

FILE NUMBER: Z212-158(RM) **DATE FILED:** December 30, 2021

LOCATION: North line of Lake June Road, between Conner Drive and Pleasant Drive

COUNCIL DISTRICT: 5

SIZE OF REQUEST: Approx. 7.8 acres **CENSUS TRACT:** 92.01

REPRESENTATIVE: Karl Crawley, Masterplan

OWNER/APPLICANT: Dallas Independent School District

REQUEST: An application for a Planned Development District for R-7.5(A) Single Family District uses and a public school other than 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 modified development standards primarily related to permitted uses, floor area, height, and setbacks to redevelop the site with a new public school other than an open enrollment charter school.

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

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

BACKGROUND INFORMATION:

- The area of request is currently zoned an R-7.5(A) Single Family District and is currently developed with a public school other than an open enrollment charter school.
- The applicant proposes to redevelop the site with a new public school other than an open enrollment charter school. This use typically requires a Specific Use Permit in an R-7.5(A) District.
- To allow the proposed use by right, the applicant proposes a Planned Development District for R-7.5(A) Single Family District uses with a public school other than an open enrollment charter school permitted by right. All other permitted uses will default to those on an R-7.5(A) District.
- The applicant also proposes modified development standards primarily related to floor area, height, and setbacks.
- Since the City Plan Commission meeting on April 21, 2022, the applicant's traffic management plan has been updated to address all comments from the Transportation Development Services Division of the Transportation Department. In the proposed conditions, the formatting of the section for height for a public school other than an open enrollment charter school has been updated to more clearly communicate the applicant's intent. The maximum structure height for this use is 40 feet, and the maximum height of light poles is 30 feet. Residential proximity slope applies, but not to light poles. This change has been highlighted in yellow in the conditions.

Zoning History:

There have been four zoning cases in the area in the last five years.

1. **Z178-360:** On November 28, 2018, staff approved an automatic renewal of Specific Use Permit No. 1932 for the sale of alcoholic beverages in conjunction with a general merchandise or food store greater than 3,500 square feet for an additional five-year period on the northwest line of Lake June Road, west of Holcomb Road.
2. **Z189-132:** On January 31, 2019, staff approved an automatic renewal of Specific Use Permit No. 1946 for the sale of alcoholic beverages in conjunction with a general merchandise or food store greater than 3,500 square feet for an additional five-year period at the southwest corner of South Buckner Boulevard and Lake June Road.
3. **Z201-216:** On August 11, 2021, City Council approved Specific Use Permit No. 2424 for a tower/antenna for cellular communication on property zoned an R-7.5(A) Single Family District on the east line of Pleasant Drive, north of Lake June Road.
4. **Z201-237:** On August 11, 2021, City Council approved an R-7.5(A)-D Single Family District with a D Liquor Control Overlay on property zoned a CR-D Community Retail District with a D Liquor Control Overlay on the west line of Seaford Drive, south of Maddox Avenue.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
Lake June Road	Principal Arterial	100 feet
Conner Drive	Local Street	-
Pleasant Drive	Local Street	-

Traffic:

The Transportation Development Services Division of the Transportation Department has reviewed the request and determined that it will not significantly impact the surrounding roadway system.

STAFF ANALYSIS:

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006 outlining several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

The request complies with the following land use goals and policies of the Comprehensive Plan:

LAND USE ELEMENT

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT OPPORTUNITIES

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

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

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

Policy 2.1.1 Ensure that zoning is flexible enough to respond to changing economic conditions.

NEIGHBORHOOD PLUS**GOAL 4.2** Support and leverage emerging school quality and school choice programs.**Land Use:**

	Zoning	Land Use
Site	R-7.5(A) Single Family District	Public school other than an open enrollment charter school
North	R-7.5(A) Single Family, MF-2(A) Multifamily District	Single family
East	R-7.5(A) Single Family District with SUP No. 2424 for a tower/antenna for cellular communication, RR-D Regional Retail District with a D Liquor Control Overlay	Church; tower/antenna for cellular communication; vehicle display, sales, and service
South	Subarea 2 within Planned Development District No. 366, the Buckner Boulevard Special Purpose District, with a D-1 Liquor Control Overlay	Home improvement center, lumber, brick or building materials sales yard; auto service center; vehicle display, sales, and service
West	Subarea 2 within Planned Development District No. 366, the Buckner Boulevard Special Purpose District, with a D-1 Liquor Control Overlay	General merchandise or food store greater than 3,500 square feet, general merchandise or food store 3,500 square feet or less, restaurant without drive-in or drive-through service, office, furniture store, motor vehicle fueling station

Land Use Compatibility:

The area of request is currently developed with a public school other than an open enrollment charter school. North of the request area is single family. To the east is a church with SUP No. 2424 for a tower/antenna for cellular communication, plus vehicle display, sales, and service. To the south and west are various office, retail, and restaurant uses. Staff assesses the applicant's requested land use as compatible with surrounding uses in the area.

The request area is currently developed with a public school other than an open enrollment charter school, and the applicant proposes to redevelop the site with the same use. To accomplish this, they propose a Planned Development District for R-7.5(A) Single Family District uses. Many of the development standards of the R-7.5(A) base district will be retained; however, the applicant proposes modified development standards primarily related to permitted uses, floor area, height, and setbacks.

In a standard R-7.5(A) District, a public school other than an open enrollment charter school is only permitted by Specific Use Permit. With the requested PD, the applicant proposes to permit this use by right. Although there is not a limitation on maximum floor area in a standard R-7.5(A) District, the applicant proposes to limit maximum floor area for a public school other than an open enrollment charter school to 95,000 square feet.

A standard R-7.5(A) District would limit height of buildings to a maximum of 30 feet, with structures for institutional uses allowed up to any height consistent with the Federal Aviation Administration air space limitations, residential proximity slope height restrictions, and the building code. However, the applicant proposes that maximum height for a public school other than an open enrollment charter school is 40 feet. Light poles are limited to a maximum height of 30 feet and are exempt from residential proximity slope restrictions.

While encroachments would not typically be allowed into any required setbacks in a standard R-7.5(A) District, the applicant proposes that steps, handrails, fences, and light poles are permitted in required setbacks. They also propose that parking for the school is allowed in the required yard, and that the setback for the proposed detached premise sign as shown on the development plan is 25 feet.

Staff supports the request because it will allow for the redevelopment of the site while continuing to provide a public school for the community. The proposed use is consistent with the character of the surrounding area and is not foreseen to be detrimental to adjacent properties. Lastly, the request is consistent with the Comprehensive Plan and Neighborhood Plus plan goals to provide greater access to schools and to support the improvement of school facilities.

