

FILE NUMBER: Z201-155(LG) **DATE FILED:** December 21, 2020**LOCATION:** West side of University Hill Boulevard, north of East Wheatland Road**COUNCIL DISTRICT:** 8 **MAPSCO:** 48 D**SIZE OF REQUEST:** ±26.61 acres **CENSUS TRACT:** 112.00**REPRESENTATIVE:** Rob Baldwin, Baldwin Associates**APPLICANT:** International Leadership of Texas**REQUEST:** An application for a Planned Development District for R-7.5(A) Single Family District uses, a Child-care Facility, a Community Service Center and an Open Enrollment Charter School use on property zoned an R-7.5(A) Single Family District.**SUMMARY:** The purpose of the request is to allow for modified standards primarily related to permitted uses, and yard, lot, and space regulations to develop the site with a child-care facility, a community service center, and an open enrollment charter school onsite [International Leadership of Texas].**CPC RECOMMENDATION:** Denial.**STAFF RECOMMENDATION:** Denial.

BACKGROUND INFORMATION:

- The subject site is currently undeveloped.
- The applicant is proposing a planned development district to develop the site with three buildings totaling 198,000 square feet for a child-care facility, a community service center and an open enrollment charter school (high school) with 699 parking spaces.
- According to the Dallas Development Code, a specific use permit is required to operate an open-enrollment charter school, a community service center and a childcare facility in an R-7.5(A) Single Family District. The applicant proposes landscaping requirements that will meet Article X of the Dallas Development Code, but otherwise has not offered any additional improvements in response to the deviations of the code. The applicant proposes to operate all three uses as permitted by right in planned development district.

Zoning History: There has been no new zoning case in the area within the last five years.

Thoroughfares/Streets:

Thoroughfares/Street	Type	Existing/ Proposed ROW
University Hills Boulevard	Minor Arterial	107 feet
Kirnwood Street (proposed)	Community Collector	West of University Hills Blvd.: 60 feet (proposed)
Kirnwood Street	Residential Collector	East of University Hills Blvd.: 56 feet (existing)

Traffic:

The Engineering Division of the Sustainable Development and Construction Department reviewed the proposed zoning and has assisted the applicant with coordinating with the Real Estate Division of the Department of Sustainable Development and Construction. Real Estate has held discussions with Dallas Water Utilities for the possibility of land acquisition to realign Kirnwood Street and line up with the proposed Thoroughfare Plan Amendment to allow for Kirnwood Street to be built throughout the property. The DWU property can be dedicated as right-of-way and platted as City right-of-way.

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.

The proposed zoning request does not meet the following goals and objectives of the comprehensive plan:

LAND USE ELEMENT

GOAL 1.4 COORDINATE PLANNING ACTIVITIES TO BALANCE TRANSPORTATION, LAND USE, INFRASTRUCTURE AND THE ENVIRONMENT

STAFF ANALYSIS:

Surrounding Land Uses:

	Zoning	Land Use
Site	R-7.5(A)	Undeveloped
Northwest	R-7.5(A)	Single Family
North	R-7.5(A)	Single Family
Northeast	R-7.5(A)	Substation
East	NS(A) with SUP No. 2113 and SUP No. 2285	DART Rail Station
South	R-7.5(A), PD No. 757	Single Family, Open Enrollment Charter School
West	R-5(A), R-7.5(A)	Single Family, Undeveloped Land

Land Use Compatibility:

Surrounding land uses consist of a single family neighborhood to the northwest and west of the area of request. Single family uses and an open enrollment charter school are also to the south of the area of request. A substation is to the northeast of the site and scattered

single family homes are also to the north. There are also single family uses and undeveloped land to the west of the site.

The site is currently undeveloped and the proposed open-enrollment charter school use on the property is considered to be incompatible surrounding land uses. The lack of transition due to the existing development patterns could pose future issues if Kirnwood Street is not developed in a manner to provide additional accessibility to the proposed school since Kirnwood Street currently terminates within the single family development to the west of the subject site.

Staff also believes the proposed use does not additional service to the surrounding areas due to the existing number of schools in the vicinity. There are currently numerous schools within a three-mile radius of the proposed site, including a school that has become vacant in the past three years. Staff believes occupying the vacant school would be a better alternative than constructing a new school facility. Therefore, staff is not in support of the request.

Development Standards:

DISTRICT	SETBACKS		Density	Height	Lot Coverage	Special Standards	PRIMARY Uses
	Front	Side/Rear					
Existing: R-7.5(A) Single Family	25'	5'	1 Dwelling Unit/ 7,500 sq. ft.	30'	60%	None	Single family
Proposed: PD	25'	10'/15'	1 Dwelling Unit/ 7,500 sq. ft.	55'; 12' add. for cupola/dome	45%	Residential Proximity Slope	Open enrollment charter school, child-care facility, community service center

Parking:

The applicant will meet the code requirements per Division 51A-4.200 for the specific off-street parking and loading requirements for the community center and childcare uses. Per the code, the applicant is required to provide one space per 200 square feet for the community center use. The 50,000 square foot building for the community center means the applicant will be required to provide 250 parking spaces, and the applicant proposes 250 parking spaces. Per the code, the applicant is required to provide one space per 500 square feet for the child-care facility use. The 30,000 square foot building for the childcare use means the applicant will be required to provide 60 parking spaces, and the applicant proposes 60 parking spaces. For both uses, the applicant will provide 310 spaces.

The applicant will exceed the code requirements per Division 51A-4.200 for the specific off-street parking and loading requirements for the open enrollment charter school. Per code, the applicant is required to provide 9.5 spaces per high school classroom, and the applicant proposes 45 classrooms on site. In total, the applicant will be required to provide 428 spaces. The applicant proposes to provide 555 spaces for the open enrollment charter school, which exceeds the code by 127 spaces.

Landscaping:

Landscaping must be provided in accordance with Article X, as amended.

Market Value Analysis:

Market Value Analysis (MVA) is a tool to aid residents and policymakers 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). Although the area of request is not within an identifiable MVA category, it abuts properties within MVA Category “F” to the north, south and west. MVA Category “H” are located to the east of the area of request.

List of Officers/Principals/Partners

International Leadership of Texas

Gen. Williams, President

Dr. Lynne Beach, Vice President

Tracy Cox, Secretary

Dr. Soner Tarim, Board Member

Peter A. Gudmundsson, Board Member

Chris Moreland, Board Member

**CPC ACTION
JUNE 17, 2021**

Motion: It was moved to recommend **denial** of the application for a Planned Development District for R-7.5(A) Single Family District uses and a Child-care Facility, a Community Service Center and an Open Enrollment Charter School use on property zoned R-7.5(A) Single Family District, on the west side of University Hill Boulevard, north of East Wheatland Road.

