

FILE NUMBER: Z212-193(JA) **DATE FILED:** February 18, 2022
LOCATION: Northwest corner of Lingo Lane and Millmar Drive
COUNCIL DISTRICT: 9
SIZE OF REQUEST: Approx. 24.803 acres **CENSUS TRACT:** 48113012400

REPRESENTATIVE: Karl A. Crawley, Masterplan
APPLICANT/OWNER: Dallas Independent School District
REQUEST: An application for an amendment to Planned Development District No. 824. [Bryan Adams High School]
SUMMARY: The purpose of the request is to allow for the addition of two athletic field buildings; to allow modified development standards primarily related to setbacks, signs, and fencing; and to provide a required update to the traffic management plan.

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

PD No. 824 Ordinance:
<https://dallascityhall.com/departments/city-attorney/Articles/PDF/Article%20824.pdf>

PD No. 824 Exhibits:
<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=824>

BACKGROUND INFORMATION:

- The area of request is currently zoned Planned Development District (PD) No. 824 and is developed with a public school other than an open-enrollment charter school [Bryan Adams High School] and an accessory Youth and Family Center.
- Bryan Adams High School opened at its present location in 1957.
- On May 12, 2010, City Council approved an ordinance changing the zoning classification of the property from an R-7.5(A) Single Family District to Planned Development District No. 824.
- On February 12, 2020, City Council approved an amendment to PD No. 824, modifying the development standards primarily related to floor area, height, and landscaping to allow for a fine arts addition, a competition gymnasium/storm shelter addition, and a future expansion area.
- The current request proposes ordinance language to clarify items from the 2020 amendment, includes minor changes to the development plan, and provides an updated traffic management plan (TMP).

Zoning History: There has been one zoning change request in the area in the last five years.

1. **Z189-320:** On February 12, 2020, City Council approved an amendment to Planned Development District No. 824. *[subject site]*

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Peavy Road	Local Street	-
Millmar Road	Local Street	-
Lingo Lane	Local Street	-
Highwood Drive	Local Street	-

Traffic:

A traffic assessment was prepared for Bryan Adams High School in October 2019 and a traffic management plan (TMP) was approved as part of the most recent amendment to PD No. 824 [case # Z189-320]. An initial traffic study evaluating the sufficiency of that TMP (Exhibit 824B of the PD No. 824 ordinance) was due on March 21, 2021. However, the applicant recognized the insufficiency of the TMP and proposes an update as part of the current zoning request.

The proposed traffic management plan, dated June 15, 2022, is sealed by a licensed

professional engineer, and contains the signatures of the Bryan Adams High School Principal and the Chief of Police for the Dallas Independent School District. The applicant further proposes that an initial traffic study evaluating the sufficiency of the new TMP must be submitted by November 1, 2023, with updates of the traffic study to be submitted by November 1st of each odd-numbered year.

The Transportation Development Services Division of the Transportation Department has reviewed the current request and does not anticipate that it will significantly impact the surrounding roadway system. However, the Transportation Department continues to review requests from neighbors to enforce parking restrictions and will continue to collaborate with the school principal to enforce the TMP.

STAFF ANALYSIS:

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 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:

	Zoning	Land Use
Site	Planned Development District No. 824	Public High School
North	R-7.5(A) Single Family District	Single family
East	R-7.5(A) Single Family District	Single family; Surface Parking
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 currently developed with a public school other than an open-enrollment charter school [Bryan Adams High School] and an accessory Youth and Family Center. The site is embedded within an established R-7.5(A) Single Family Zoning District and is surrounded almost exclusively by single family homes. There is a surface parking lot to the east across Lingo Lane from the request site at the northeast corner of Lingo Lane and Millmar Drive.

Planned Development District (PD) No. 824 was established in May 2010 and was amended in February 2020. The 2020 amendment authorized an approximately 80,000 square foot addition (fine arts and competition gymnasium/storm shelter) and approximately 30,000 square feet for future expansion of the school. Yard, lot, and space regulations were modified to allow increased height and floor area, and landscaping regulations were modified to allow the creation of an artificial lot with a maximum of 20 points required (the maximum total points required for artificial lot). The current request does not further alter these modifications.

The current zoning request codifies certain items shown on the previously approved development plan that were in conflict with the text of the ordinance and proposes the following specific changes:

- Relocate a previously approved batting cage adjacent to the softball field;
- Add a batting cage adjacent to the baseball field along the Peavy Road frontage;
- Amend ordinance language to allow a detached premise sign in the location shown on the previously approved development plan [ref proposed Sec. 51P-824.112(b)];
- Amend ordinance language to clarify the setback at the Peavy Road frontage [ref proposed Sec. 51P-824.108(b)(1)];
- Add an additional ordinance provision to allow fences to be located as shown on the previously approved development plan [ref proposed Sec. 51P-824.114(a)];
- Provide an updated traffic management plan (Exhibit 824B);
- Amend the due date for submittal of future traffic studies [ref proposed Sec. 51P-824.113(c)(1)];
- Modify the property lines on the development plan to conform with City Plan Commission (CPC)-approved preliminary plat S189-294, adjusted per the associated approval conditions, and
- Relocate improvements (such as fences) out of right-of-way dedication areas.

In addition to the above changes, the proposed development plan has been updated to reflect the status of previously approved site improvements and to clearly delineate previously existing/recently constructed/proposed improvements.

The existing school has been in operation at the site for approximately 55 years, and the current request does not represent a significant change to site design. Staff finds the proposed changes compatible with the surrounding neighborhood and supports the requested amendment.

Development and Sign Standards:

Following is a comparison table showing differences in development standards between PD No. 824 as it currently exists and the proposed amendment to PD No. 824. Staff notes that the proposed amendment clarifies that the minimum 15-foot front yard setback required on Lingo Lane also applies to the opposite frontage on Peavy Road [ref proposed Sec. 51P-824.108(b)(1)].

	Setbacks		Height	Lot Coverage ¹	Density/FAR	Signs
	Front	Side/Rear				
Existing PD No. 824	25' on Millmar Dr and Highwood Dr 15' on Lingo Ln	10' / 15'	45', except for a 60' fly space as shown on the dev plan No max stories	45% for residential structures 30% for nonresidential structures	7,500 sq. ft. For a public school other than open-enrollment charter school, no min lot size	Signs must comply w regulations for non-business zoning districts in Article VII
Proposed PD No. 824	25' on Millmar Dr and Highwood Dr 15' on Lingo Ln and Peavy Rd	No change	No change	No change	No change	One detached premise sign w max height of 20' and max effective area of 50 sq. ft. is allowed w a max setback of 6' in the location shown on dev plan In all other respects, signs must comply w regulations for non-business zoning districts in Article VII

¹Lot coverage includes above-ground parking structures but does not include surface parking lots or other paving.

Landscaping:

The current zoning application does not include a request to alter the existing landscaping regulations for the site. Landscaping must be provided in accordance with Article X of the Dallas Development Code, as amended, except that the maximum total points required for any given artificial lot is 20 points [ref Sec. 51P-824.111(b)].

Parking:

The current zoning request does not trigger any changes to the existing parking requirement for the site. In general, off-street parking must be provided in accordance with Division 51A-4.200 for all uses to be located on the property. However, for a public school other than an open-enrollment charter school, a minimum of 343 off-street parking spaces must be provided as shown on the development plan; 360 off-street parking spaces are provided. Future expansion of the school must adhere to the off-street parking requirements in Division 51A-4.200 [ref Sec. 51P-824.109(b)].

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. The neighborhoods adjacent to the south and west of the request site are part of a “D” MVA cluster, and there are “F” MVA clusters adjacent to the north and in the vicinity to the southeast of the site.

List of Officers

Dallas ISD Board of Trustees:

- District 1 **Edwin Flores**
- District 2 **Dustin Marshall**
- District 3 **Dan Micciche** – First Vice President
- District 4 **Camile White**
- District 5 **Maxie Johnson** – Second Vice President
- District 6 **Joyce Foreman**
- District 7 **Ben Mackey**
- District 8 **Joe Carreon** – Board Secretary
- District 9 **Justin Henry** – President

Dallas ISD Administration:

- Dr. Stephanie Elizalde** – Superintendent
- Robert Abel** – Chief of Human Capital Management
- Dr. Tamika Alford-Stephens** – Chief Financial Officer
- Susana Cordova** – Deputy Superintendent
- Libby Daniels** – Chief of Communication
- Tiffany Huitt** – Chief of School Leadership
- Jack Kelanic** – Chief Technology Officer
- Dr. Pamela Lear** – Chief of Staff and Racial Equity
- Dr. Brian C. Lusk** – Chief of Strategic Initiatives
- Dwayne Thompson** – Deputy Superintendent
- Shannon Trejo** – Chief Academic Officer
- Brent Alfred, AIA** – Deputy Chief Construction Services

PROPOSED CONDITIONS

SEC. 51P-824.101. LEGISLATIVE HISTORY.