Development Standards:

Following is a comparison table showing differences in development standards between the current R-7.5(A) District and the applicant's proposed PD for R-7.5(A) District uses and a public school other than an open enrollment charter school.

District	Setback ¹		Density	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
Existing: R-7.5(A)	25'	5'	1 du/7,500 sf No max FAR	30' ¹	45% for res 25% for non-res, 60% for inst		Single family, public school by SUP
Proposed: PD for R-7.5(A)	25' ²	5' ²	1 du/7,500 sf No max FAR Max floor area for public school is 95,000 sf	30' 40' for public school 30' for light poles	45% for res 25% for non-res, 60% for inst		Single family, public school by right

¹ Institutional uses allowed up to any legal height

² Steps, handrails, fences, and light poles and parking for a public school are allowed in required setbacks. Setback for detached premise sign is 25 feet.

Landscaping:

Landscaping will be provided in accordance with Article X, as amended. In addition, the applicant has indicated tree protection zones on the proposed development plan to assure the protection of trees in these zones during all phases of demolition and construction. These tree protection zones are codified in the proposed conditions and require that a tree protection plan must be approved by the building official and fully implemented prior to any construction activity or other disturbance on site. Construction staging and materials are prohibited from tree protection zones.

The conditions also require a minimum five-foot-wide sidewalk with a minimum five-foot-wide landscape buffer, except this width can be reduced to a minimum of four feet to save an existing tree. Also included is a provision that at each intersection of driveway and sidewalk, sidewalks must be constructed of a material that differs in finish and color from that of vehicular ingress and egress driveways.

Parking:

The applicant proposes the standard parking ratios in Section 51A-4.300 for the PD. Pursuant to the Dallas Development Code, the off-street parking requirement for a public school is one-and-one-half spaces per elementary classroom. Therefore, the site is required to have a minimum of 66 spaces for the 44 classrooms proposed. As illustrated on the development plan, the site provides 94 parking spaces.

Market Value Analysis:

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

List of Officers

Dallas Independent School District

Board of Trustees

District 1	Edwin Flores, First Vice President
District 2	Dustin Marshall
District 3	Dan Micciche
District 4	Karla Garcia
District 5	Maxie Johnson, Second Vice President
District 6	Joyce Foreman
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District 8	Joe Carreon, Board Secretary
District 9	Justin Henry

Administration

Michael Hinojosa, Superintendent
Robert Abel, Chief of Human Capital Management
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, Chief Business Officer
Shannon Trejo, Chief Academic Officer
Brent Alfred, Deputy Chief Construction Services

CPC ACTION
May 19, 2022

Motion: It was moved to recommend **approval** of a Planned Development District for R-7.5(A) Single Family District uses and a public school other than an open enrollment charter school use, subject to a development plan, a traffic management plan and conditions; as briefed, on property zoned an R-7.5(A) Single Family District on the north line of Lake June Road, between Conner Drive and Pleasant Drive.

Maker: Shidid
Second: Stanard
Result: Carried: 9 to 0

For: 9 - Popken, Anderson, Shidid, Carpenter, Blair,
Gibson, Stanard, Kingston, Rubin

Against: 0
Absent: 5 - Hampton, Vann, Jung, Housewright, Haqq
Vacancy: 1 - District 3

Notices:	Area: 500	Mailed: 99
Replies:	For: 3	Against: 1

Speakers: For: Karl Crawley, 2201 Main St., Dallas, TX, 75201
Against: None

CPC ACTION
April 21, 2022

Motion: In considering an application for a Planned Development District for R-7.5(A) Single Family District uses and a public school other than an open enrollment charter school use on property zoned an R-7.5(A) Single Family District on the north line of Lake June Road, between Conner Drive and Pleasant Drive., it was moved to **hold** this case under advisement until May 19, 2022, per applicant's request.

Maker: Shidid
Second: Anderson
Result: Carried: 14 to 0

For: 14 - Popken, Hampton, Anderson, Shidid,
Carpenter, Vann, Blair, Jung, Housewright,
Gibson, Haqq, Stanard, Kingston, Rubin

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

Notices: Area: 500 Mailed: 99
Replies: For: 1 Against: 1

Speakers: For: Karl Crawley, 2201 Main St., Dallas, TX, 75201
Against: None

CPC RECOMMENDED CONDITIONS

ARTICLE XXX

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

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

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

PD XXX is established on property generally located on Lake June Road. The size of PD XXX is approximately 7.8 acres.

SEC. 51P-xxx.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. (Ord. 27296)

SEC. 51P-xxx.104. EXHIBIT.

The following exhibit is incorporated into this article:

- (1) Exhibit xxxA: development plan.
- (2) Exhibit xxxB: traffic management plan.

SEC. 51P-xxx.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 xxxA). 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 in 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.

SEC. 51P-xxx.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) The following additional main use is permitted by right:

-- Public school, other than an open enrollment charter school.

SEC. 51P-xxx.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 contained in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

SEC. 51P-xxx.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 51A4.400, 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) Public school other than an open-enrollment charter school.

(1) Floor area. Maximum floor area is 95,000 square feet.

(2) Height.

(A) Except as provided in this section, residential proximity slope applies.

(B) Maximum structure height is 40 feet.

(C) Light poles are allowed a maximum height of 30 feet. The one light pole designated on the development plan is exempt from the residential proximity slope. All other light poles must comply with the residential proximity slope.

(3) Setbacks.

(A) Steps, handrails, fences, and light poles are allowed in the required setbacks.

(B) Parking is allowed in the required yard.

(C) Setback for the detached premise sign as shown on the development plan is 25 feet.

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

See Article VI.

SEC. 51P-xxx.111. LANDSCAPING.

(a) Landscaping must be provided in accordance with Article X.

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

(c) Tree protection zones must be designated on the development plan. A tree protection plan must be approved by the building official and fully implemented prior to any construction activity or other disturbance on site. Construction staging and materials are prohibited in tree protection zones.

SEC. 51P-xxx.112. SIGNS.

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

SEC. 51P-xxx.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 xxxB).

(b) Queuing. Queuing is only permitted inside the Property. Student drop-off and pickup are not permitted within city rights-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 August 1, 2022. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by August 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) 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- xxx.114. SIDEWALKS.

- (a) At each intersection of a driveway and sidewalk, sidewalks must be constructed of a material that differs in finish and color from that of vehicular ingress and egress driveways.

- (c) Minimum sidewalk and street buffer width is five feet except the width can be reduced to a minimum of four in order to save an existing tree.