Maker: Blair
Second: Johnson
Result: Carried: 7 to 4

For: 7 - Hampton, Johnson, Shidid, Carpenter, Jackson,
Blair, Garcia
Against: 4 - MacGregor, Jung, Suhler, Rubin
Absent: 3 - Stinson, Schwope, Murphy
Vacancy: 1 - District 10

Notices: Area: 500 Mailed: 83
Replies: For: 1 Against: 2

Speakers: For: Rob Baldwin, 3904 Elm St., Dallas, TX, 75226
Eddie Conger, 1651 N. Glenville Dr., Richardson, TX, 75081
Charles Klein, 1651 N. Glenville Dr., Richardson, TX, 75081
Sally Qalawi, 611 N. Bluegrove Rd., Lancaster, TX, 75146
David, Address not given
Pat Rhoden, 6807 Wood Hill Rd., Dallas, TX, 75217
Shelia Williams, 646 Lacewood Dr., Dallas, TX, 75224
Victor Cathey, 3308 Potters House Way, Dallas, TX, 75236
Delores Seamster, 1614 E. Louisiana Ave., Dallas, TX, 75203
Vicente Ruiz Nava, 9731 Whistler Dr., Dallas, TX, 75217
Ronda Anderson, 9240 Rosecliff Dr., Dallas, TX, 75217
Victor Carrillo, 1820 N. Glenville Dr., Richardson, TX, 75081
Elaine Andrepont, 6108 Abrams Road., Dallas, TX, 75231
For (Did not speak): Elizabeth Johnson, 1652 Wagon Wheels Trl., Dallas, TX, 75241
Dee Cardoza, 3723 Odessa St., Dallas, TX, 75212
Annabel Moreno, 8359 Deep Green Dr., Dallas, TX, 75249
Daniel Maniteze, 1342 E. Seminary Dr., Fort Worth, TX, 76115
Grisel Torres, 8331 Lake Ana, Dallas, TX, 75217
Tashemia Brown, 7126 Sierra Way, Dallas, TX, 75241
Hortencia Morales, 2025 Alhambra St., Dallas, TX, 75217
Brenda Perez, 113 Tomahawk Dr., Greenville, TX, 75402
Carla, 555 Jonelle St., Dallas, TX, 75217
Elmer Catalan, Dallas, TX, 75227
James Falcon, 2722 Stevens Point Ln, Dallas, TX, 75287

Ana Flores, 2342 John McCoy Dr., Dallas, TX, 75227
John Taylor, 11020 Mandalay Dr., Dallas, TX, 75228
Brenda Gallardo, 6521 Hollis Ave., Dallas, TX, 75227
Alex Cruz, 2136 Bamboo St., Mesquite, TX, 75150
Crisanta Thrift, 5527 Miller Ave., Dallas, TX, 75206
Deklon Smith, 8435 Foxhaven Dr., Dallas, TX, 75249
Eva Sanchez Alarcon, Dallas, TX., 75204
Mayra Gallardo, 6521 Hollis, Dallas, TX, 75227
Basma Yacoub, 4030 N. Central Expy., Dallas, TX, 75204
Carolyn, 8004 West Virginia Dr., Dallas, TX, 75237
Angeles, Perez, 2711 Concord St., Seagoville, TX, 75159
Charisma Conwright, Dallas, TX, 75241
Hernan Calcanas, 10305 Eastwood Dr., Dallas, TX, 75228
Ariana Reyes, 3860 Davila Dr., Dallas, TX, 75220
Joseph Roman, 4935 Ellensburg Dr., Dallas, TX, 75244
Jacqueline Sigler, 13219 Brentridge Dr., Dallas, TX, 75243
Kimberly Cansino, 1828 McNeely St., Lancaster, TX, 75134
Isabel Lopez, 7566 Buford Dr., Dallas, TX, 75241
Celeste Gregory, 846 Trinity Ln., Dallas, TX, 75241
Glen Walker, 7618 Concordia, Dallas, TX, 75241
Adriana Gallardo 6521 Hollis Ave., Dallas, TX, 75227
Deontre Bolton, 9851 Glengreen Dr., Dallas, TX, 75217
Miguel Jamaica, 3491 Pinebrook Dr., Dallas, TX, 75241
Vera Csorvasi, 13615 Flagstone Ln., Dallas, TX, 75240
Ana Flores, 1601 Summit Ave., Plano, TX, 75074
Martin Mezzera, 8927 Redondo Dr., Dallas, TX, 75218
Anitza De Leon, 4219 McKinney Ave., Dallas, TX, 75205
Paula Evans, 1707 N. Hall St., Dallas, TX, 75204
Daphne Fullmigher, 1349 Owega Ave., Dallas, TX, 75216
Myrna Apodaca, 6046 Palo Pinto Ave., Dallas, TX, Dallas
Mason Adams, 10588 High Hollows Dr., Dallas, TX, 75230
Raylyn Simon, 925 Emberwood Dr., Dallas, TX, 75232
Kendra Jones, 105 Apple St., Seagoville, TX, 75159
Tristain Williams, 910 Pinedale Ln., Dallas, TX, 75241
Lesslie García, 1431 Clearbrook St., Lancaster, TX, 75134
Adrian Apodaca, 6046 Palo Pinto., Dallas, TX, 75206
Anita Tennell, 702 Westover Dr., Lancaster, TX, 75134
Jacqueline Bennett, 120 Alpine Dr., DeSoto, TX, 75115
Magaly Esparza, 1627 Frederick St., Lancaster, TX, 75134
Cherrita Roseborough, 330 E Camp Wisdom Rd., Dallas, TX, 75241
Omar Benitez, 6657 Happy Trails, Dallas, TX, 75241
Vicky Guel, 6657 Happy Trails, Dallas, TX, 75241
Roselia Santibanez, 2720 Wild Grove Ln., Lancaster, TX, 75146
Anna Andrade, 301 1st St., Wilmer, TX, 75172
Demetria Westbrook, 3131 Simpson Stuart Rd., Dallas, TX, 75241
Denise Montgomery-Lias, 809 Rainbow, Cedar Hill, TX, 75104