PD 824 was established by Ordinance No. 27872, passed by the Dallas City Council on May 12, 2010. Ordinance No. 27872 was amended by Ordinance No. 31446, passed by the Dallas City Council on February 12, 2020, and by Ordinance No. [insert ord no.], passed by the Dallas City Council on [insert date].

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,

(1) FLY SPACE means the empty space above a theater used to attach and house flying scenery.

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

(c) This district is considered to be a residential zoning district. (Ord. Nos. 27872; 31446)

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.

(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 Peavy Road**; 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 322,500 square feet.

(e) Height. For a public school other than an open-enrollment charter school, maximum structure height is 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. Nos. 27872; 31446; **insert ord no.1**)

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) Except as provided in this section, landscaping must be provided in accordance with Article X.
- (b) The maximum total points required for any given artificial lot is 20 points.
- (c) Plant materials must be maintained in a healthy, growing condition. (Ord. Nos. 27872; 31446)

SEC. 51P-824.112. SIGNS.

(a) In general. Except as provided in this section, signs must comply with the provisions for non-business zoning districts in Article VII.

(b) Detached premise sign. For a public school other than an open-enrollment charter school, one detached premise sign with a maximum height of 20 feet and a maximum effective area of 50 square feet is allowed with a minimum setback of six feet in the location shown on the attached development plan. (Ord. Nos. 27872; [insert ord no.])

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) Queuing. Queuing is only permitted inside the Property. Student drop-off and pickup are not permitted within city right-of-way.

(c) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 1, 2024 November 1, 2023. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March November 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.

(d) 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.

(e) 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. Nos. 27872; 31446)

SEC. 51P-824.114. ADDITIONAL PROVISIONS.

(a) Fences shown on the development plan are allowed within the visibility triangle.

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

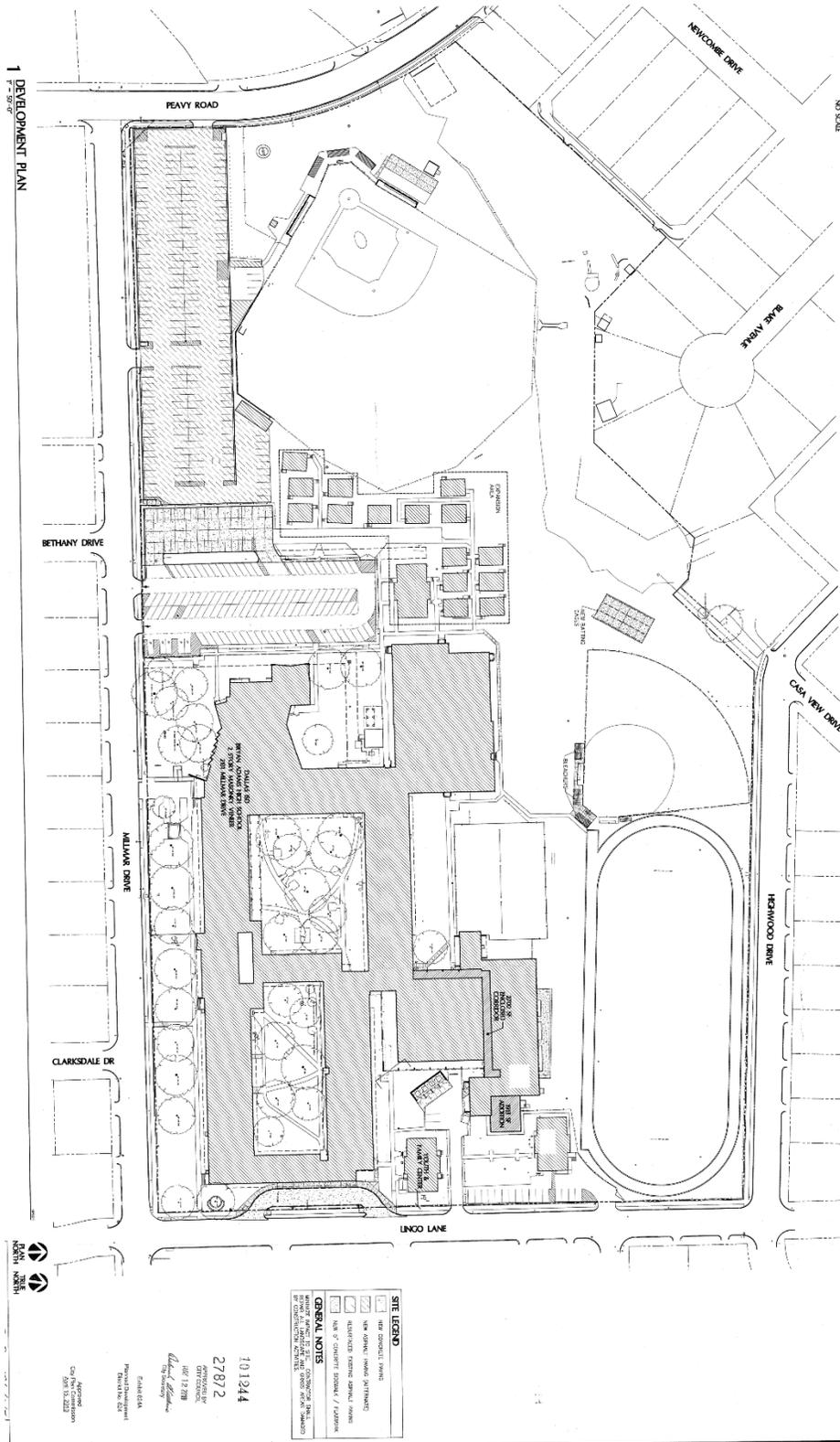
(c) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. Nos. 27872; [insert ord no.]

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)

ORIGINAL (2010) PD No. 824 DEVELOPMENT PLAN



1 DEVELOPMENT PLAN
1" = 50'

1" = 50'
NORTH

SITE LEGEND	
[Symbol]	NEW CONSTRUCTION
[Symbol]	EXISTING CONSTRUCTION
[Symbol]	EXISTING CONSTRUCTION - DEMOLITION
[Symbol]	EXISTING CONSTRUCTION - REPAIR
[Symbol]	EXISTING CONSTRUCTION - RENOVATION
[Symbol]	EXISTING CONSTRUCTION - REPAIR/RENOVATION
[Symbol]	EXISTING CONSTRUCTION - REPAIR/RENOVATION/DEMOLITION

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.

2. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

3. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY UTILITIES INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

4. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SURVEYING INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

5. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY GEOTECHNICAL INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

6. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ENVIRONMENTAL INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

7. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY HISTORIC PRESERVATION INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

8. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ARCHITECTURAL INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

9. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ELECTRICAL INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

10. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY MECHANICAL INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

11. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PLUMBING INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

12. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY STRUCTURAL INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

13. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CIVIL INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

14. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY LANDSCAPE INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

15. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY TRAFFIC INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

16. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY FIRE INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

17. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SECURITY INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

18. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCESSIBILITY INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

19. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ENERGY INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

20. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SUSTAINABILITY INFORMATION AND SHALL PROVIDE THE SAME TO THE ARCHITECT.

101244
27872
DATE: 12/20/10
PROJECT: 101244
SHEET: 101244-1
ARCHITECT: [Signature]
ENGINEER: [Signature]
CITY: [Signature]
COUNTY: [Signature]
STATE: [Signature]

EXISTING TRAFFIC MANAGEMENT PLAN [EXHIBIT 824B]

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

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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,

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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

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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.