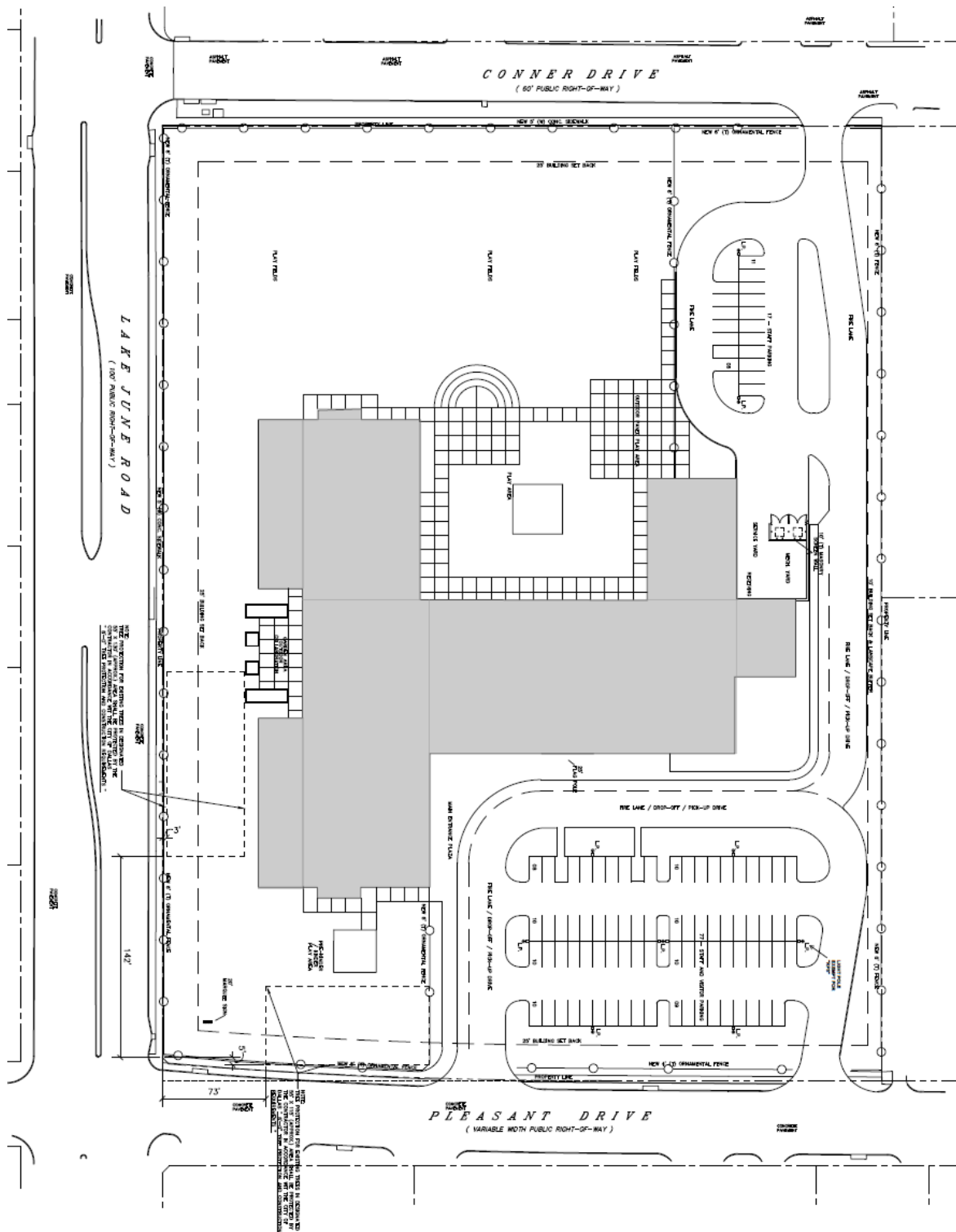
SEC. 51P-xxx.115. ADDITIONAL PROVISIONS.

- (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-xxx.116. 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.

CPC RECOMMENDED DEVELOPMENT PLAN



CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN

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April 22, 2022

PK# 1419-21.545

TRAFFIC MANAGEMENT PLAN

Z212-158



Dallas Independent School District John Q. Adams Elementary
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 John Q. Adams Elementary School described below. The existing elementary school will be demolished, and a new school will be built on the same property.

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, November 16th, 2021 and Thursday, February 10, 2022 during morning and afternoon periods that validates all information in this report.

1. TMP EXHIBIT

(See attached Exhibit 1 - Traffic Management Plan)



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

April 22, 2022



2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 8239 Lake June Road, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Lake June Road:
 - Cross-section: Six lanes, two-way operation, median-divided.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 40 mph *[School Zone of 20 mph]*
 - Pleasant 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]*
 - Conner Drive:
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*
 - **Adjacent Intersections:**
 - Lake June Road and Conner Drive –
 - Marked crosswalks: all approaches
 - Barrier free ramps: not provided on any corners

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- Lake June Road and Pleasant Drive – Marked crosswalks (faded) on all approaches, no barrier free ramps provided on any corners. Two crossing guards were present for the intersection. Low pedestrian activity crossing Lake June Road

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:**
 - Lake June Road: Two Driveways (Existing); No Driveways (Proposed)
 - Conner Drive: No Driveways (Existing); One Driveway (Proposed)
 - Pleasant Drive: Two Driveways (Existing); Two Driveways (Proposed)
- **Student (Building) Ingress/Egress Points:**
 - Main student pedestrian access to parent vehicles will be located at the main entrance on the north 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, November 16th, 2021. 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. NOTE: all information below contains assumptions and may not be final.

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Table 1. Queuing Summary Table

Dismissal Period (Loading Zone)	Grades	Start/End Times	Total Enrollment		Maximum Vehicle Accumulation	(On-Site) Storage Capacity (veh)	Surplus/Deficit (veh)
			Existing	Proposed			
1	Pre-K – Kinder	7:45 AM – 3:00 PM	Pre-K/Kinder – 149	Pre-K/Kinder – 187	35 (32)	95 (0)	+60 (-32)
2	1 st – 5 th	7:45 AM – 3:15 PM	356	563	104 (78)	95 (0)	-9 (-78)

5. CIRCULATION

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

- Description of Existing Conditions

On-Site Circulation:

- Pre-K - Kinder:

Parent traffic enters the area traveling southbound on Pleasant Drive. Parent traffic queues/stands on the southbound curb lane and queue along Pleasant Drive past the frontage of the property.

Traffic exits the queueing area continuing south after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.

- 1st Grade – 3rd Grade:

Parent traffic enters the area traveling westbound on Lake June Road. Parent traffic queues/stands on the westbound curb lane and enters the property along the recessed area on Lake June Road. Within the recessed area, two queue lines form. Once queueing backs on to Lake June Road, the queue backs along the westbound curb lane to Pleasant Drive.