Wilmar Mejia, 1134 Chimneyrock Trl., Garland, TX, 75043-1502
Carolyn Bell-Jackson, 829 Poinsettia Dr., Lancaster, TX, 75146
Itsel Banuelos, 8121 Mask Dr., Dallas, TX, 75241
My Urban, 8650 Southwestern Blvd., Dallas, TX, 75206
Jaylin Lilly, 620 Candelila Dr., DeSoto, TX, 75115
Eva Brandys, 7979 Inwood Rd., Dallas, TX, 75209
Denise Pellerin, 4500 Waterford Dr., Plano, TX, 75024
Sofia Reyes, 2426 Anderson St., Dallas, TX, 75215
Quincy Slaughter, 3912 Waterhouse Dr., Dallas, TX, 75241
Tim Cook, 6603 Mojave Ct., Dallas, TX, 75241
Cordia Cook, 6603 Mojave Ct., Dallas, TX, 75241
Laura Lewis, 6915 Winchester St., Dallas, TX, 75231
Adedoyin Akinbami, 14606 Dallas Pkwy., Dallas, TX, 75254
Latoya Taylor, 3129 Appaloosa Dr., Dallas, TX, 75237
Jessica Hernandez, 10233 Sherbrook Ln., Dallas, TX, 75229
Mark Leonard, 5015 Everglade Rd., Dallas, TX, 75227
Ana Hernandez, 4726 E. Frio Dr., Dallas, TX, 75216
Charisma Conwright, 6324 Conceto Ln., Dallas, TX, 75241
Daisy Mercado, 1303 E. Waco Ave., Dallas, TX, 75216
Victor Jaimes, 2369 Apollo Rd., Garland, TX, 75044
Rosa Jaimes, 2369 Apollo Rd., Garland, TX, 75044
Yanixa Moreno, 9929 Dale Crest Dr., Dallas, TX, 75220
Anthony Terrell, 702 Turnstone Dr., Arlington, TX, 76018
Marco DeLeon, 3446 Weather Vane Ln., Dallas, TX, 75228
Against: Lori Kirkpatrick, 6795 Braeburn Dr., Dallas, TX, 75214
Gaele Terrell, 1445 Firebird Dr., Dallas, TX, 75241
Toyosha Upshaw, 7630 Concordia Ln., Dallas, TX, 75241
Against (Did not speak): Monique Gossett, 1614 Gillarel Springs Ln., Dallas, TX, 75241
Ruth Torres, 7132 Sorenson Cir., Dallas, TX, 75227

Applicant's Proposed PD Conditions

"ARTICLE ____.

PD ____.

SEC. 51P- ____ .101. LEGISLATIVE HISTORY.

PD ____ was established by Ordinance No.____, passed by the Dallas City Council on ____.

SEC. 51P- ____ .102. PROPERTY LOCATION AND SIZE.

PD ____ is established on property located at the west side of University Hills Boulevard. The size of PD ____ is approximately 26.61 acres.

SEC. 51P- ____ .103. DEFINITIONS AND INTERPRETATIONS.

- (a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.
- (b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.
- (c) This district is considered to be a residential zoning district.

SEC. 51P- ____ .104. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit ____A: development plan.
- (2) Exhibit ____B: traffic management plan.

SEC. 51P- ____ .105. DEVELOPMENT PLAN.

- (a) Development and use of the Property must comply with the development plan (Exhibit ____A). If there is a conflict between the text of this article and the development plan, the text of this article controls. Accessory athletic and playground structures containing no floor area need not be shown on the development plan.

SEC. 51P- _____.106. MAIN USES PERMITTED.

(a) Except as provided, 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) The following uses are also permitted by right.

- Child-care facility.
- Community service center.
- Open-enrollment charter school.

SEC. 51P- _____.107. ACCESSORY USES.

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

SEC. 51P- _____.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, the yard, lot, and space regulations for the R-7.5(A) Single Family District apply.

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

(c) Height. Maximum structure height is 55 feet. Ordinary height projections for ornamental cupola and domes may extend up to 12 feet above the maximum height.

(d) Stories. Maximum number of stories above grade is three.

SEC. 51P- _____.109. OFF-STREET PARKING AND LOADING.

Consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

SEC. 51P- _____.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P- _____.111. LANDSCAPING.

- (a) Landscaping must be provided in accordance with Article X.
- (b) Plant materials must be maintained in a healthy, growing condition.

SEC. 51P-- _____.112. TRAFFIC MANAGEMENT PLAN.

(a) In general. Operation of an open-enrollment charter school must comply with the traffic management plan (Exhibit ____B).

(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 **DATE**. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by **March 1** of each **even-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) Amendment process.

(1) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3).

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

SEC. 51P- ____ .113. SIGNS.

Signs must comply with the provisions for business zoning districts in Article VII.

SEC. 51P- ____ .114. ADDITIONAL PROVISIONS.

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

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

SEC. 51P- ____ .115. COMPLIANCE WITH CONDITIONS.

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

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.

[illegible]

Applicant's Proposed Traffic Management Plan

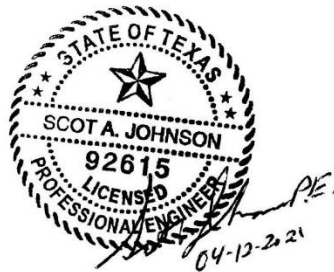
Traffic Management Plan

**IL Texas South Dallas High School
Dallas, Texas**

Prepared by:

Kimley-Horn and Associates, Inc.
13455 Noel Road, Two Galleria Tower, Suite 700
Dallas, Texas 75240
Registered Firm F-928

Contact:
Scot Johnson, P.E., PTOE
Jake Halter, EIT
Steven Roberts, EIT
972-770-1300
April 12, 2021



IL Texas South Dallas High School Traffic Management Plan

A. Introduction

The Traffic Management Plan is used by the school to manage its vehicle operations and is periodically reviewed by the City to ensure the goals for safety and lack of impact on City streets are being met. The plan uses the 900-student full enrollment and adopts the single arrival and dismissal times of other IL Texas high schools (7:55 AM to 4:11 PM). The TMP identifies operations of parent vehicles, student vehicles, and major pedestrian movements which will need to be protected. The proposed TMP is shown on **Exhibit 7**.

The high school will have approximately 900 students at buildout, equally distributed as shown in **Table 1** below. The arrival and dismissal times are as shown in one group, but it should be noted that due to varied student schedules, off-campus assignments, and extracurricular activities on campus, the arrival and departure for high schoolers is more varied than the typical elementary or middle school. Based on the student ages and the availability of parking on the site, it is assumed that at least 300 students will drive themselves to campus each day.