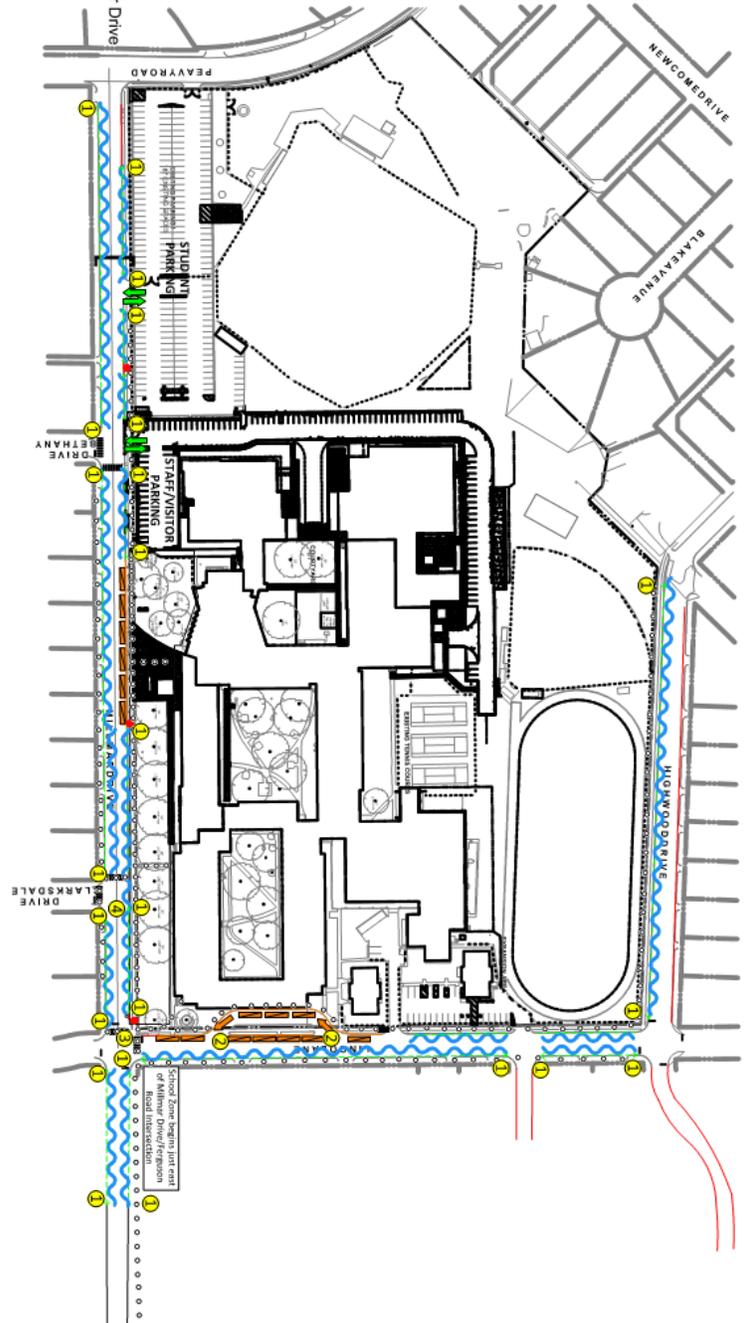
Signature:  Date: 10/30/2019

Name: Ryan Beck

Title: Principal

END OF MEMO

GENERAL NOTE: The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.



- No On-Street Parking Allowed (Existing)
 - On-Street Parking Allowed (Existing)
 - On-Street Parking Allowed (Proposed)
 - Access Point
- Queuing/Loading**
- Parent Waiting/Loading Area (Parking)
 - Queue Area (Conventional Loading)
 - Circulation/Flow
 - Access Point
 - School Bus Loading/Unloading
 - School Bus Access Point
 - Bus Circulation/Flow
 - Bus Lane
- Pedestrian/Other**
- o o o o - Trail/Path
 - o o o o - Crosswalk
 - [] - School Zone
 - - Traffic Cone
 - - Stop Line
 - - Traffic Signal
 - - Fire Hydrant

TX REG. ENGINEERING FIRM # 469
TX REG. SURVEYING FIRM LS-100090-00

HUNTER W. LEMLEY
125343
PROFESSIONAL ENGINEER

Hunter Lemley

PK 2504-19-165
(ADD: 10/17/19)

THIS DOCUMENT WAS
AUGUST 28, 2019 BY HUNTER W.
L. 125343
10/17/2019. ALTERATION OF
A SEALED DOCUMENT
WITHOUT PROPER
NOTIFICATION TO THE
RESPONSIBLE ENGINEER IS AN
ENGINEERING PRACTICE ACT

Proposed Parking*	Vehicles
Parking Supply	360
Parking Demand	322
Surplus	+38

*Supply and Demand Calculated by Texas A&M Transportation Institute

Vehicle Accumulation/Capacity	Notes
Projected Enrollment	2,046 Students
Deductions:	
By School Bus (25%)	510 Students (DSO Estimated)
By Walking (15%)	314 Students (DSO Estimated)
City-Approved Rate	322 Students (DSO Estimated)
Average Length of Vehicle	915 Students
Projected Maximum Vehicle Accumulation	5,127 ft of max. queue per student
Surplus	23.5 ft/veh (Pacheco Koch Observed)
Projected Capacity	200 Vehicles (4,700 ft)
	SURPLUS = +38

- RECOMMENDATIONS**
- 1 Convert from "No Parking" Area to Queuing/Standing Allowed Area by Installing City
 - 2 Approved Passenger Loading Signs
 - 3 Convert from "Parking Allowed" to "Bus Lane Only"
 - 4 Evaluate the Need for a Traffic Officer to Assist Exiting Buses from Lingo Drive to Millmar Avenue
 - 5 Remove East Leg Crosswalk at the Intersection of Millmar Avenue and Clarkdale Drive

EXHIBIT 1 Z189-320
Traffic Management Plan
Proposed Conditions

Bryan Adams High School, Dallas, Texas
Pacheco Koch

BACKGROUND:
Project/Event Location: City of Dallas
Event Type: Bryan Adams High School
Event Organizer: DUSD Public School
Event Time(s)/Date (s): Weekly morning & evenings (seasonal)
Event Frequency: Recurring
On-Site Contact: Mr. Bert/Principal/9721 502-4900

NOTE: This drawing is conceptual only and does not reflect a detailed design.

PROPOSED TRAFFIC MANAGEMENT PLAN [PROPOSED EXHIBIT 824B]

June 15, 2022

PK# 2504-22.051

TRAFFIC MANAGEMENT PLAN

Z212-193



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

Dallas Independent School District Bryan Adams High School
CITY OF DALLAS

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), as requested by the City of Dallas, for the existing Bryan Adams High School described below.

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 Tuesday, February 1st, 2022, 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

June 15, 2022



2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 2101 Millmar Drive, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Highwood Drive:
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. *[Proposed School Zone]*
 - Speed Limit: 30 mph *[Proposed School Zone of 20 mph]*
 - Lingo Lane:
 - Cross-section: Two lanes, two-way operation [southbound one-way operational during school hours], undivided.
 - Sidewalk connectivity evident along frontage of school. *[Proposed School Zone]*
 - Speed Limit: 30 mph *[Proposed School Zone of 20 mph]*
 - Millmar Drive:
 - Cross-section: Four lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*
 - Peavy Road:
 - Cross-section: Four lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*

June 15, 2022

Queuing Summary Table

Dismissal Period (Loading Zone)	Grades	Start/End Times	Total Enrollment	Maximum Vehicle Accumulation	(On-Site) Storage Capacity (veh)	Surplus /Deficit (veh)
1	9 th – 12 th	9:00 AM – 4:35 PM	2046	200	0	200

5. CIRCULATION

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

On-Site Circulation:

Parent traffic is to enter the area traveling along Milmar Drive. No parent vehicle storage is provided on site however vehicles are to queue/stand along the curbsides of Milmar Drive, Lingo Lane, and Highwood Drive. (See **Exhibit 1**)

School buses load and unload students along the provided bus queuing area along Milmar Drive and Lingo Lane.

Staff, visitor, and student 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.

- **Passenger ID system:**

- Conventional Loading System

NOTE: A "conventional loading system" at schools refers to the self-regulated method of passenger loading. Designated loading areas are not established. Upon arrival motorists choose a preferred location, typically in close proximity to the building entry, to stand (such as a curbside) or park (such as in a parking lot) while waiting for their passenger. Once passengers are loaded, vehicles may exit accordingly. Vehicle arrivals and departures are not sequential and dwell times are variable.

- **Separation of modes of transportation:**

- Bus: 25%
- Walk: 15%

June 15, 2022



- Student Drivers: 15%
- Picked Up by Parent: 45%

NOTE: Information provided by Dallas Independent School District and validated with field observations

- **Staggered times:**
 - 9:00 AM – 4:20 PM (9th-12th)

7. SCHOOL STAFF ASSISTANCE

- Number:
 - Observed: None
 - Desired: None
- Location:
 - Observed: N/A
 - Desired: N/A
- 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.