Traffic exits the recessed area continuing west after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle. Currently, a right-turn only sign exists at the right-most lane for the westbound approach at the intersection of Lake June Road and Conner Drive during school zone hours.

A single school bus is used for this particular school and loads and unloads students along the northbound curbside of Conner Drive

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adjacent to the site. NOTE: A small number of students travel by bus that essentially equate to 0%.

Staff and visitor parking lots are provided surrounding the site.

Temporary traffic control devices:

- Temporary traffic control devices are not used currently in order to facilitate drop-off/pick-up operations.

- Description of Proposed Conditions

On-Site Circulation:

- Pre-K - Kinder:

Parent traffic is to enter the area traveling westbound on Lake June Road and turn onto Conner Drive. Parent traffic is to enter the site via the driveway on Conner Drive and enter the queue along the provided queuing area on-site.

Additional parent loading area will be provided within the parking lot, east of the school building.

Traffic is to circulation through the site in a clockwise traffic flow. (See **Exhibit 1**)

Traffic is to exit the queueing area continuing east after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle. Traffic is then to exit the site via the southernmost driveway on Pleasant Drive.

- 1st Grade – 3rd Grade:

Parent traffic is to enter the area traveling westbound on Lake June Road and turn onto Conner Drive. Parent traffic is to enter the site via the driveway on Conner Drive and enter the queue along the provided queuing area on-site and queue back along the northbound curbside of Conner Drive.

Additional parent loading area will be provided within the parking lot, east of the school building.

Traffic is to circulation through the site in a clockwise traffic flow. (See **Exhibit 1**)

Traffic is to exit the queueing area continuing east after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle. Traffic is then to exit the site via the southernmost driveway on Pleasant Drive.

A single school bus is used for this particular school and is to load and unload students along the provided bus queuing area within the site adjacent to Conner Drive (as shown in **Exhibit 1**). NOTE: A small number of students travel by bus that essentially equate to 0%.

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Staff and visitor parking lots are provided surrounding the site.

Temporary traffic control devices:

- Cones are to be placed along the east parking lot to restrict parent traffic from circulating through the parking lot.

6. DROP-OFF/PICK-UP COORDINATION

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

- **Passenger ID system:**

- Managed Loading System

NOTE: A "managed loading system" at schools refers to the established protocol for picking up passengers at a specific release time. Passenger loading and vehicle departures are sequential based upon order of arrival. During a prior coordination phase, drivers are provided with some form of identification that school personnel observe upon arrival so that the corresponding passenger is prepped for loading before the vehicle arrives at the designated loading area.

- **Separation of modes of transportation:**

- Bus: 0% (For special education students only)
 - Walk: 15%
 - Picked Up by Parent: 85%

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

- **Staggered times:**

- 7:45 AM – 3:00 PM (Pre-Kindergarten - Kinder)
 - 7:45 AM – 3:15 PM (1st – 5th)

- Other

7. SCHOOL STAFF ASSISTANCE

- **Number:**

- Observed: 5 - 10
 - Desired: 5- 10

- **Location:**

- Observed: Main Entrance
 - Desired: Main Entrance

April 22, 2022



- 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: Two
 - Observed: Two
 - Desired: Two
- Location:
 - Observed: Intersection of Lake June Road and Pleasant Drive
 - Desired: Intersection of Lake June Road and Pleasant Drive

April 22, 2022



9. SCHOOL ADMINISTRATION INPUT STATEMENT

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

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

REVIEW AND COMMITMENT

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

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

Monica Battison

4/22/2022

Principal Signature

Date

Name: _____

Title: _____

Police Department Signature

Date

Name: _____

Title: _____

10. ENGINEER SEAL

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

Traffic Management Plan
John Q. Adams Elementary School
Page 8

April 22, 2022



11. REPORT FORMAT

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

12. OTHER ITEMS WHERE APPLICABLE

- a) School Bus Operations:
 - 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: 0% (For special education students only)
 - ii. Walk: 15%
 - iii. Picked Up by Parent: 85%
- NOTE: Information provided by Dallas Independent School District and validated with field observations
- d. Projected maximum vehicle accumulation: 104
 - e. Projected on-site storage capacity: 95
 - f. Surplus/Deficit: -9
 - c) Pedestrian Routes: The pedestrian routes will be/are based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study however, the anticipated (and observed) pedestrian routes include the sidewalk paths along Pleasant Drive.
 - d) Parking Management Strategies:
 - a. On-street parking restrictions: none
 - b. Faculty Parking: northeast parking lot/west parking lot
 - c. Visitor Parking: northeast parking lot
 - e) Recommendations for walking/biking: none
 - f) Other Recommendations: (See below)
 - g) Traffic Control (Signage) Plan: Not Applicable

CONNER DRA
(007 12345678901234567890)