Table 1– Student Grade and Arrival/Dismissal Time Distribution

Grade	Approx. Number of Students	Drop-Off Time	Dismissal Time
9 th Grade	225	7:55 AM	4:11 PM
10 th Grade	225	7:55 AM	4:11 PM
11 th Grade	225	7:55 AM	4:11 PM
12 th Grade	225	7:55 AM	4:11 PM
IL Texas South Dallas High School Total:	900		

The TMP uses standard traffic engineering and City of Dallas guidelines for developing and documenting the TMP. Intersection operational conditions are documented in the TIA report which contains this TMP.

B. TMP Operations

The vehicle paths set by the TMP take advantage of the site layout, which has been optimized for smooth operation and ample stacking space within the campus. The pick-up and drop-off vehicle path enters from Kirnwood Drive at the West School Drive. During the TMP time period, the West School Drive will operate as inbound only. The four-lane section of Kirnwood Drive provides easy left-turning ability, and the campus will always have room to accommodate arriving vehicles. The two-lane vehicle path circulates around the athletic fields, and then proceeds north across the west face of the building in a purpose-designed loading zone. The loading zone can accommodate at least 8 loading positions. A Traffic Administrator should be present to control general loading operations in the loading zone, but specific staffed positions are not necessary at this age group.

Pick-up and drop-off vehicles then exit straight north to Kirnwood Drive via the East School Drive. During the TMP period, the East School Drive accommodates only the outbound traffic from the loading area. 1,600' of stacking distance is available in the main lane of the circulation path. During the afternoon pick-up period, the second lane could be used to form a double stacking lane, which would add another 1,320' of stacking distance. The total 2,930' of stacking space can accommodate 130 vehicles within the campus.

Student-driven vehicles are generally present only on the inbound direction during the morning and outbound direction during the afternoon. Student parking has been identified as being in the western parking field. Student drivers will enter with the other drop-off traffic at the West School Drive and follow the same path around the athletic fields. With only one stacking lane active in the morning drop-off period, arriving student vehicles can bypass the queue in the second lane of the circulating roadway. Upon reaching the student parking aisles, the student vehicles turn out of the main circulation and park. Once pedestrians, the students can cross to the school in the loading area, which is supervised by the Traffic Administrator. In the afternoon, each student parking aisle drains naturally to the north, tying into the pick-up vehicle line after the loading zone. Student vehicles then exit to Kirnwood Drive using the East School Drive.

Although not assumed to occur for the TMP queuing analysis, there is intended to be a significant number of students using the adjacent UNT Dallas DART station to connect to DART trains and buses. An active pedestrian crossing across University Hills Boulevard is an important part of student and general public safety. This feature has been provided by the expectation that a signal would be built at the intersection of University Hills Boulevard and Kirnwood Drive.

There is a day care proposed on the north side of Kirnwood Drive, part of the group of community service buildings. The arriving and departing day care traffic does not operate on as fixed a schedule as the high school, so it does not have as significant effect on traffic conditions per child. However, to show how the day care can operate without overlapping any high school function, the inbound and outbound day care paths are included in the TIA. Pick-up and drop-off vehicles will enter through East Community Center Drive 1. The vehicle path circulates around the north side of the day-care building and through the parking loop at the northwest corner of the site at the loading area. Traffic then circulates back to East Community Center Drive 1 and exits to Kirnwood. This drive is separated from the high school driveways that are active during the school TMP, so there is no overlap in traffic other than the through traffic on Kirnwood Drive. The day-care traffic activity is also kept away from the other community service buildings.

C. Queue Analysis:

Based on observations of other high school TMP operations, a ratio of 1 vehicle per 10 arriving students was used to calculate the maximum drop-off queues for the analysis, and the vehicle spacing used is 22.5' per vehicle. **Table 2** shows the comparison between the calculated maximum queue and the available stacking space. The drop-off queue of 1,350' (60 vehicles) is able to be contained in the 1,600' (71 vehicle) queue capacity, leaving an excess of 250' of stacking space for the AM drop-off period. The maximum morning queue can be contained in a single stacking lane, letting the arriving student drivers pass by in the other lane to reach the student parking area.

During the PM pick-up period, the maximum queue was calculated using a rate of 1 vehicle per 5 dismissed students. **Table 3** shows the pick-up queueing summary for the loading area. The maximum queue is 2,700' (120 vehicles), which leaves a surplus of 230' (10 vehicles) of stacking space in the two available lanes. Since student drivers are outbound during this pick-up time period, there is no conflict between the student drivers and the double-stacked queue. The traffic plan as proposed has the capacity to handle both the AM and PM maximum queues.

Table 2 – AM Drop-Off Queueing Summary

Drop-Off Queueing Summary - 900 Students								
Group Grades Arriving	Start Time	Students Arriving	Bus / Bike / Walk	Student Drivers	Parent Drop-Off	Maximum Queue	Available Stacking	Surplus (Deficiency)
High School 9, 10, 11, 12	7:55 AM	900	0	300	600	60 Vehicles 1,350'	71 Vehicles 1,600'	11 Vehicles 250'

Assumed 0.1 vehicles per student, 22.5' per vehicle

Table 3 – PM Pick-Up Queueing Summary

Pick-Up Queueing Summary - 900 Students								
Group Grades Dismissed	Start Time	Students Dismissed	Bus / Bike / Walk	Student Drivers	Parent Pick-Up	Maximum Queue	Available Stacking	Surplus (Deficiency)
High School 9, 10, 11, 12	4:11 PM	900	0	300	600	120 Vehicles 2,700'	130 Vehicles 2,930'	10 Vehicles 230'

Assumed 0.2 vehicles per student, 22.5' per vehicle

The available queue distance is in excess of the high school queue distance recommendations found in the FHWA & TTI report #4286-2 *Operations and Safety Around Schools*.

D. Summary

The TMP shows the drop-off and pick-up procedures which will be applied by the IL Texas South Dallas High School. With the proposed TMP operating, the school traffic will not need to queue vehicles in the ROW of any City street. Inbound vehicles will always have an open receiving space on the campus. There may be reasonable delays from opposing traffic when making the entering or exiting maneuver, but this will not form static queues of waiting vehicles within City ROWs. The property owner/school administrator is

responsible for the administration of the TMP and minimizing the impact of the vehicle traffic on the City streets.