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

- Number:
 - Observed: None
 - Desired: None
- Location:
 - Observed: N/A
 - Desired: N/A

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.

June 15, 2022



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 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. 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

6/10/2022
Date

Name: Cynthia Bost

Title: Principal


Police Department Signature

6/15/22
Date

Name: John Houston

Title: Chief of Police

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.

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*.

June 15, 2022



12. OTHER ITEMS WHERE APPLICABLE

- a) School Bus Operations:
- 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: 25%
 - ii. Walk: 15%
 - iii. Students Drivers: 15%
 - iv. Picked Up by Parent: 45%

NOTE: Information provided by Dallas Independent School District and validated with field observations

- d. Projected maximum vehicle accumulation: 200
- e. Projected on-site storage capacity: 0
- f. Surplus/Deficit: 200
- c) Pedestrian Routes: The pedestrian routes are based on the attendance zone map. The attendance zone was not provided at the time of this study however, the anticipated (and observed) pedestrian routes include the sidewalk paths along Milmar Drive.
- d) Parking Management Strategies:
 - a. On-street parking restrictions: Bus Lane on Lingo Lane
 - b. Faculty Parking: West/South Parking Lot
 - c. Visitor Parking: West/South Parking Lot
 - d. Student Parking: West Parking Lot
- e) Recommendations for walking/biking: (See below)
- f) Other Recommendations: (See below)

TRAFFIC MANAGEMENT PLAN RECOMMENDATIONS

A graphical summary of parent pick-up activities is provided below and depicted in **Exhibit 1**.

1. **Install New School Zone (To Include All Necessary Signs/Markings)**

June 15, 2022



- **Adjacent Intersections:**

- Lingo Lane and Millmar Drive - Marked crosswalks on north and west legs; Barrier free ramp provided on northwest corner.
- Peavy Road and Millmar Drive - Marked crosswalks on north and south legs; barrier free ramps 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:**

- Millmar Drive: Two Driveways
- Calculus Drive: Two Driveways
- Lingo Lane: One Driveway

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

- Main student pedestrian access is be located at the main entrance on the south side of the school building.

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 Dallas Independent School District for this campus have been validated by on-site dismissal observations conducted on Tuesday, February 1st, 2022. All information provided in the table below is strictly for the afternoon student pick-up release period.

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.

June 15, 2022



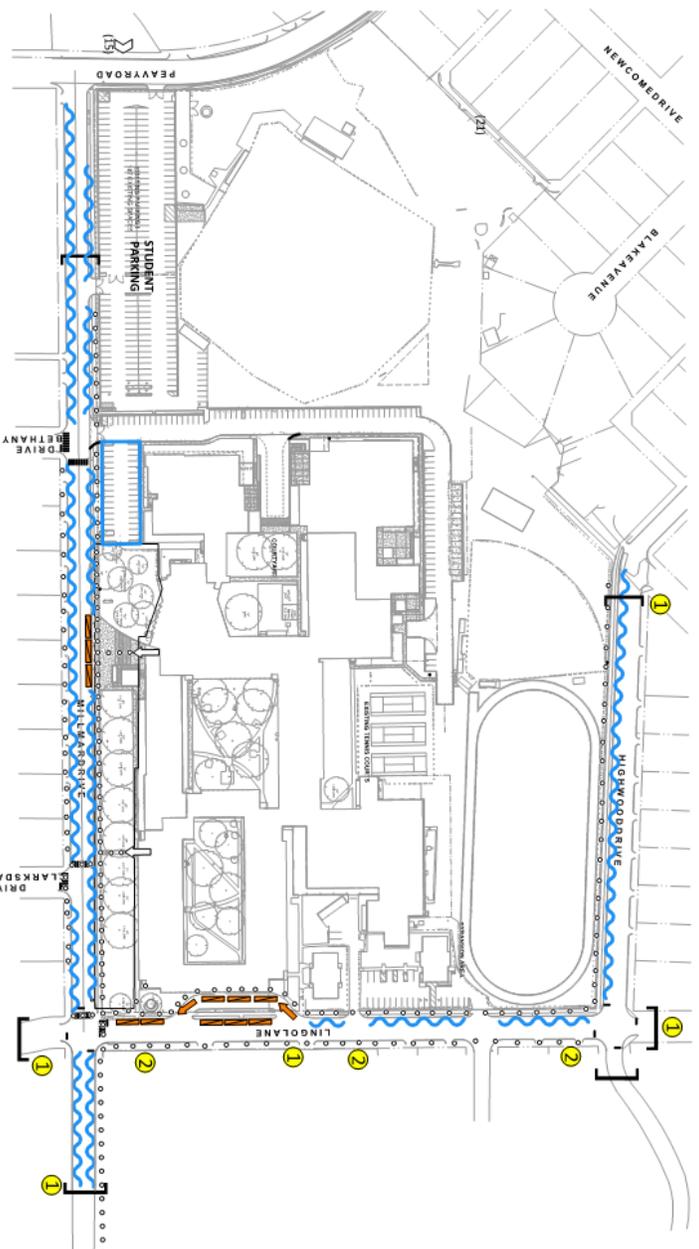
2. **Enforce the Existing "No Parking" Signs Located on the Northbound Curbside of Lingo Lane.**

NOTE: All signs with school zone time periods to be changed to 8:20 – 9:20 AM and 4:00 – 5:00 PM

END OF MEMO

TMP MANAGEMENT STRATEGIES
 Student ID System: *Conventional Loading System*
 # of Staff Assistance: *None*
 # of Crossing Guards: *None*

-- This preliminary version of the TMP has been reviewed and discussed with appropriate school staff. A final signature will be provided when final TMP is approved. --



NOTE: ALL SIGNS WITH SCHOOL ZONE TIME PERIODS TO BE CHANGED TO:
 8:20 - 9:20 AM
 4:00 - 5:00 PM

TX REG. ENGINEERING FIRM F-489
 TX REG. SURVEYING FIRM LS-100086-00



Vehicle Accumulation/Capacity	Notes
Projected Enrollment	9 th -12 th 2,046 Students
Deductions:	
By School Bus (25%)*	510 Students
By Walking (15%)*	314 Students
Student Driver/After School Activity (15%)*	307 Students
Students by Pick-up/Drop-off	915 Students
Engineer Recommended Rate:	5-12 If or max. queue per student
Average Length of Vehicle:	23.5 If/veh. (Pacheco Koch Observed)
*Projected Maximum Vehicle Accumulation:	200 Vehicles (4700 ft)
Projected Off-Street Capacity:	20 Vehicles (448 ft)
DEFICIT	-180