ASANT DRIVE

81,82,405,21,
















STUDENTS BEFORE PARENT QUEUE BEGINS

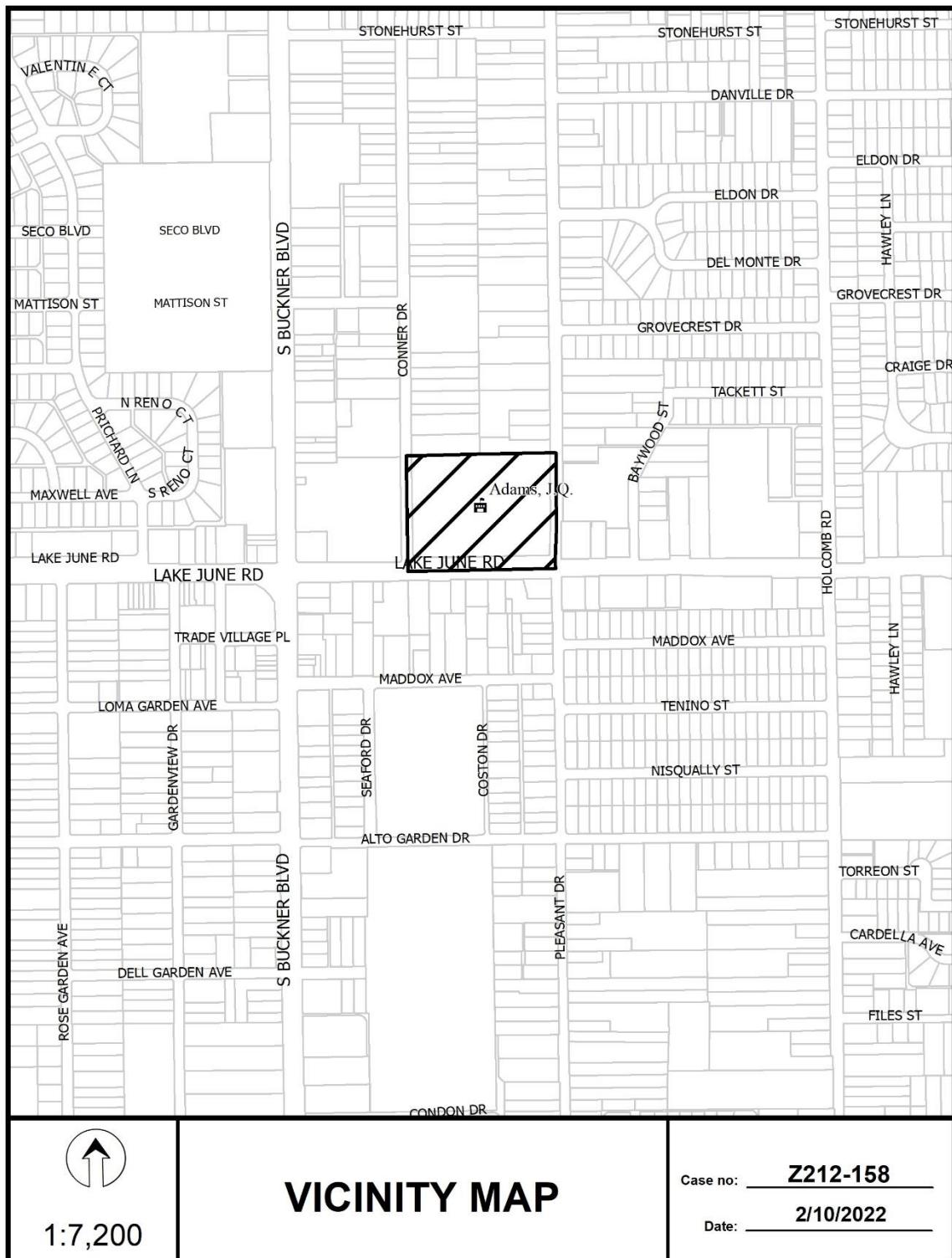
LAKES JONES ROAD
(100' PAVED DRIVE-47'-WIDE)

*Information given by school district

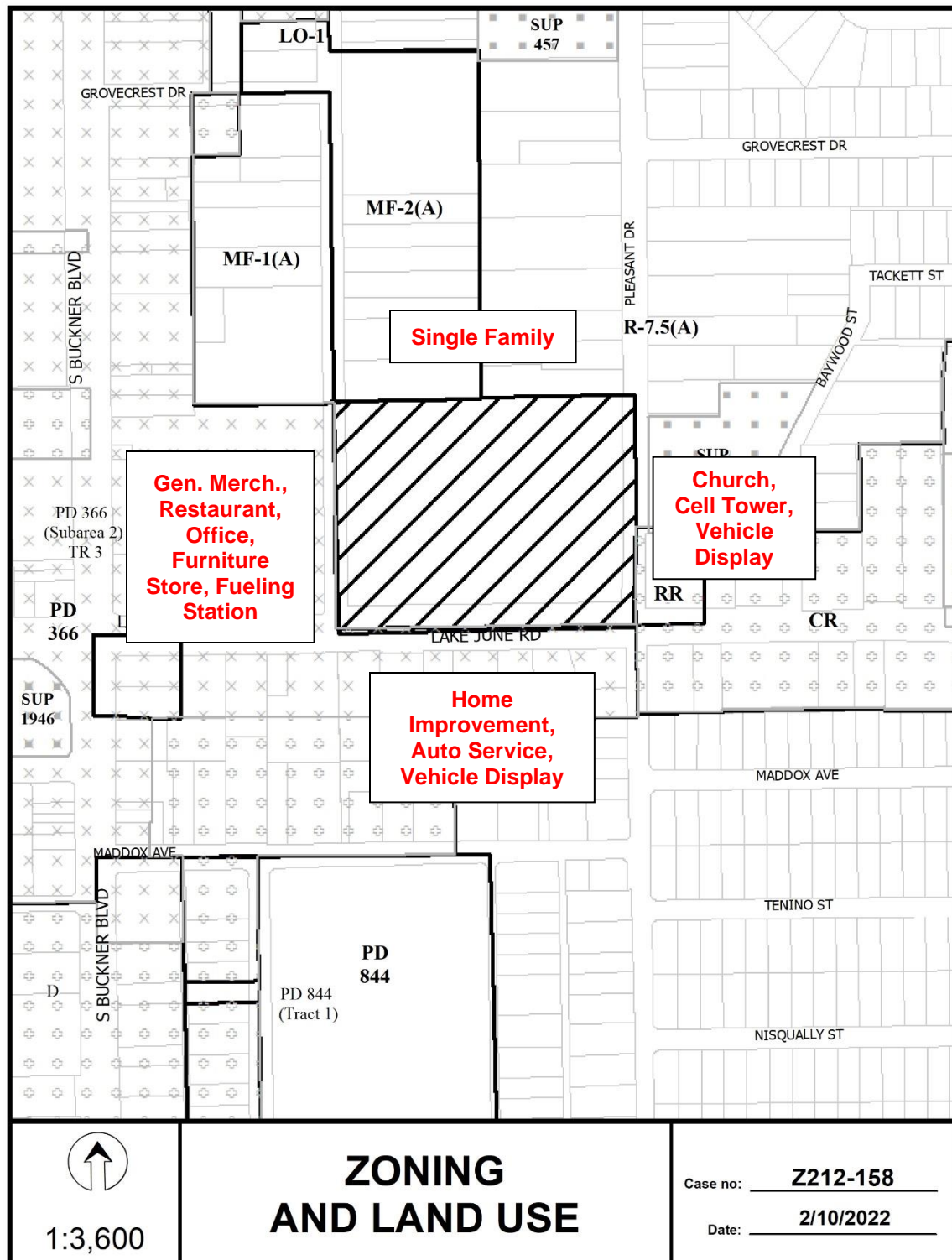
HUNTER W. LEMLEY
125343
PROFESSIONAL ENGINEER

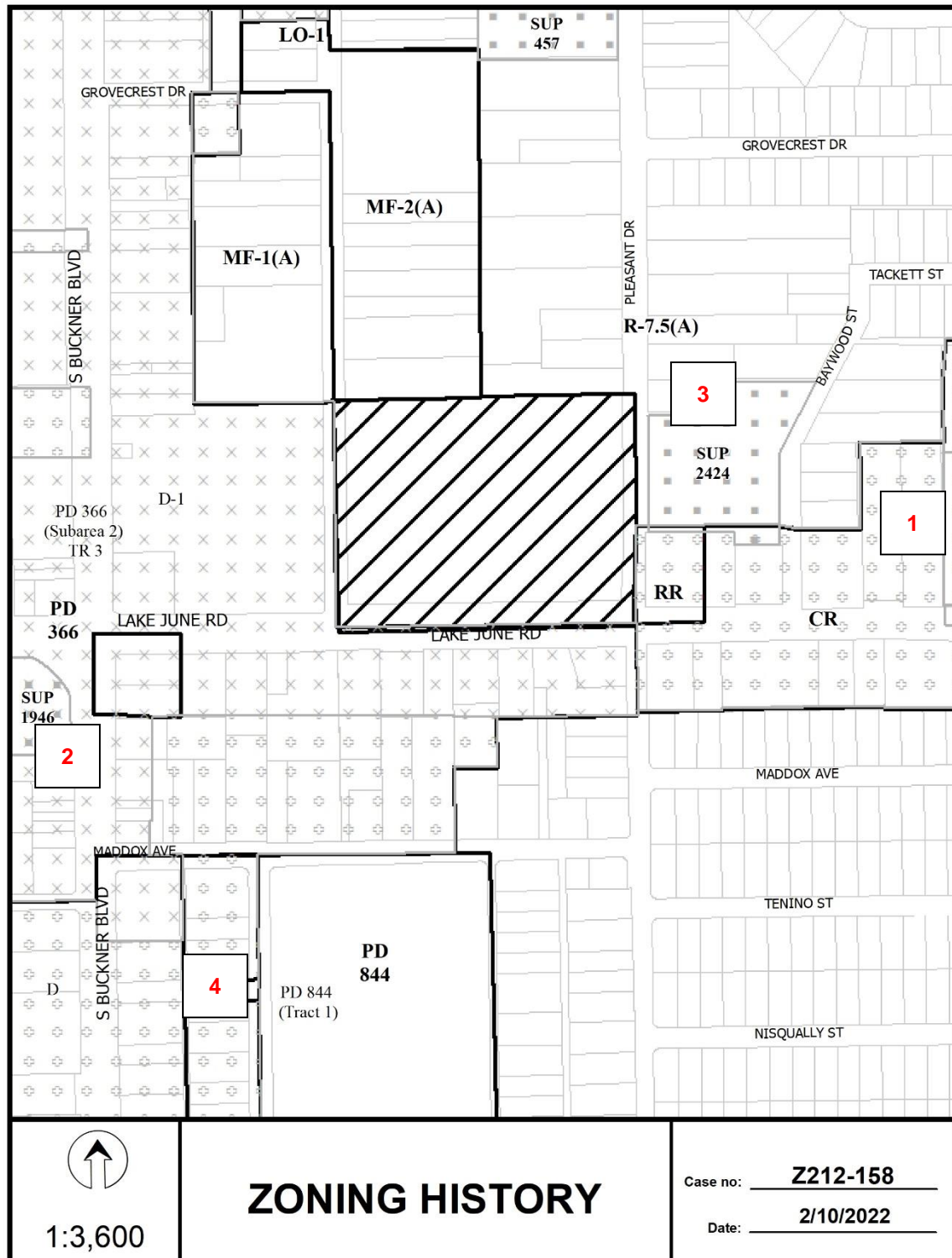
THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY HUNTER W. LEMLEY, P.E. 125343 ON 04/22/22
ALTERNATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

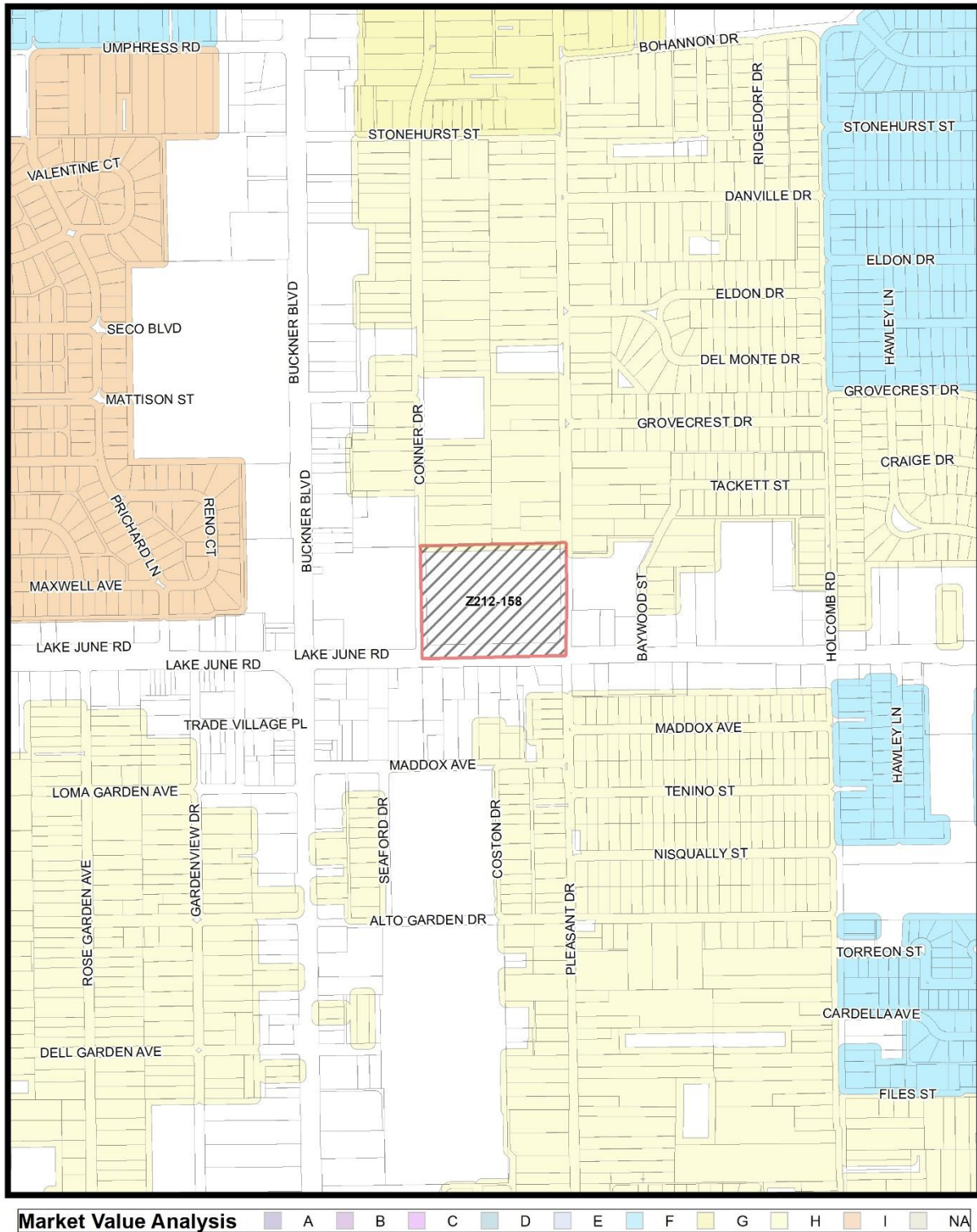
<p>LEGEND</p> <ul style="list-style-type: none">  - Queue Area (Managed Loading)  - Parent Loading/Waiting Area  - Front (or Start) of Queue  - Circulation/Flow  - Parent Vehicle Access Point  - School Bus Loading/Unloading  - Pedestrian Access Point  - Crosswalk  - Pedestrian Route  - School Zone  - Public Transit Stop (DART Route No.)  - Traffic Signal  - Staff Assistance  - Crossing Guard(s)  - Traffic Cones 	<p>GENERAL NOTES:</p> <ol style="list-style-type: none"> The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year. Parent drop-off activity in the morning has a similar protocol as the parent pick-up in the afternoon. Generally, excessive traffic delays and queuing were not evident during the morning peak. This drawing is conceptual only and does not reflect a detailed design. Site plan designed and provided by others. Front of queue must begin at the edge of pavement as shown on the plan, thus requiring students to walk to the front of the driveways. This is to maximize on-site queuing. A small number of students travel by bus that essentially equate to 0%.
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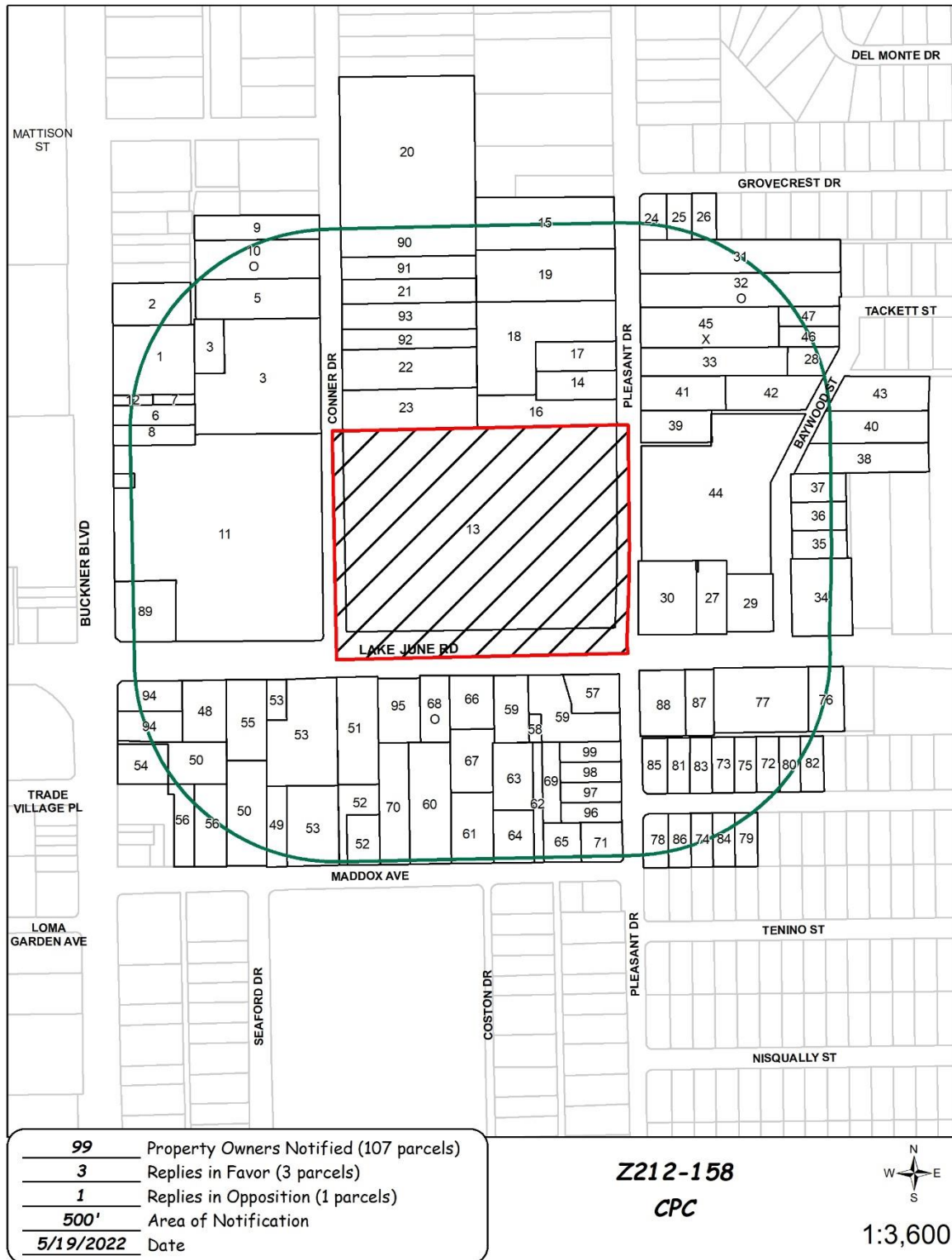