In order to ensure that all queuing of vehicles is completely accommodated on school property, IL Texas South Dallas High School administrative officials should implement the Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

SCHOOL TMP REVIEW AND COMMITMENT

The school traffic management plan (TMP) for IL Texas South Dallas High School was developed with the intent of optimizing safety and efficiently accommodating vehicle 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 with the full participation of the school administration is 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.

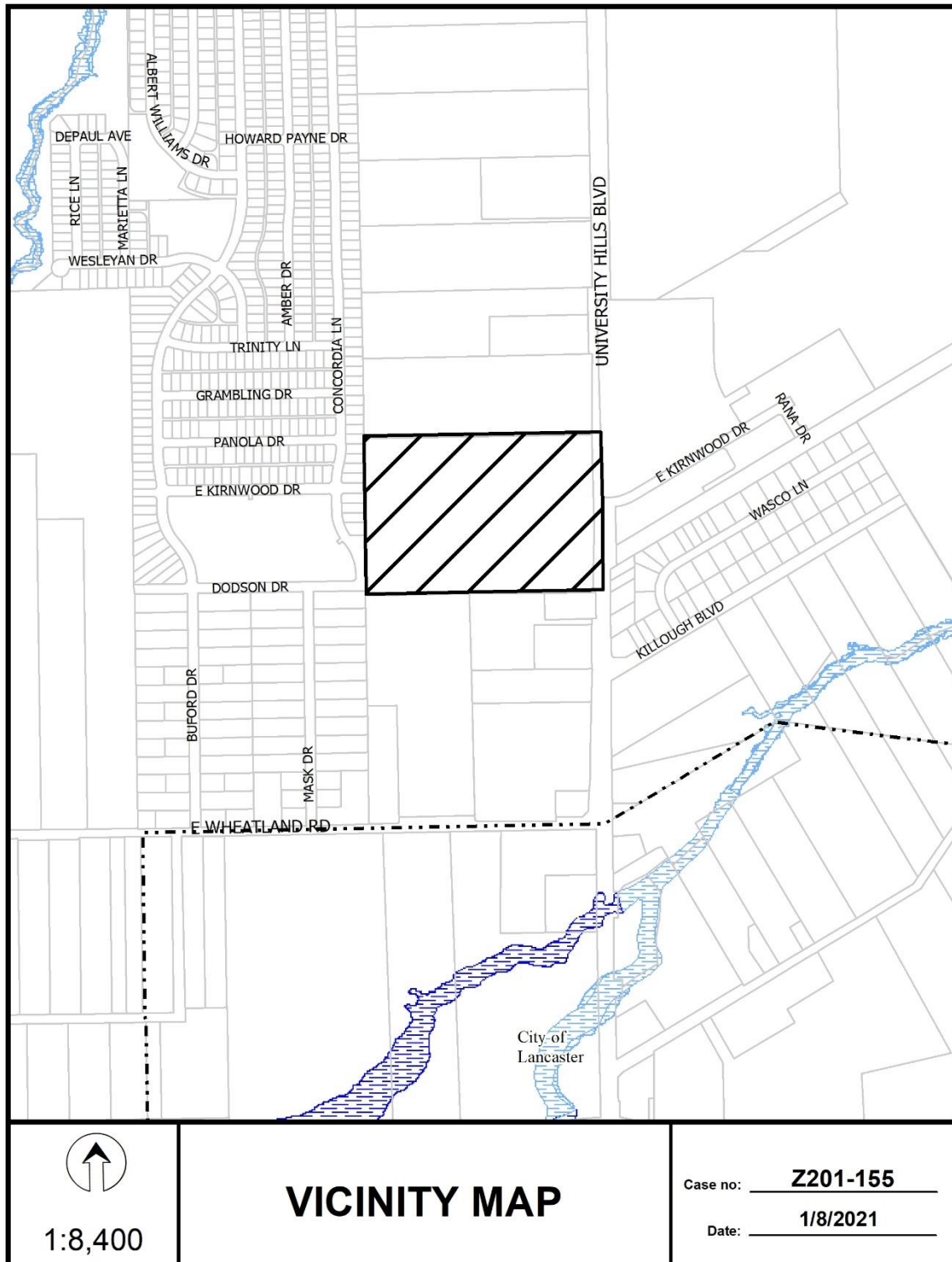
Signature

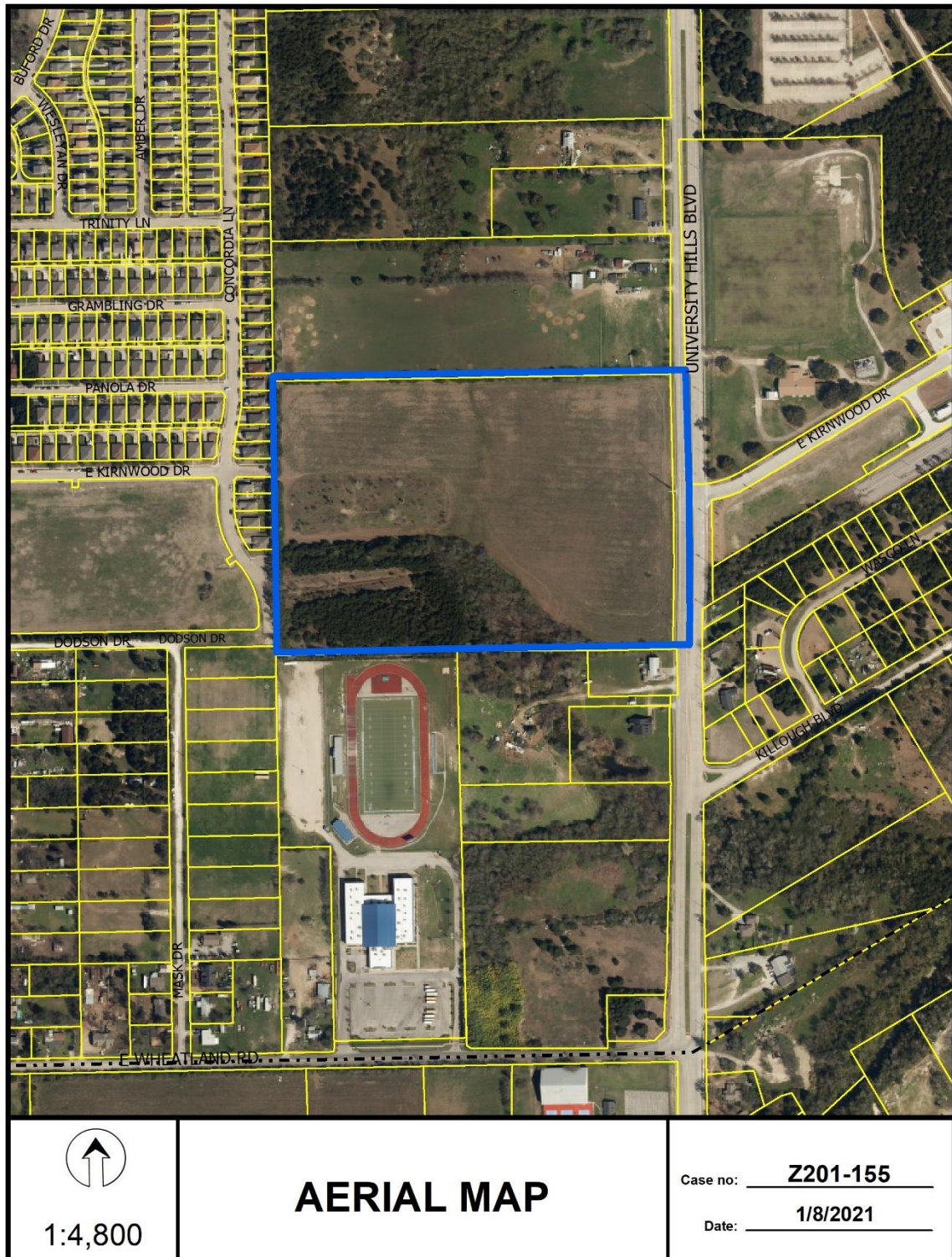
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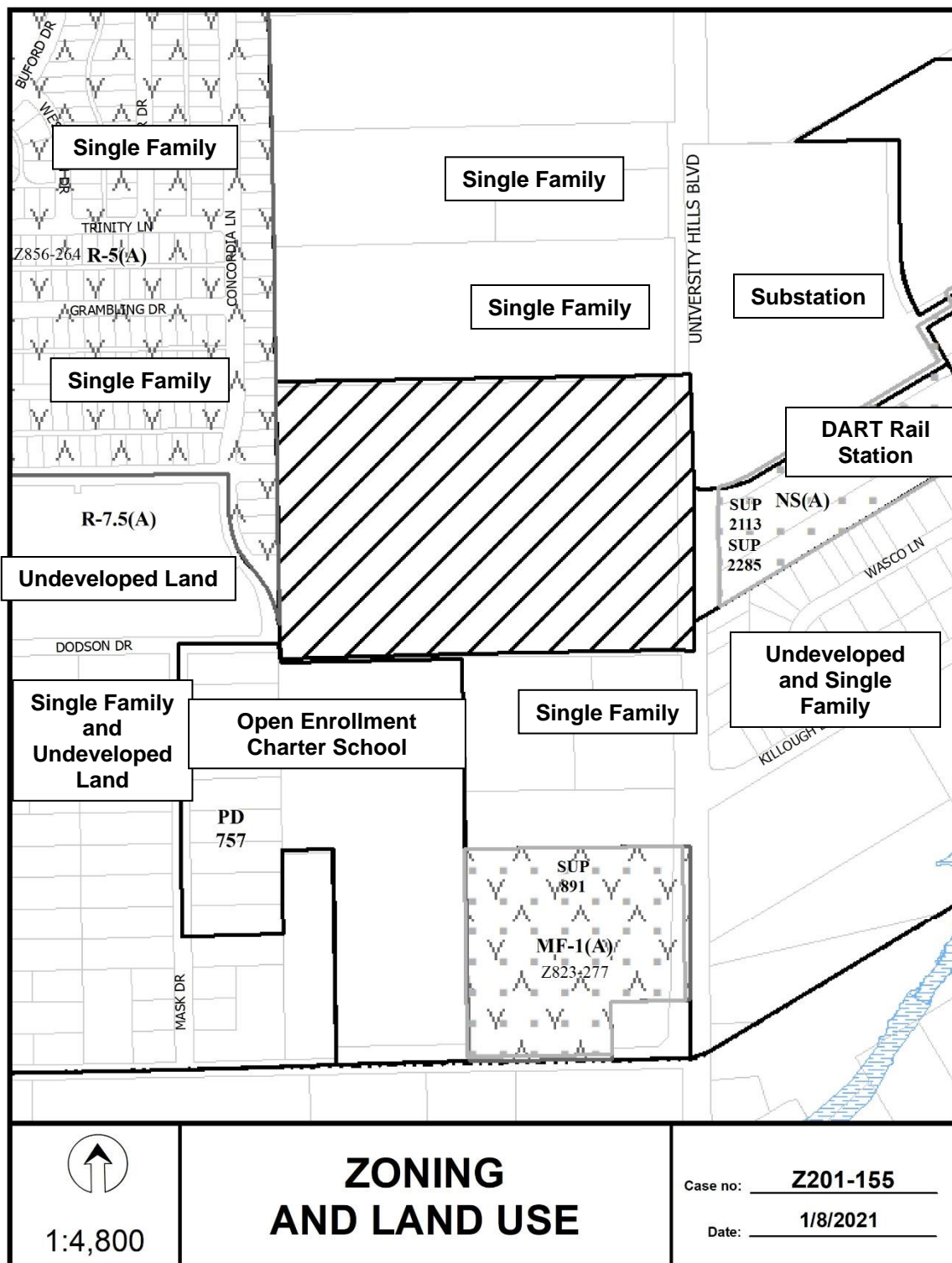
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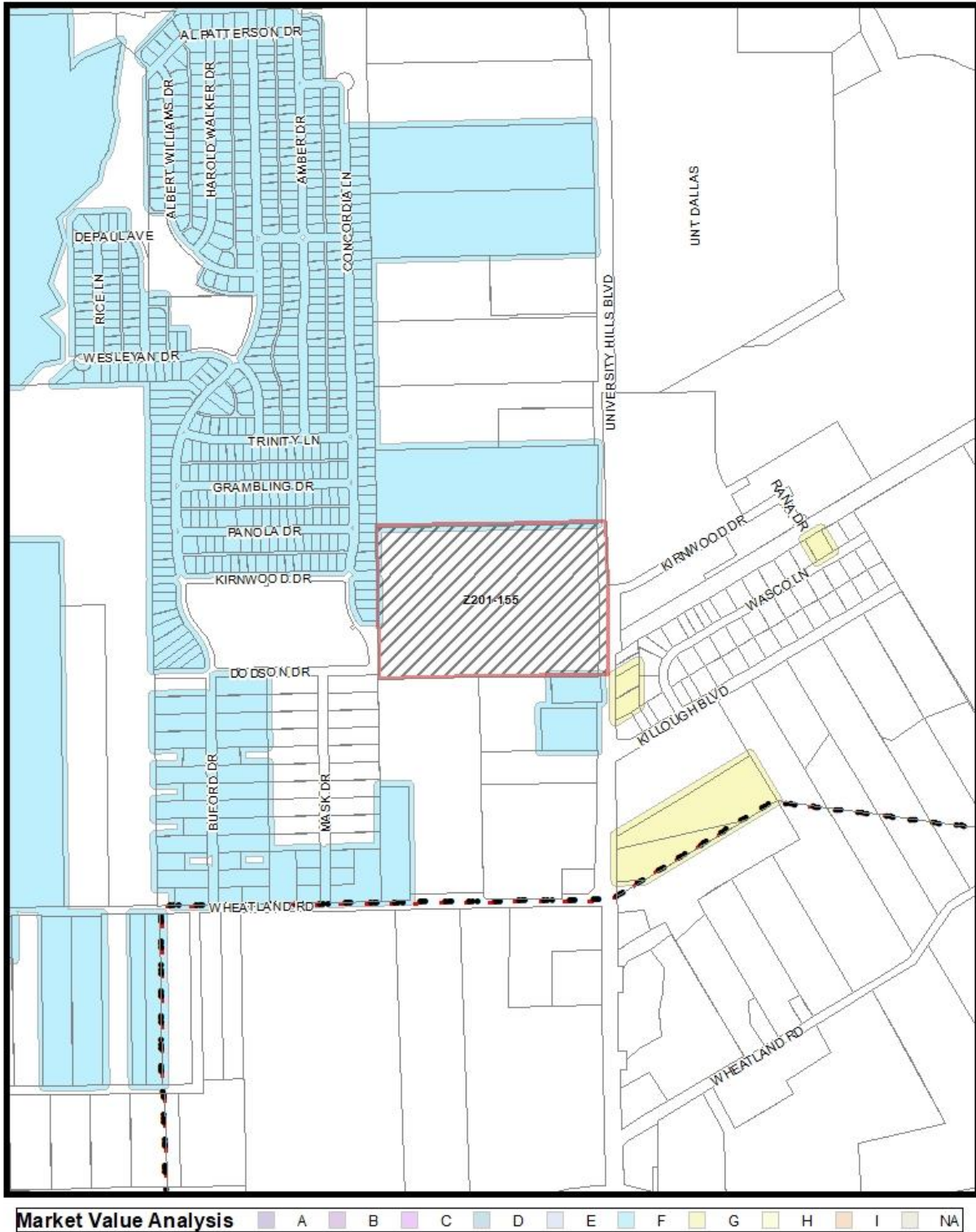
Title