*Information given by school district

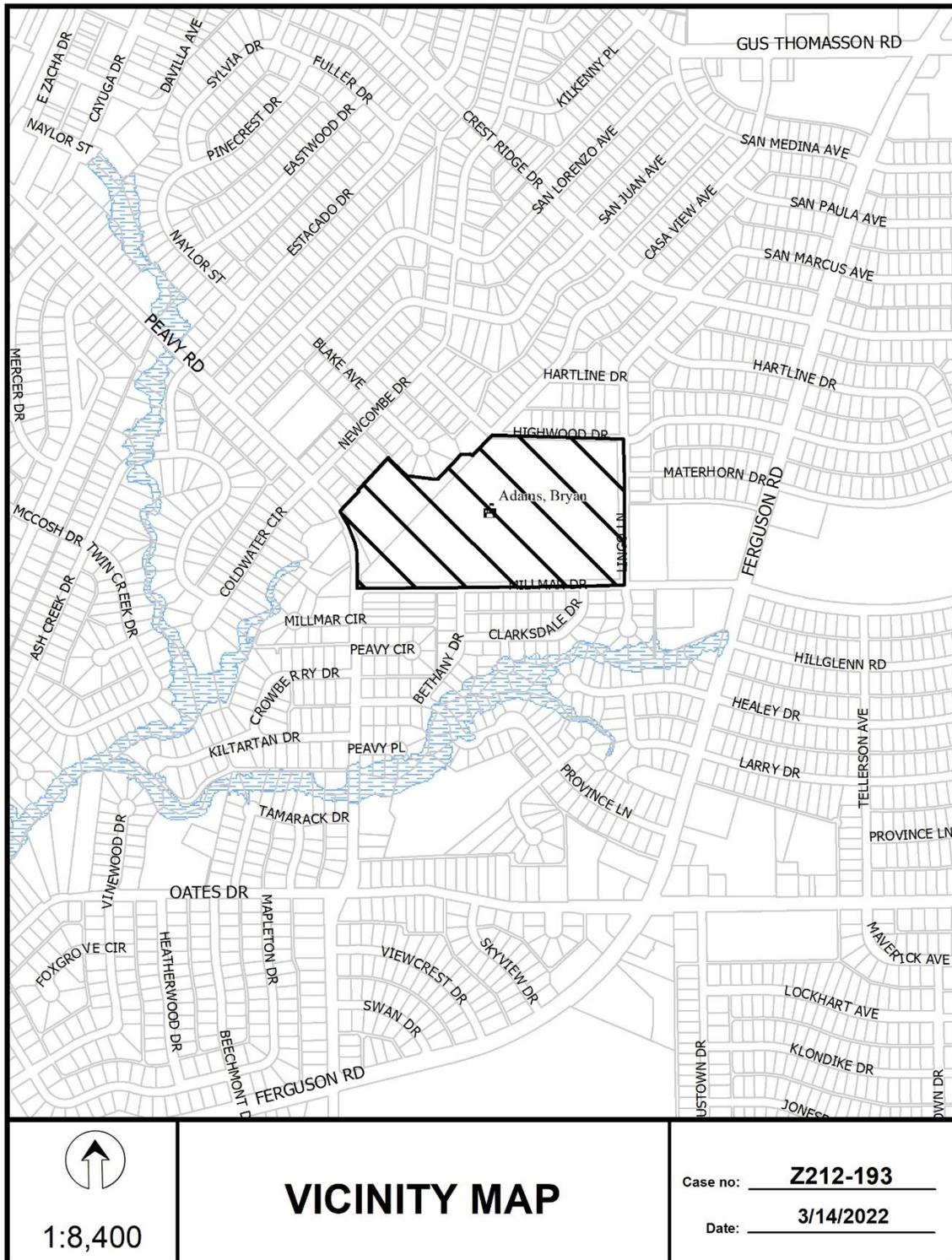
- RECOMMENDATIONS**
1. Install New School Zone (To Include All Necessary Signs/Markings)
 2. Enforce the Existing "No Parking" Signs located on the Northbound Curbside of Lingo Lane

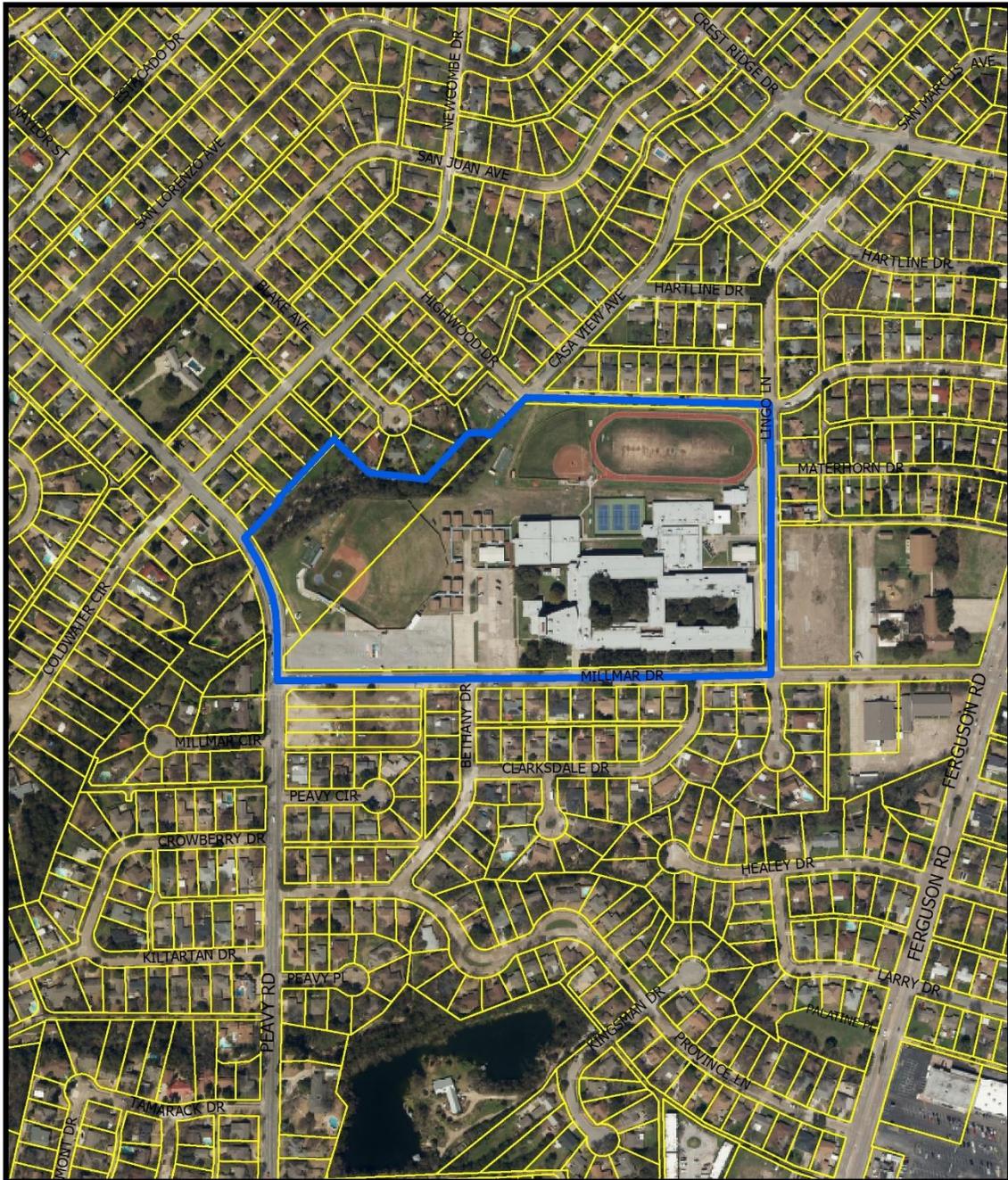
- LEGEND**
- Queue Area (Conventional Loading)
 - Parent Loading/Waiting Area
 - School Bus Circulation/Flow
 - School Bus Loading/Unloading
 - Pedestrian Access Point
 - Crosswalk
 - Pedestrian Route
 - School Zone
 - Public Transit Stop (DART Route No.) - (ftm)
 - No Parking/Queuing within 40'

GENERAL NOTES:

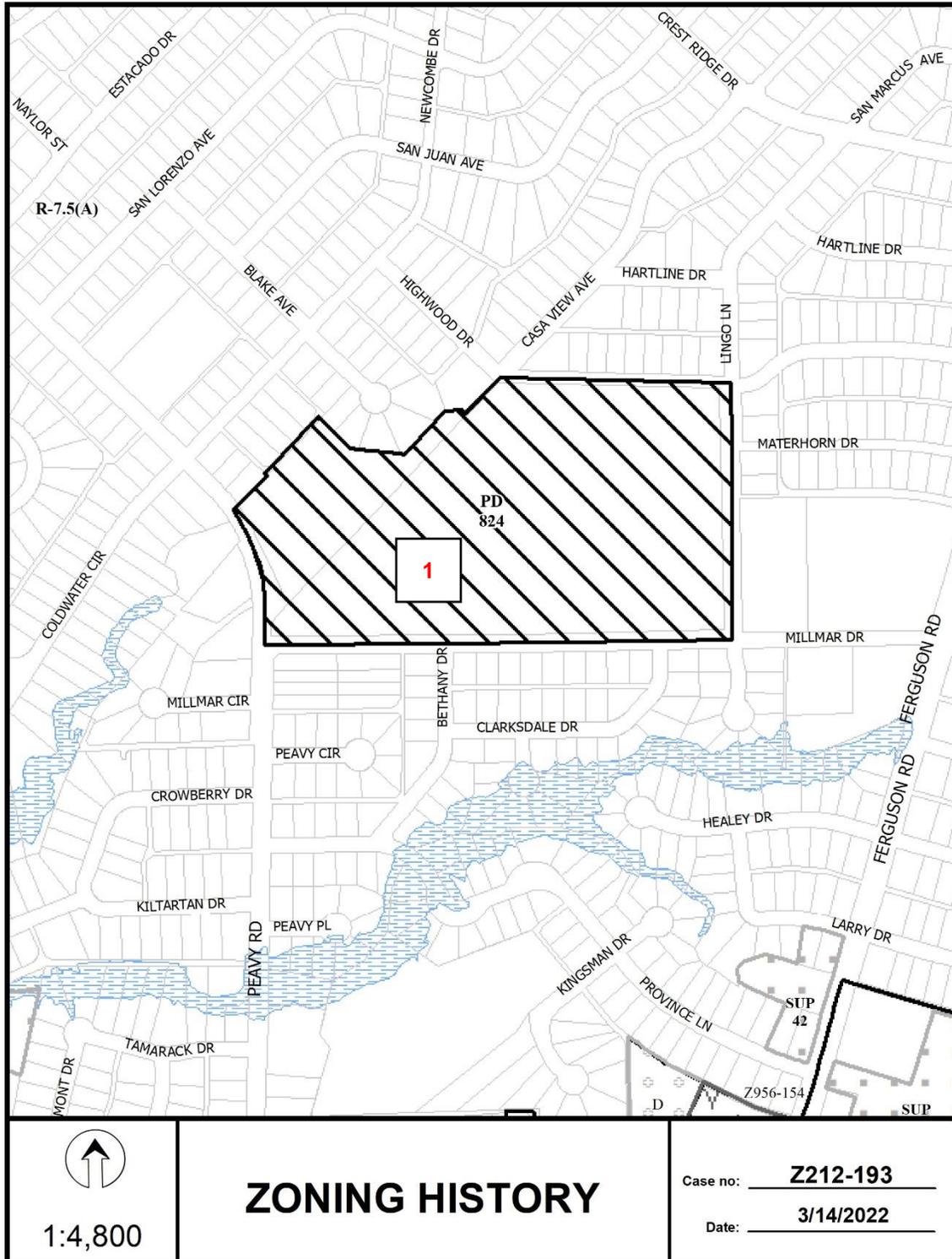
1. The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
2. Parent drop-off activity in the morning has a similar protocol as the parent pick-up in the afternoon. Generally, excessive traffic delays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

