

FILE NUMBER: Z212-236(MP) **DATE FILED:** April 15, 2022
LOCATION: North line of Northaven Road, east of Dennis Road
COUNCIL DISTRICT: 13
SIZE OF REQUEST: Approx. 9.04 acres **CENSUS TRACT:** 48113009611

REPRESENTATIVE: Karl A. Crawley, Masterplan

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application for an amendment to Planned Development District No. 633.

SUMMARY: The purpose of this request is to allow for an addition to an existing elementary school. [Herbert Marcus Elementary School]

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

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

Planned Development District No. 633:

<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=633>

BACKGROUND INFORMATION:

- The area of request is located within Planned Development District No. 633 and is currently developed with a public elementary school. [Herbert Marcus Elementary School]
- The applicant proposes to construct an addition to the elementary school and then demolish a majority of the existing school. The new facility would be built on the north side of the site.
- Platting is required in order to establish a building site for construction of the school addition. Preliminary plat S212-064 was approved by the City Plan Commission, subject to conditions.
- The PD amendment is necessary to allow for the replacement of the school facility in a new footprint and includes additional conditions to ensure compatibility with the surrounding area and pedestrian safety.

Zoning History:

There have been two zoning cases in the area in the past five years.

1. **Z212-331:** On August 31, 2022, staff received an application for an MU-1 Mixed Use District with deed restrictions volunteered by the applicant on property zoned an IR Industrial/Research District on the west line of Dennis Road at the terminus of Sundial Drive, between Northaven Road and Satsuma Drive. [Scheduled for the February 16, 2023 City Plan Commission hearing]
2. **Z190-297:** On November 11, 2020, City Council approved an application for an MU-1 Mixed Use District with deed restrictions volunteered by the applicant on property zoned an IR Industrial/Research District on the west side of Dennis Road, between Northaven Road and Satsuma Drive.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW / Proposed ROW
Dennis Road	Community Collector	64 foot / 60 foot
Northaven Road	Local	50 feet

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.

The amended PD conditions introduce a requirement for a traffic management plan, plus a traffic study to be submitted by March 1st of each odd-numbered year. The TMP calls for two queues, one for Pre-K-1st and 2nd-5th, which line up in separate sections of the facility. After entering the queue at Dennis Road, the traffic splits between the two queues. The Pre-K-1st queue has a projected maximum vehicle accumulation of 54 vehicles and has space on site for 57 vehicles. The 2nd-5th queue has a projected maximum vehicle accumulation of 59 vehicles and has space on site for 87 vehicles. This expanded queue space should eliminate any on street queuing while allowing for adjustments over time through the traffic study.

STAFF ANALYSIS:

Comprehensive Plan:

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

LAND USE ELEMENT

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics

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

ECONOMIC ELEMENT

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

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

Policy 2.5.2 Ensure that existing and future residential areas are appropriately linked in order to enhance economic development and urban design benefits.

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY, AND WALKABILITY

Policy 5.1.1 Promote pedestrian friendly streetscapes.

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

Policy 5.1.4 Enhance visual enjoyment of public space.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

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

Surrounding Land Uses:

	Zoning	Land Use
Site	Planned Development District No. 633	Public school
North	R-10(A) Single Family District	Marcus Park
East	R-10(A) Single Family District	Marcus Park
South	R-10(A) Single Family District	Single family
West	TH-3(A) Townhouse District with Deed Restrictions [Z789-215]	Single Family

Land Use Compatibility:

The area of request is currently developed with a public school other than an open-enrollment charter school, Hebert Marcus Elementary School, which has operated on the current request site in an 80,248 square foot structure from 1963 with a 26,800 square foot addition building from 2004. The applicant intends to demolish the 1963 structure and maintain the 2004 structure and integrate it into the new addition.

There is a public park, Marcus Park, adjacent to the north and east within the block. Property across the Old Dennis right of way to the west is developed with a cluster of eight single family homes. Properties across Dennis Road to the west are developed as multifamily. There are single family uses across Northaven Road to the south built out under R-7.5(A).

The existing development plan indicates 41 classrooms. The proposed school will include elementary grades with 48 classrooms.

The development plan situates the primary massing of the new school on the northern portion of the lot. This siting is necessary to accommodate the construction of the new

school while maintaining the existing school to allow for uninterrupted operations. The development plan generally matches the existing queue entrance location on Dennis Road but adds onsite queuing space within the interior of the site.

Additionally, the request is consistent with the Comprehensive Plan goals to provide greater access to schools and to compatibility for school facilities in neighborhoods. The traffic management plan allows for continued monitoring of the site in the future. The large area of the site and the access to multiple streets help accommodate the school's operation and queuing while limiting impact to nearby residential properties. The proximity to homes makes the school accessible on foot and by bike to area students.