Market Value Analysis

A B C D E F G H I NA

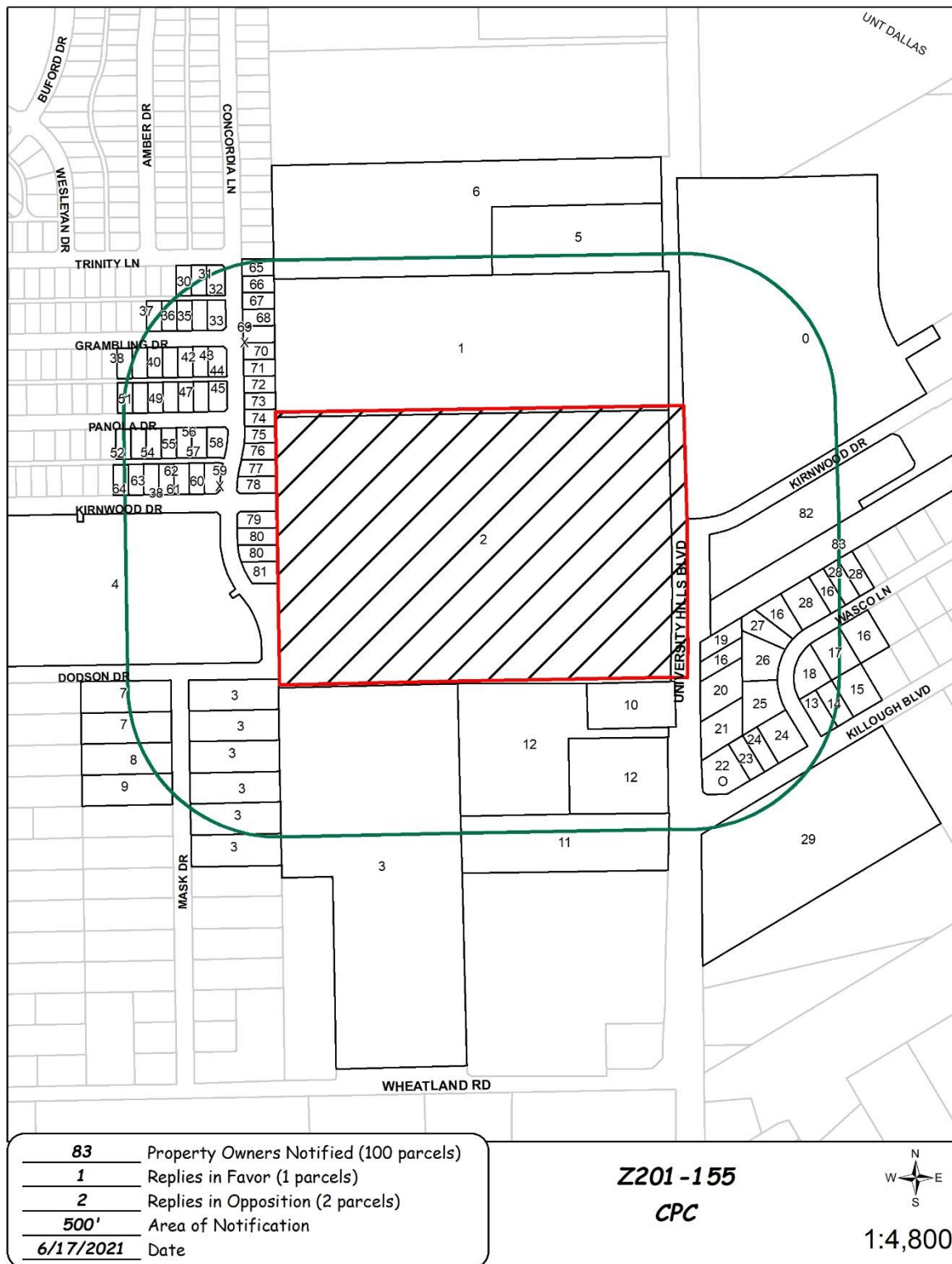


1:8,400

Market Value Analysis

Printed Date: 1/8/2021

CPC RESPONSES



06/16/2021

Reply List of Property Owners***Z201-155******83 Property Owners Notified******1 Property Owners in Favor******2 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	7711 UNIVERSITY HILLS BLVD	SMITH ALVIN
	2	7811 UNIVERSITY HILLS BLVD	BAYCO PROPERTIES LTD
	3	8008 MASK DR	GATEWAY CHARTER ACADEMY
	4	701 DODSON DR	JOHSAM INC
	5	7631 UNIVERSITY HILLS BLVD	TEMPLE OF PRAISE CHURCH INC
	6	7625 UNIVERSITY HILLS BLVD	MCCULLOUGH ARTHUR E
	7	7907 MASK DR	PEREZ PEDRO
	8	16 MASK DR	HUERTA MARIA DEYANIRA
	9	7931 MASK DR	HUERTA ANTONIO
	10	8023 UNIVERSITY HILLS BLVD	HARRIS JACQUELLINE A ETAL
	11	8027 UNIVERSITY HILLS BLVD	SNEED REBECCA COLEMAN
	12	8011 UNIVERSITY HILLS BLVD	SNEED REBECCA P
	13	1305 KILLOUGH BLVD	HORSELY IVAN C &
	14	1 KILLOUGH BLVD	JONES CARL WAYNE
	15	1319 KILLOUGH BLVD	ELMORE RUTH EVELYN ETAL
	16	1346 WASCO LN	DART
	17	1336 WASCO LN	WHITEFIN LLC
	18	1322 WASCO LN	HORSLEY IVAN C
	19	8010 UNIVERSITY HILLS BLVD	FRIAS ROLANDO & MARIA
	20	8020 UNIVERSITY HILLS BLVD	MENDEZ CARMEN
	21	8030 UNIVERSITY HILLS BLVD	WILSON SUSAN Y
O	22	1211 KILLOUGH BLVD	REYES GENEVIEVE G
	23	1217 KILLOUGH BLVD	ANIMA JESUS J &
	24	1231 KILLOUGH BLVD	R K C J LLC
	25	1315 WASCO LN	YOUNG KENNETH &
	26	1323 WASCO LN	YOUNG KENNETH W &

06/16/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	1327	WASCO LN	BROWN JOHN F
28	1337	WASCO LN	DART
29	8100	UNIVERSITY HILLS BLVD	PARADISE MISSIONARY BAPT
30	838	TRINITY LN	CASTRO RUBEN JR
31	842	TRINITY LN	GRANADO TANYA R
32	846	TRINITY LN	GREGORY MARKEZ
33	773	GRAMBLING DR	SHAW DEMETRIA LASHAN
34	769	GRAMBLING DR	PORTIS EVLIS S
35	765	GRAMBLING DR	WILLIAMS RODERICK
36	761	GRAMBLING DR	HARRIS STEPHEN & DONNA D
37	757	GRAMBLING DR	ST CITTS HOLDINGS LLC