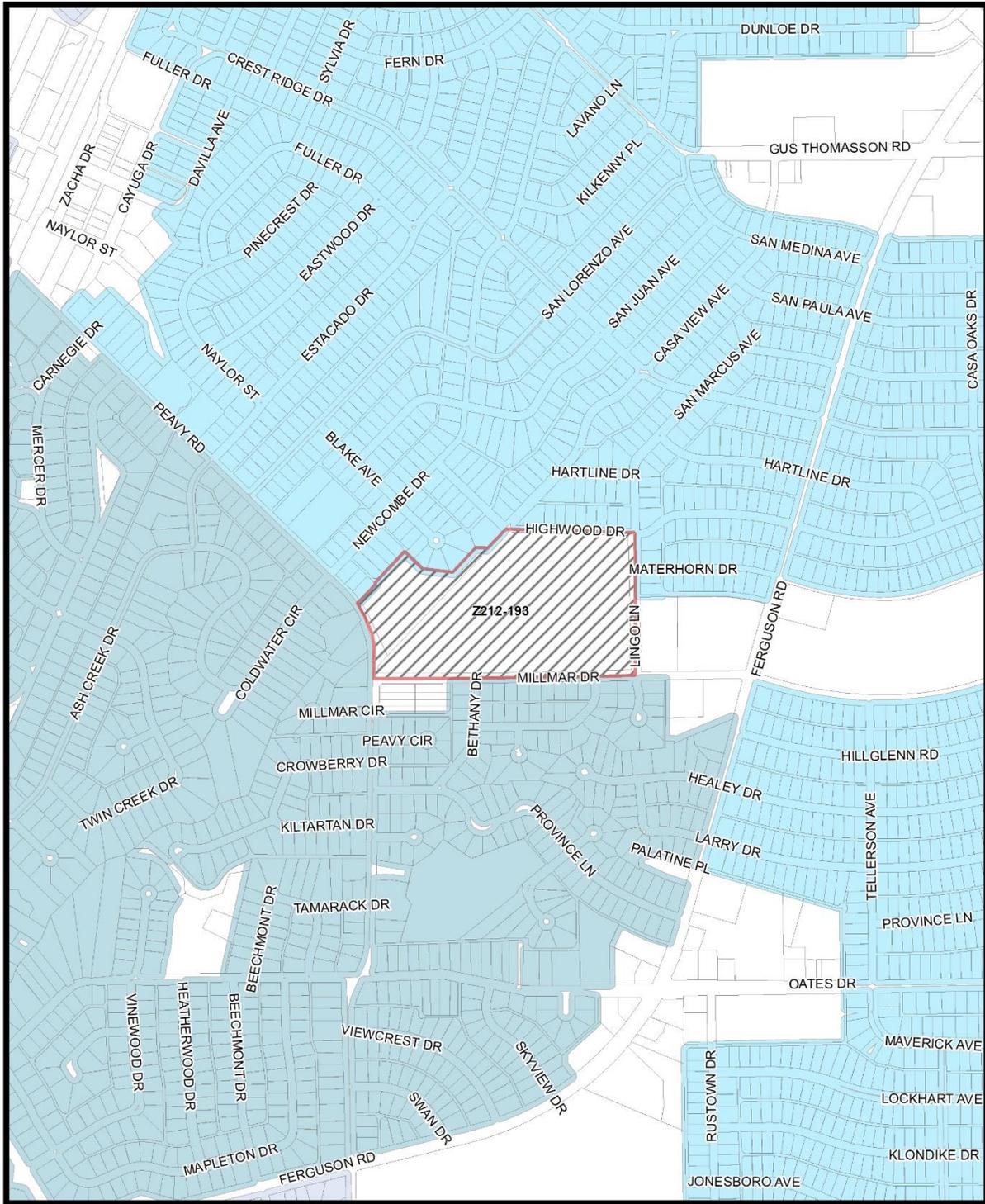
EXHIBIT 1 **Z212-193**
Traffic Management Plan
 DUSD Bryan Adams High School, Dallas, Texas
Pacheco Koch





 1:4,800	<h2>AERIAL MAP</h2>	Case no: <u> Z212-193 </u> Date: <u> 3/14/2022 </u>
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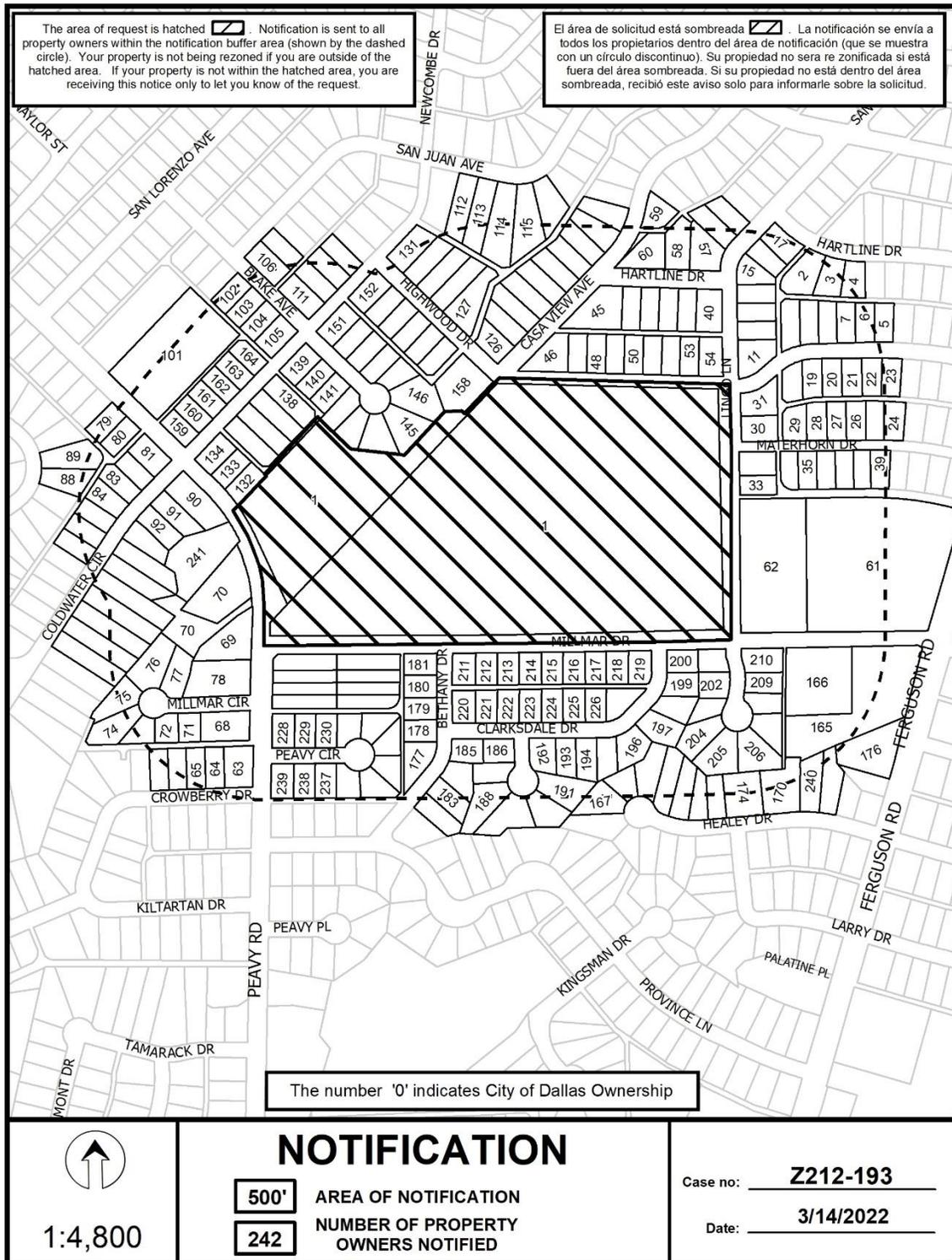


Market Value Analysis



Market Value Analysis

Printed Date: 3/14/2022



03/14/2022

Notification List of Property Owners***Z212-193******242 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
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
5	2343 HIGHWOOD DR	RIEGER JOERG M
6	2337 HIGHWOOD DR	CAMPOS CHRISTINA
7	2333 HIGHWOOD DR	COUCH ENTERPRISES LP
8	2327 HIGHWOOD DR	Taxpayer at
9	2323 HIGHWOOD DR	DOAN DAO ANH
10	2317 HIGHWOOD DR	DANIEL JULIE ANN
11	10026 LINGO LN	REGIER DONALD P &
12	10030 LINGO LN	FIELD WILLIAM L
13	10036 LINGO LN	SMITH BILLY W
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
18	2318 HIGHWOOD DR	WESTMORELAND RICKY R
19	2324 HIGHWOOD DR	HEIDEMAN HEIDI VALENTINA
20	2328 HIGHWOOD DR	MICHALOWSKI DEBRA M
21	2334 HIGHWOOD DR	Taxpayer at
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

03/14/2022

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
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	2324 MATERHORN DR	KIEFER WAYNE E & KARYN E REV TRUST
37	2328 MATERHORN DR	KIEFER LARISSA &
38	2332 MATERHORN DR	SNODDERLEY SABRINA
39	2336 MATERHORN DR	FRANCO ROXANNE
40	2250 HARTLINE DR	RIEGER JOERG M &
41	2244 HARTLINE DR	HOLGUIN NEATHERLY M
42	2240 HARTLINE DR	SHEVES ENTERPRISE LLC
43	2236 HARTLINE DR	WEEDN MILLER TYSON
44	2230 HARTLINE DR	KIRBY BRENDA JO
45	2226 HARTLINE DR	SHRIVER BROCK & ALEXANDRA
46	2211 HIGHWOOD DR	CARTER BEATRICE GUERRA
47	2215 HIGHWOOD DR	GARCIA HUMBERTO
48	2221 HIGHWOOD DR	JAMES ROBERT
49	2225 HIGHWOOD DR	SHELTON SARAH & SAMANTHA
50	2231 HIGHWOOD DR	HUNT DEBRA M
51	2235 HIGHWOOD DR	ACKERT JAMES DOUGLAS
52	2241 HIGHWOOD DR	ACKERT J DOUG
53	2245 HIGHWOOD DR	COLLEY JASON B
54	2251 HIGHWOOD DR	NGUYEN KIM TRAN
55	10111 LINGO LN	VILLARRUEL FERNANDO &
56	10107 LINGO LN	BEESON REBECCA L
57	2251 HARTLINE DR	AGUIRRE EDWARD &

03/14/2022

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	2241 HARTLINE DR	LOPOSER LESLIE &
59	10152 CASA VIEW AVE	HAHM MICHAEL
60	2233 HARTLINE DR	THOMAS TRAMON & MAYRA
61	9999 FERGUSON RD	ST MARK PRESBYTERIAN CHURCH
62	9999 FERGUSON RD	Taxpayer at
63	1759 CROWBERRY DR	GREEN ROBERT F & ELIZABETH
64	1753 CROWBERRY DR	JOSEPH SUSAN &
65	1749 CROWBERRY DR	KING GERALD & SHERRY
66	1745 CROWBERRY DR	RODRIGUEZ JOSEPH
67	1739 CROWBERRY DR	HINTON LEILANI & INDIA STEWART
68	2313 PEAUVY RD	ADAMS ERIN JOANNA
69	2115 PEAUVY RD	SEMARIER MONICA
70	2031 PEAUVY RD	MARLEY ELISABETH A
71	1726 MILLMAR CIR	GONZALES CARLOS S &
72	1718 MILLMAR CIR	LUBINSKI REBECCA &
73	1712 MILLMAR CIR	RODRIGUEZ ANGEL & JANNA
74	1706 MILLMAR CIR	ANDREWS JESSICA R
75	1705 MILLMAR CIR	KEBODEAUX RICHARD
76	1715 MILLMAR CIR	PIERCE ROSEMARY
77	1725 MILLMAR CIR	SINAPI KEVIN G
78	2125 PEAUVY RD	TOOMER GEORGE R JR
79	1949 PEAUVY RD	PARR BILLY & DIANNE
80	1953 PEAUVY RD	POTHEN PAUL NICHOLAS
81	9943 COLDWATER CIR	GILLEY MICHAEL WAYNE
82	9937 COLDWATER CIR	HOUSING AUTHORITY OF THE
83	9931 COLDWATER CIR	ANGELL MICHAEL L
84	9927 COLDWATER CIR	JERNIGAN MURIEL M
85	9921 COLDWATER CIR	MILICI MARJORIE RUSH & JUSTIN
86	9917 COLDWATER CIR	NORTHCUTT DEANA RENEE &
87	9911 COLDWATER CIR	PICKETT JERI DOVER
88	9858 ESTACADO DR	ODONNELL JAMES P

03/14/2022

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	9862 ESTACADO DR	SPEER ALLAN B
90	9944 COLDWATER CIR	RUDOLPH MARY R
91	9938 COLDWATER CIR	REINKING KEVIN
92	9930 COLDWATER CIR	NIGRELLI CHARLES F
93	9924 COLDWATER CIR	605 OCEANVIEW LLC
94	9918 COLDWATER CIR	CALDWELL SEAN
95	9912 COLDWATER CIR	SCHUERENBERG JANA RAE
96	9908 COLDWATER CIR	AVERY ALISA LYNN
97	9902 COLDWATER CIR	GILLETTE SHANE EVERETT
98	9840 COLDWATER CIR	Taxpayer at
99	9836 COLDWATER CIR	GRIMES RACHEL M &
100	9830 COLDWATER CIR	SACKS ERIC S
101	1960 PEAVY RD	GALLEY MATTHIAS
102	2030 BLAKE AVE	SCOGGINS SUE E
103	2034 BLAKE AVE	BLANKENSHIP STEPHANIE
104	2038 BLAKE AVE	PATINO CRISTIAN I
105	2044 BLAKE AVE	LOYD JANICE
106	10050 SAN JUAN AVE	WALLACE TWILA F
107	10054 SAN JUAN AVE	BROWNRIGG MAEGAN ALLEN
108	10119 NEWCOMBE DR	MCCULLOUGH NANCY KAYE TRANTHAM
109	10115 NEWCOMBE DR	VARGAS NORMA L
110	10109 NEWCOMBE DR	GARCIA REFUGIO JR &
111	10105 NEWCOMBE DR	EVARTS WALTER RICHARD &
112	10114 SAN JUAN AVE	TERAN LUIS
113	10120 SAN JUAN AVE	HENDERSON HOLLY ANN
114	10126 SAN JUAN AVE	HALL ROBERT & COURTNEY
115	10132 SAN JUAN AVE	BURRIS DON W II &
116	10136 SAN JUAN AVE	ADRIAN LARRY M &
117	10149 CASA VIEW AVE	DAGATE DARVA L
118	10145 CASA VIEW AVE	WALTERS WILLA JEAN LIFE ESTATE
119	10141 CASA VIEW AVE	ROMERO NORBERTO JR &