Development Standards:

Following is a comparison table showing development standards for the existing PD and proposed changes:

	Setbacks ¹		Height	Lot Coverage ²	Special Standards
	Front	Side/Rear			
Existing PD 633	For public school use: Per DP Noted as 30'	For public school use: Per DP Noted as 5'	30' max	45% max for residential structures 25% max for nonresidential structures 45% max for public school use	Parking is allowed within required setbacks
Amended PD 633	For public school use: 25'	For public school use: 10'	56' max ³	45% max for residential structures 25% max for nonresidential structures 45% max for public school use	Enhanced sidewalk and pedestrian amenities

¹The PD specifies that modified setbacks apply only to the public school use, otherwise, base R-10(A) setbacks apply.

²Per the PD, lot coverage includes above-ground parking structures but does not include surface parking lots or other paving.

³Max height is limited to a roughly 700 square-foot area on the development plan. Otherwise, max height is limited to a 45 feet max.

The existing zoning of Planned Development District No. 633 was established on May 28, 2003. It functions as a single property PD using R-10(A) uses and regulations as a base, except that a public elementary school other than an open enrollment charter school is permitted by right. The existing PD called for front, side, and rear yard setbacks as shown

on the development plan, limited the height to 30 feet, and allowed for up to 45 percent lot coverage. It also allowed for a six-foot fence to be located within the front setback.

The applicant is not requesting any alteration to the allowable lot coverage. The proposed PD amendment calls for amending the maximum height from 30 feet to 56 feet. The PD previously defined the setbacks as shown on the development plan. The applicant has provided numerical setbacks in the PD document, in order to formalize this development standard.

The amended PD now calls for six-foot sidewalks with five-foot buffers along each street frontage. Along these frontages, street furniture will be required at regular intervals, no more than 200 feet, including a bench, trash receptacle, and bike rack. The site currently hosts a pedestrian path connecting the Northaven sidewalk and the Dennis Road sidewalk. The conditions call for this path to be expanded to at least six feet to preserve this community amenity.

Landscaping:

Landscaping must be provided in accordance with the requirements in Article X, as amended. Additionally, the applicant has identified specific trees intended to be preserved, which are designated with tree protection zones on the development plan. Although general tree protection is required under Section 10.136 of Article X, the inclusion of this provision would ensure the protection of specific trees during all phases of demolition and construction. The applicant has also removed a provision calling for installation of landscaping in phases and will default to the phasing provisions in the base Article X.

Parking:

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 72 spaces for the 48 classrooms proposed. As illustrated on the development plan, the site provides 94 total car spaces.

The development plan includes three bike 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 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

Z212-236(MP)

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 located within an “E” MVA cluster. Properties south of the site are in an “F” MVA cluster.

Dallas ISD Trustees and Administration

Dallas ISD Board of Trustees:

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District 2 **Dustin Marshall**
District 3 **Dan Micciche** – First Vice President
District 4 **Camile White**
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Dr. Pamela Lear – Deputy Superintendent of Staff and Racial Equity
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CPC Action
February 16, 2023

Motion: It was moved to recommend **approval** of an amendment to Planned Development District No. 633, subject to a revised development plan (to show two-story portion of new building), a traffic management plan, and conditions with the following added provisions: 1) add a minimum of one electric vehicle off-street install parking space provided final location determined at the time of permitting and 2) to include a minimum of two charging stations for micro-mobility on the north line of Northaven Road, east of Dennis Road.

Maker: Stanard
Second: Kingston
Result: Carried: 13 to 0

For: 13 - Popken, Hampton, Anderson, Shidid, Carpenter,
Blair, Jung, Housewright, Treadway, Haqq,
Stanard, Kingston, Rubin

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

Notices: Area: 500 Mailed: 93
Replies: For: 0 Against: 4

Speakers: For: Karl Crawley, 2201 Main St., Dallas, TX, 75201
Kathleen Lenihan, 9400 Central Expressway, Dallas, TX, 75241
Against: None

CPC RECOMMENDED PD CONDITIONS

ARTICLE 633. PD 633.

SEC. 51P-633.101. LEGISLATIVE HISTORY.

PD 633 was established by Ordinance No. 25258, passed by the Dallas City Council on May 28, 2003. (Ord. 25258)

SEC. 51P-633.102. PROPERTY LOCATION AND SIZE.

PD 633 is established on property located on Northaven Road between Marcus Drive and Dennis Road. The size of PD 633 is approximately 9.0393 acres. (Ord. 25258)

SEC. 51P-633.103. 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) ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) means the conductors, including the ungrounded, grounded, and equipment grounding conductors, and the Electric Vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

(d) EV INSTALLED means a designated parking space with a branch circuit for EVSE servicing electric vehicles and an electric vehicle charging station installed.

(e) MICRO-MOBILITY CHARGING means an electrical charging station or outlet available for charging micro-mobility vehicles such as e-scooters and e-bikes.

(e)(f) This district is considered to be a residential zoning district. (Ord. 25258)

SEC. 51P-633.104. DEVELOPMENT PLAN.