38	750	GRAMBLING DR	CURRIE PAULA
39	754	GRAMBLING DR	MOORE SHANTA D
40	758	GRAMBLING DR	FLORES YADIRA
41	762	GRAMBLING DR	ESTRADA JOSE LUIS
42	766	GRAMBLING DR	BOSON MORRIS ANDRE
43	770	GRAMBLING DR	CURRIE PAULA N
44	774	GRAMBLING DR	ALLEN KENNETH
45	775	PANOLA DR	JUNG HANNA &
46	771	PANOLA DR	BOWLEY MATTHEW ALAN & SUSAN YOST
47	767	PANOLA DR	WHITE CHERRUNDA
48	763	PANOLA DR	RODRIGUEZ NESTOR
49	759	PANOLA DR	CLARKROBINSON BRENDA
50	755	PANOLA DR	PALACIOS LEODEGARIO MOYA
51	751	PANOLA DR	DURHAM JARRIET L & TAMARA S
52	748	PANOLA DR	JOHNSON TRANIEZ
53	752	PANOLA DR	PEAL DAVID & LUCY LIVING TR
54	756	PANOLA DR	JOHNSON MARY
55	760	PANOLA DR	WILLIAMS DANNA
56	764	PANOLA DR	RODRIGUEZ JOSE ISALAS
57	768	PANOLA DR	SOMMERS GERTRUDE LEVERN

06/16/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	772 PANOLA DR	FLORES JANET
X	59	769 E KIRNWOOD DR	WHITE CHERYL L
	60	765 E KIRNWOOD DR	YANEZ RAMIRO FLORES
	61	761 E KIRNWOOD DR	THUNDER RIDGE CAPITAL
	62	757 E KIRNWOOD DR	TRUJILLO REYNA
	63	749 E KIRNWOOD DR	Taxpayer at
	64	745 E KIRNWOOD DR	SMITH TENORA
	65	7614 CONCORDIA LN	JACKSON MARY BRANCH
	66	7618 CONCORDIA LN	RH PARTNERS OWNERCO LLC
	67	7622 CONCORDIA LN	HARRIS TABITHA
	68	7626 CONCORDIA LN	Taxpayer at
X	69	7630 CONCORDIA LN	Taxpayer at
	70	7634 CONCORDIA LN	INVESTALL INC
	71	7638 CONCORDIA LN	AMBER DONG DEVELOPMENT LLC
	72	7642 CONCORDIA LN	ROBINSON JONATHAN F.
	73	7646 CONCORDIA LN	WITCHER VALERIE
	74	7650 CONCORDIA LN	COLLINS LATASHA
	75	7654 CONCORDIA LN	SANTOS KEVIN
	76	7658 CONCORDIA LN	ROSALES MARIA DEL ROSARIO GONZALEZ
	77	7662 CONCORDIA LN	MIDDLETON VIVIAN
	78	7666 CONCORDIA LN	FLORES YADIRA
	79	7770 CONCORDIA LN	LEAL GERARDO
	80	7774 CONCORDIA LN	US REO LLC
	81	7782 CONCORDIA LN	HUBBARD AAISHA N
	82	1200 E KIRNWOOD DR	TEXAS STATE OF
	83	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT