10149 CASA VIEW AVE	DAGATE DARVA L
	114	10145 CASA VIEW AVE	WALTERS WILLA JEAN LIFE ESTATE
	115	10141 CASA VIEW AVE	ROMERO NORBERTO JR &
	116	10137 CASA VIEW AVE	RABALAIS PATRICK DAVID
	117	10133 CASA VIEW AVE	RAMOS LIDIA E &
	118	10129 CASA VIEW AVE	CASTRO JOSE A
	119	10123 CASA VIEW AVE	GUERRA BEATRICE

01/08/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	120	10117 CASA VIEW AVE	JONES BOBBY J &
X	121	10111 CASA VIEW AVE	RUSSELL JEAN
	122	10105 CASA VIEW AVE	HAJDUK JENNIFER
	123	2125 HIGHWOOD DR	YOCKEY RACHEL & NATHAN
	124	2119 HIGHWOOD DR	WIRTZ GREGORY L
	125	2115 HIGHWOOD DR	WILHITE KERRY JANE
	126	2109 HIGHWOOD DR	KOEHLER ELIZABETH M
O	127	2105 HIGHWOOD DR	ROCHE JACQUES J & MARGARITA A
	128	2014 PEAVY RD	SALAS VICTOR &
	129	2008 PEAVY RD	SOTO VERONICA M
	130	2004 PEAVY RD	EDWARDS MEAGAN MCCRAE
	131	10014 NEWCOMBE DR	MCMILLIN MARSHALL CRAIG &
	132	10020 NEWCOMBE DR	DETRIXHE DAVID
	133	10024 NEWCOMBE DR	AKINS SUSAN L
	134	10030 NEWCOMBE DR	COLLINS MICHAEL D & DONNA
	135	2104 BLAKE AVE	ROBERTS LORI LYNN
	136	2108 BLAKE AVE	EPSTEIN PATRICIA F & MARK
	137	2114 BLAKE AVE	PADILLA RENE PAUL
	138	2118 BLAKE AVE	GREUEL JON HOWARD &
	139	2122 BLAKE AVE	RAMIREZ JANIE Z & HILARIO
	140	2126 BLAKE AVE	LEONARD KRISTI KERR
X	141	2131 BLAKE AVE	JOHNSON NORDA
	142	2127 BLAKE AVE	STEVENS ELIZABETH &
	143	2123 BLAKE AVE	ODOM MICHAEL &
	144	2119 BLAKE AVE	MILLER VALERIE MADZIAR
	145	2115 BLAKE AVE	KORNEGAY BRITTINIE J
	146	2109 BLAKE AVE	PARKER KATY
	147	2105 BLAKE AVE	SHAFFER FLORENCE I
	148	2104 HIGHWOOD DR	JIRASEK NICK &
	149	2108 HIGHWOOD DR	MCCULLOUGH ANN M
	150	2114 HIGHWOOD DR	PALMER MARY LOU

01/08/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	151	2118 HIGHWOOD DR	BIGGERSTAFF BELINDA A
	152	2122 HIGHWOOD DR	ARRIAGA EDWARD
	153	2126 HIGHWOOD DR	RIES JAMES P JR
O	154	2134 HIGHWOOD DR	TUTTLE KAREN S
	155	10005 NEWCOMBE DR	CAGLE KATY
	156	10009 NEWCOMBE DR	IVANOVSKIS CHRISTOPHER
	157	10015 NEWCOMBE DR	DEREGGE MARC
	158	10019 NEWCOMBE DR	DEREGGE AMIE & ANDREW
O	159	10025 NEWCOMBE DR	DUPREE LAURA J LF EST &
	160	10029 NEWCOMBE DR	COSTELLO DENECE
	161	9949 FERGUSON RD	CASA VIEW ASSEMBLY OF GOD
	162	2120 PEAVY RD	ALAN HOFFMANN LLC
	163	2250 MILLMAR DR	CASA VIEW ASSEMBLY
	164	2102 HEALEY DR	PATZKE SANDRA AGNES MOORE
	165	2103 HEALEY DR	RIDDLES ARTHUR T & MARISSA B
	166	2107 HEALEY DR	BREEZESTONE LLC
	167	2115 HEALEY DR	CLOUD JARED
	168	2119 HEALEY DR	PICKETT ADDIE MAE EST OF
	169	2123 HEALEY DR	CRITTENDEN ELAINE H
	170	2203 HEALEY DR	BEATON MYRNA P
	171	2219 HEALEY DR	NEWMAN CONNOR &
	172	9915 FERGUSON RD	HOLLAND MARTHA
	173	9919 BETHANY DR	AISSAOUI ABDELKADER
	174	9929 BETHANY DR	ELEGANT INVESTMENT GROUP INC &
	175	9933 BETHANY DR	TOTSUKA BEATRIZ &
	176	9939 BETHANY DR	BOLTEX HOLDINGS LTD
O	177	9943 BETHANY DR	LONG OUIDA J
	178	9914 BETHANY DR	FLOWERS JENNIFER & ROY
	179	9918 BETHANY DR	MCDONALD LOUIS G
	180	9922 BETHANY DR	WALLS BOBBY LEE
O	181	9926 BETHANY DR	MILLER NATALIE