Market Value Analysis

Printed Date: 2/10/2022



05/18/2022

Reply List of Property Owners***Z212-158******99 Property Owners Notified 3 Property Owners in Favor 1 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	1402 S BUCKNER BLVD	BUCKNER S INVESTMENTS INC
	2	1418 S BUCKNER BLVD	JDC HEALTHCARE MANAGEMENT LLC
	3	1407 CONNER DR	PLEASANT GROVE CHURCH OF CHRIST
	4	1330 S BUCKNER BLVD	BRAY CHILDRENS TRUST &
	5	1425 CONNER DR	VOLL8 LLC
	6	1340 S BUCKNER BLVD	SEO BOU GUNG &
	7	1344 S BUCKNER BLVD	SEO BOU GUNG &
	8	1336 S BUCKNER BLVD	LEE CHY D
	9	1439 CONNER DR	ALTAMIRANODIAZ GERARDO &
O	10	1435 CONNER DR	APODACA JERRY B
	11	1310 S BUCKNER BLVD	MCISREHLDGS ONE LLC
	12	1400 S BUCKNER BLVD	SEO BOU GUNG & IN HYUN AN
	13	8239 LAKE JUNE RD	Dallas ISD
	14	1411 PLEASANT DR	RUIZ MICHELE
	15	1441 PLEASANT DR	BELTRAN ARMANDO A &
	16	1403 PLEASANT DR	RODRIGUEZ GILBERTO
	17	1415 PLEASANT DR	AGUILAR MARIA M &
	18	1417 PLEASANT DR	QUEVEDO GLORIA
	19	1431 PLEASANT DR	PONCIANO JUANA
	20	1446 CONNER DR	PROJECT UNITED COMMUNITY
	21	1428 CONNER DR	MORALES MARIA OLIVIA & JOEL
	22	1408 CONNER DR	ZAPATA ANNETTE
	23	1400 CONNER DR	SALCEDO MANUEL BECERRA
	24	8302 GROVECREST DR	SANCHEZ MACRINO
	25	8306 GROVECREST DR	PEREZ ELVIA V &
	26	8310 GROVECREST DR	SANCHEZROMERO JUAN A &

05/18/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	8315 LAKE JUNE RD	LEWIS ROMEO N JR
	28	1415 BAYWOOD ST	HERNANDEZ MARIA CECILIA
	29	8323 LAKE JUNE RD	SUN WEN TSAI & CHING JEN
	30	8301 LAKE JUNE RD	DIAZ ROBERTO H &
	31	1432 PLEASANT DR	DELGADO IGNACIO & PAULINA ACOSTA
O	32	1426 PLEASANT DR	ROSILLO MANUEL &
	33	1414 PLEASANT DR	GONZALEZ MARBELLA
	34	8333 LAKE JUNE RD	MENCHACA GILBERTO
	35	1320 BAYWOOD ST	SIERRA LUIS & CLARITA
	36	1326 BAYWOOD ST	ANDRADE ALFREDO
	37	1332 BAYWOOD ST	CARRANZA OLIVERIO & ROSBELIA ORTIZ
	38	1338 BAYWOOD ST	RUIZ LUISA GOMEZ
	39	1338 PLEASANT DR	FLORES PEDRO &
	40	1404 BAYWOOD ST	LUVIANO ROGELIO & CRUZ PATRICIA
	41	1406 PLEASANT DR	RAMIREZ CELSO &
	42	1409 BAYWOOD ST	MORENO ASCENCION CHAVEZ
	43	1410 BAYWOOD ST	CASTANEDA SEBASTIAN G
	44	1324 PLEASANT DR	PLEASANT GROVE CHRISTIAN CHURCH
X	45	1418 PLEASANT DR	Taxpayer at
	46	1419 BAYWOOD ST	OVALLE NICOLAS &
	47	1423 BAYWOOD ST	GRAHAM PEGGY EST OF
	48	8124 LAKE JUNE RD	REALEINS PROPERTIES LTD
	49	8131 MADDOX AVE	ENNIS ELECTRIC SERVICE
	50	1214 S BUCKNER BLVD	MADDOX STREET INVESTMENTS INC
	51	8204 LAKE JUNE RD	GROOM FAMILY LP
	52	8205 MADDOX AVE	BANDA JOE
	53	8142 LAKE JUNE RD	HISPANIC SERVICES
	54	1234 S BUCKNER BLVD	TX QUALITY FOOD INC
	55	8126 LAKE JUNE RD	NEKAN ACCOUNTING
	56	8115 MADDOX AVE	MORA ADELE GARZA
	57	8252 LAKE JUNE RD	GONZALEZ DELIA

05/18/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	8240 LAKE JUNE RD	GAMEZ JOSE A
	59	8240 LAKE JUNE RD	HERITAGE GROUP LLC THE
	60	8215 MADDOX AVE	MORA JOSE
	61	8223 MADDOX AVE	MACIAS J GUADALUPE &
	62	8233 MADDOX AVE	VEGA LUIS & SAN JUANA VEGA
	63	8233 MADDOX AVE	AHMAD ISHTIAQ
	64	8233 MADDOX AVE	VEGA LUIS & SAN JUANA
	65	8239 MADDOX AVE	CASAS REALIDAD LP
	66	8224 LAKE JUNE RD	MONTOYA MIGUEL EST OF
	67	8222 LAKE JUNE RD	MORA JONATHAN
O	68	8214 LAKE JUNE RD	HERNANDEZ TRUST THE
	69	1221 PLEASANT DR	VEGA LUIS & SAN JUANA
	70	8209 MADDOX AVE	CARRENO ANGEL &
	71	1201 PLEASANT DR	BAUTISTA JAIME
	72	8325 MADDOX AVE	RAMIREZ GERARDO
	73	8317 MADDOX AVE	ZAMORA GUADALUPE H &
	74	8310 MADDOX AVE	LOZA LADISLAO
	75	8321 MADDOX AVE	PANIAGUA ELEAZAR
	76	8336 LAKE JUNE RD	FROSSARD T V JR
	77	8318 LAKE JUNE RD	FROSSARD T E JR
	78	8300 MADDOX AVE	BRUNO WAYNE C & DONNA
	79	8320 MADDOX AVE	URQUIZA JUAN C
	80	8329 MADDOX AVE	STILWELL TOM BILL
	81	8307 MADDOX AVE	VELAZQUEZ HECTOR
	82	8335 MADDOX AVE	ALVIZO CAMILO
	83	8311 MADDOX AVE	CANELA LEONEL &
	84	8316 MADDOX AVE	MURILLO ANTONIO &
	85	8301 MADDOX AVE	MARTINEZ LUIS & LUZ
	86	8304 MADDOX AVE	HANSON ROGER & MICHELLE
	87	8306 LAKE JUNE RD	LI LUNA
	88	8302 LAKE JUNE RD	HB & AA LLC

05/18/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	1310	S BUCKNER BLVD	CIRCLE K STORES INC
90	1438	CONNER DR	RAMIREZ MIGUEL A BANDA
91	1434	CONNER DR	OVIEDO OMAR
92	1416	CONNER DR	MARES MERCED
93	1420	CONNER DR	VEGA JUAN JORGE & SHALBE BERMUDEZ
94	1250	S BUCKNER BLVD	REALEINS PROPERTIES LTD
95	8210	LAKE JUNE RD	BELTRAN JUAN EDGARDO
96	1209	PLEASANT DR	QUINONES MANUELA
97	1213	PLEASANT DR	MARTINEZ ROSENDO JR &
98	1217	PLEASANT DR	MARTINEZ MARCIANO TINOCO &
99	1221	PLEASANT DR	SIAS HOMERO CARRIZALES &