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120	10137 CASA VIEW AVE	RABALAIS PATRICK DAVID
121	10133 CASA VIEW AVE	RAMOS LIDIA E
122	10129 CASA VIEW AVE	GARCIA SCARLET
123	10123 CASA VIEW AVE	GUERRA BEATRICE
124	10117 CASA VIEW AVE	JONES BOBBY J
125	10111 CASA VIEW AVE	RUSSELL JEAN
126	10105 CASA VIEW AVE	HAJDUK JENNIFER
127	2125 HIGHWOOD DR	YOCKEY RACHEL & NATHAN
128	2119 HIGHWOOD DR	BULLARD MOLBERG &
129	2115 HIGHWOOD DR	WILHITE KERRY JANE
130	2109 HIGHWOOD DR	KOEHLER ELIZABETH M
131	2105 HIGHWOOD DR	ROCHE JACQUES J & MARGARITA A
132	2014 PEAVY RD	SALAS VICTOR &
133	2008 PEAVY RD	SOTO VERONICA M
134	2004 PEAVY RD	EDWARDS MEAGAN MCCRAE
135	10014 NEWCOMBE DR	Taxpayer at
136	10020 NEWCOMBE DR	DETRIXHE DAVID
137	10024 NEWCOMBE DR	AKINS SUSAN L
138	10030 NEWCOMBE DR	COLLINS MICHAEL D & DONNA
139	2104 BLAKE AVE	ROBERTS LORI LYNN
140	2108 BLAKE AVE	EPSTEIN PATRICIA F & MARK
141	2114 BLAKE AVE	PADILLA RENE PAUL
142	2118 BLAKE AVE	GREUEL JON HOWARD &
143	2122 BLAKE AVE	RAMIREZ JANIE Z & HILARIO
144	2126 BLAKE AVE	LEONARD KRISTI KERR
145	2131 BLAKE AVE	JOHNSON NORDA
146	2127 BLAKE AVE	STEVENS ELIZABETH &
147	2123 BLAKE AVE	ODOM MICHAEL &
148	2119 BLAKE AVE	MILLER VALERIE MADZIAR
149	2115 BLAKE AVE	KORNEGAY BRITTINIE J
150	2109 BLAKE AVE	PARKER KATY

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	2105 BLAKE AVE	SHAFFER FLORENCE I
152	2104 HIGHWOOD DR	JIRASEK NICK &
153	2108 HIGHWOOD DR	MCCULLOUGH ANN M
154	2114 HIGHWOOD DR	PALMER MARY LOU
155	2118 HIGHWOOD DR	BIGGERSTAFF BELINDA A
156	2122 HIGHWOOD DR	ARRIAGA EDWARD
157	2126 HIGHWOOD DR	RIES JAMES P JR
158	2134 HIGHWOOD DR	TUTTLE KAREN S
159	10005 NEWCOMBE DR	ROBERTS VICTORIA A
160	10009 NEWCOMBE DR	PARR WILLIAM &
161	10015 NEWCOMBE DR	DEREGGE MARC
162	10019 NEWCOMBE DR	DEREGGE AMIE & ANDREW
163	10025 NEWCOMBE DR	DUPREE LAURA J LF EST &
164	10029 NEWCOMBE DR	COSTELLO DENECE
165	9949 FERGUSON RD	CASA VIEW ASSEMBLY OF GOD
166	2250 MILLMAR DR	CASA VIEW ASSEMBLY
167	2102 HEALEY DR	PATZKE SANDRA AGNES MOORE
168	2103 HEALEY DR	RIDDLES ARTHUR T & MARISSA B
169	2107 HEALEY DR	BREEZESTONE LLC
170	2111 HEALEY DR	MCDONALD FAMILY TRUST THE
171	2115 HEALEY DR	CLOUD JARED
172	2119 HEALEY DR	PICKETT ADDIE MAE EST OF
173	2123 HEALEY DR	CRITTENDEN ELAINE H
174	2203 HEALEY DR	CENTERBURY & DOCKERY SERIES LLC
175	2219 HEALEY DR	NEWMAN CONNOR &
176	9915 FERGUSON RD	HOLLAND MARTHA LIFE ESTATE
177	9919 BETHANY DR	AISSAOUI ABDELKADER
178	9929 BETHANY DR	VICKERS SEDONA
179	9933 BETHANY DR	TOTSUKA BEATRIZ &
180	9939 BETHANY DR	BOLTEX HOLDINGS LTD
181	9943 BETHANY DR	LONG OUIDA J

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
182	9914 BETHANY DR	FLOWERS JENNIFER & ROY
183	9918 BETHANY DR	MCDONALD LOUIS G
184	9922 BETHANY DR	WALLS BOBBY LEE
185	9926 BETHANY DR	9926 BETHANY REVOCABLE TR
186	2012 CLARKSDALE PL	KITZMILLER KATHY
187	2014 CLARKSDALE PL	POMEROY SANDRA
188	2018 CLARKSDALE PL	SANCHEZ GEORGE & BRENDA
189	2022 CLARKSDALE PL	COLEMAN GARY
190	2026 CLARKSDALE PL	SNIDER RONALD J
191	2030 CLARKSDALE PL	GRAHAM JUDY E &
192	2036 CLARKSDALE DR	BROOKS SHERI R
193	2106 CLARKSDALE DR	HOLMAN EILEEN
194	2112 CLARKSDALE DR	JOHNSON CHARLES LYNN
195	2118 CLARKSDALE DR	HEMPELMANN CHRISTIAN &
196	2126 CLARKSDALE DR	DILLINGHAM PATRICIA J
197	2132 CLARKSDALE DR	MASHBURN LORETTA
198	2138 CLARKSDALE DR	LOSSCUTLER CAROLYN A
199	2144 CLARKSDALE DR	MARTINEZ ISIDRO &
200	2150 CLARKSDALE DR	FERRETIZ GELASIO &
201	9917 LINGO LN	HARRIS JUDITH YVONNE &
202	9915 LINGO LN	DUNSTON MARKESHIA & RALPH
203	9909 LINGO LN	FRANCIS AIMEE
204	9907 LINGO LN	VICE JACOB
205	9903 LINGO LN	KINDER IRMA D
206	9904 LINGO LN	SOCH SUSAN
207	9908 LINGO LN	CARRIAGE HOUSE PROPERTIES LLC
208	9910 LINGO LN	TRIBOUILIER LILIANA &
209	9914 LINGO LN	MURILLO OSCAR &
210	9918 LINGO LN	WHISLER MEGAN
211	2006 MILLMAR DR	REID BRIAN K & JANAL REID
212	2010 MILLMAR DR	ROBERTS JASON M &

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213	2016 MILLMAR CIR	QUINTANILLA CLUSKAYA &
214	2020 MILLMAR DR	NGUYEN KINH VAN &
215	2104 MILLMAR CIR	TRISTAN MARIO
216	2108 MILLMAR CIR	TAYLOR JANET I
217	2112 MILLMAR CIR	SEEBOLD HOLLY & DENNIS M
218	2118 MILLMAR DR	BROWN TYLER M
219	2122 MILLMAR DR	NELSON SHERRIE MAE
220	2005 CLARKSDALE DR	KIOWSKI JAMES R
221	2011 CLARKSDALE DR	MENJIVAR XIOMARA
222	2021 CLARKSDALE DR	MOORE DOROTHY
223	2027 CLARKSDALE DR	KORNEGAY TINA E
224	2037 CLARKSDALE DR	CHAPMAN ANDREW &
225	2107 CLARKSDALE DR	COKER MASON MARCH
226	2117 CLARKSDALE DR	GATLIN WILLIAM C & NANCY
227	2127 CLARKSDALE DR	CANNADY GRAHAM S & MOLLY E
228	2206 PEAUVY CIR	KRUGJOHANN CATHY &
229	2210 PEAUVY CIR	LEAL LUPE S
230	2216 PEAUVY CIR	WEALTH SOURCE GROUP LLC
231	2222 PEAUVY CIR	BUCKEL BRET DANIEL
232	2226 PEAUVY CIR	DORITY RODGER WILLIAM &
233	2230 PEAUVY CIR	YOUNG RICHARD A & RENEE M
234	2234 PEAUVY CIR	CATAMOUNT PROPERTIES 2018 LLC
235	2238 PEAUVY CIR	Taxpayer at
236	2244 PEAUVY CIR	TAN JULIE
237	2250 PEAUVY CIR	GOOCH JANE PATRICIA
238	2256 PEAUVY CIR	CHURCHWELL LINDA SUE
239	2260 PEAUVY CIR	SULLIVAN MARION T
240	2215 HEALEY DR	CLAY MELISSA JENAY & ERIC JOHN
241	2015 PEAUVY RD	FRATESI DANIEL GILBERT
242	2102 ARNOLD PL	4TREE DEVELOPMENT LLC