01/08/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	182	2012 CLARKSDALE PL	KITZMILLER KATHY
O	183	2014 CLARKSDALE PL	POMEROY SANDRA
	184	2018 CLARKSDALE PL	SANCHEZ GEORGE & BRENDA
	185	2022 CLARKSDALE PL	COLEMAN GARY
O	186	2026 CLARKSDALE PL	SNIDER RONALD J
O	187	2030 CLARKSDALE PL	GRAHAM JUDY E &
	188	2036 CLARKSDALE DR	BROOKS SHERI R
	189	2106 CLARKSDALE DR	HOLMAN EILEEN
	190	2112 CLARKSDALE DR	JOHNSON MARY AUDINE
O	191	2118 CLARKSDALE DR	HEMPELMANN CHRISTIAN &
	192	2126 CLARKSDALE DR	DILLINGHAM PATRICIA J
	193	2132 CLARKSDALE DR	MASHBURN LORETTA
	194	2138 CLARKSDALE DR	LOSSCUTLER CAROLYN A
	195	2144 CLARKSDALE DR	MARTINEZ ISIDRO &
	196	2150 CLARKSDALE DR	FERRETIZ GELASIO &
	197	9917 LINGO LN	HARRIS JUDITH YVONNE &
	198	9915 LINGO LN	DUNSTON MARKESHIA & RALPH
O	199	9909 LINGO LN	FRANCIS AIMEE
	200	9907 LINGO LN	EARNEST BUYERS LLC
	201	9903 LINGO LN	KINDER IRMA D
	202	9904 LINGO LN	SOCH SUSAN
	203	9908 LINGO LN	MAYS BILLY E EST OF
	204	9910 LINGO LN	JEFFRIES CYNTHIA K
	205	9914 LINGO LN	MURILLO OSCAR &
	206	2006 MILLMAR DR	REID BRIAN K & JANAL REID
X	207	2010 MILLMAR DR	ROBERTS JASON M &
	208	2016 MILLMAR CIR	QUINTANILLA CLUSKAYA &
	209	2020 MILLMAR DR	NGUYEN KINH VAN &
	210	2104 MILLMAR CIR	TRISTAN MARIO
	211	2108 MILLMAR CIR	TAYLOR JANET I
	212	2112 MILLMAR CIR	HESTER MARY REID

01/08/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
X	213	2118 MILLMAR DR	BLUE JEAN FUNDING SOLUTIONS
	214	2122 MILLMAR DR	NELSON SHERRIE MAE
	215	2005 CLARKSDALE DR	KIOWSKI JAMES R
	216	2011 CLARKSDALE DR	MENJIVAR XIOMARA
O	217	2021 CLARKSDALE DR	MOORE DOROTHY
	218	2027 CLARKSDALE DR	KORNEGAY TINA E
	219	2107 CLARKSDALE DR	COKER MASON MARCH
	220	2117 CLARKSDALE DR	GATLIN WILLIAM C & NANCY
	221	2127 CLARKSDALE DR	CANNADY GRAHAM S & MOLLY E
	222	2206 PEAVY CIR	KRUGJOHANN CATHY &
	223	2210 PEAVY CIR	LEAL LUPE S
	224	2216 PEAVY CIR	PHILLIPS KERRY R
O	225	2222 PEAVY CIR	BUCKEL BRET DANIEL
	226	2226 PEAVY CIR	KEYS DENNIS LYNN
	227	2230 PEAVY CIR	YOUNG RICHARD A & RENEE M
	228	2234 PEAVY CIR	PRESTIDGE S W JR
	229	2244 PEAVY CIR	REYNOLDS COREY H &
	230	2250 PEAVY CIR	GOOCH JANE PATRICIA
	231	2256 PEAVY CIR	CHURCHWELL LINDA SUE
	232	2260 PEAVY CIR	SULLIVAN MARION T
	233	2215 HEALEY DR	KETO JENNIFER DANIELLE
	234	2015 PEAVY RD	GRAY MELISSA A