(a) For a public school use, **other than an open enrollment charter school,** development and use of the Property must comply with the development plan (Exhibit

633A). In the event of a conflict between the text of this article and the development plan, the text of this article controls.

(b) For all other permitted 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. 25258)

SEC. 51P-633.105. MAIN USES PERMITTED.

The only main uses permitted in this district are those main uses permitted in the R-10(A) Single Family District, subject to the same conditions applicable in the R-10(A) Single Family District, as set out in the Dallas Development Code, as amended, except that a public elementary school other than an open enrollment charter school is permitted by right. For example, a use permitted in the R-10(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP, and a use subject to development impact review (DIR) in the R-10(A) Single Family District is subject to DIR in this district. (Ord. 25258)

SEC. 51P-633.106. ACCESSORY USES.

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific types of 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. (Ord. 25258)

SEC. 51P-633.107. 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. In the event of a conflict between this section and Division 51A-4.400, this section controls.)

(a) Except as provided below, the yard, lot, and space regulations set forth in Chapter 51A for an R-10(A) Single Family District apply.

(b) The following regulations apply for a public school, **other than an open enrollment charter school** use.

(1) Minimum front yard is **25 feet** ~~as shown on the development plan,~~ and a maximum six- foot-high open fence is allowed in the required front yard.

(2) Minimum side and rear yard is **10 feet** ~~as shown on the development plan.~~

(3) Maximum height is ~~30 feet~~ 45 feet, except for a section of no more than 700 square-feet in area as shown on the attached development plan, which will be limited to a maximum height of 56 feet.

(4) Maximum lot coverage is 45 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not. (Ord. 25258)

SEC. 51P-633.108. OFF-STREET PARKING AND LOADING.

Consult the use regulations contained in Division 51A-4.200 for the specific off-street parking/loading requirements for each use. ~~Off-street parking for a public school use is allowed in the required yards.~~ (Ord. 25258)

SEC. 51P-633.109. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 25258)

SEC. 51P-633.110. LANDSCAPING.

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

~~(b) For a public school other than an open-enrollment charter school, any landscaping required within the area designated phase line as shown on the development/landscape plan must be planted within 180 days of the removal of the existing school.~~

(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 from tree protection zones.

(d) All plant materials must be maintained in a healthy, growing condition. (Ord. 25258)

SEC. 51P-633.111. SIGNS.

Signs must comply with the provisions for non-business zoning districts in Article VII. (Ord. 25258)

SEC. 51P-633.112 TRAFFIC MANAGEMENT PLAN:

- (A) In general. Operation of the public school other than an open enrollment charter school must comply with the attached traffic management plan.**
- (B) Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.**
- (C) Traffic study.**
 - (i) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 1, 2026, or within six months after students first begin attending classes, whichever is later. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1st of each odd-numbered year.**
 - (a) If the Property owner or operator fails to submit the required initial traffic study to the director by March 1, 2026, or within six months after students first begin attending classes, whichever is later, the director shall notify the city plan commission.**
 - (b) If the Property owner or operator fails to submit a required update of the traffic study to the director by March 1st of each odd-numbered year, the director shall notify the city plan commission.**
 - (ii) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:**
 - (a) ingress and egress points;**
 - (b) queue lengths;**
 - (c) number and location of personnel assisting with loading and unloading of students;**
 - (d) drop-off and pick-up locations;**
 - (e) drop-off and pick-up hours for each grade level;**
 - (f) hours for each grade level; and**
 - (g) circulation.**
 - (iii) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.**

- (a) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.
- (b) If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.
- (D) Amendment process.

 - (i) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.
 - (ii) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

SEC. 51P-633.112. ADDITIONAL PROVISIONS.

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

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. Nos. 25258; 26102)

(c) ~~Existing sidewalks as shown on the attached development plan can remain. All sidewalks must be in good repair and ADA compliant.~~ **Prior to the issuance of a certificate of occupancy, minimum six-foot wide unobstructed sidewalks with minimum five-foot wide buffer must be provided along the entire length of all street frontages. A minimum six-foot wide unobstructed sidewalk is required to directly connect the Northaven Road frontage and the Dennis Road frontage along the Old Dennis Road right of way, as shown on the development plan. The minimum five-foot buffer strip and pedestrian amenities called for in this section are not required on the Old Dennis Road frontage, as shown on the development plan.**

PEDESTRIAN AMENITIES: Prior to the issuance of a certificate of occupancy, each of the following pedestrian amenities must be provided at regular intervals not to exceed 200 feet along the entire length of street frontage:

(A) bench;

(B) trash receptacle; and

(C) bike rack.

Pedestrian amenities must be accessible from the public sidewalk but may not be located in a manner that reduces the unobstructed sidewalk width to less than what is required.

(d) A minimum of one EV off-street installed parking space must be provided with the final location to be determined at the time of permitting.

(e) A minimum of 2 charging stations for micro-mobility must be provided on site with the final location to be determined at the time of permitting.

SEC. 51P-633.113. COMPLIANCE WITH CONDITIONS.

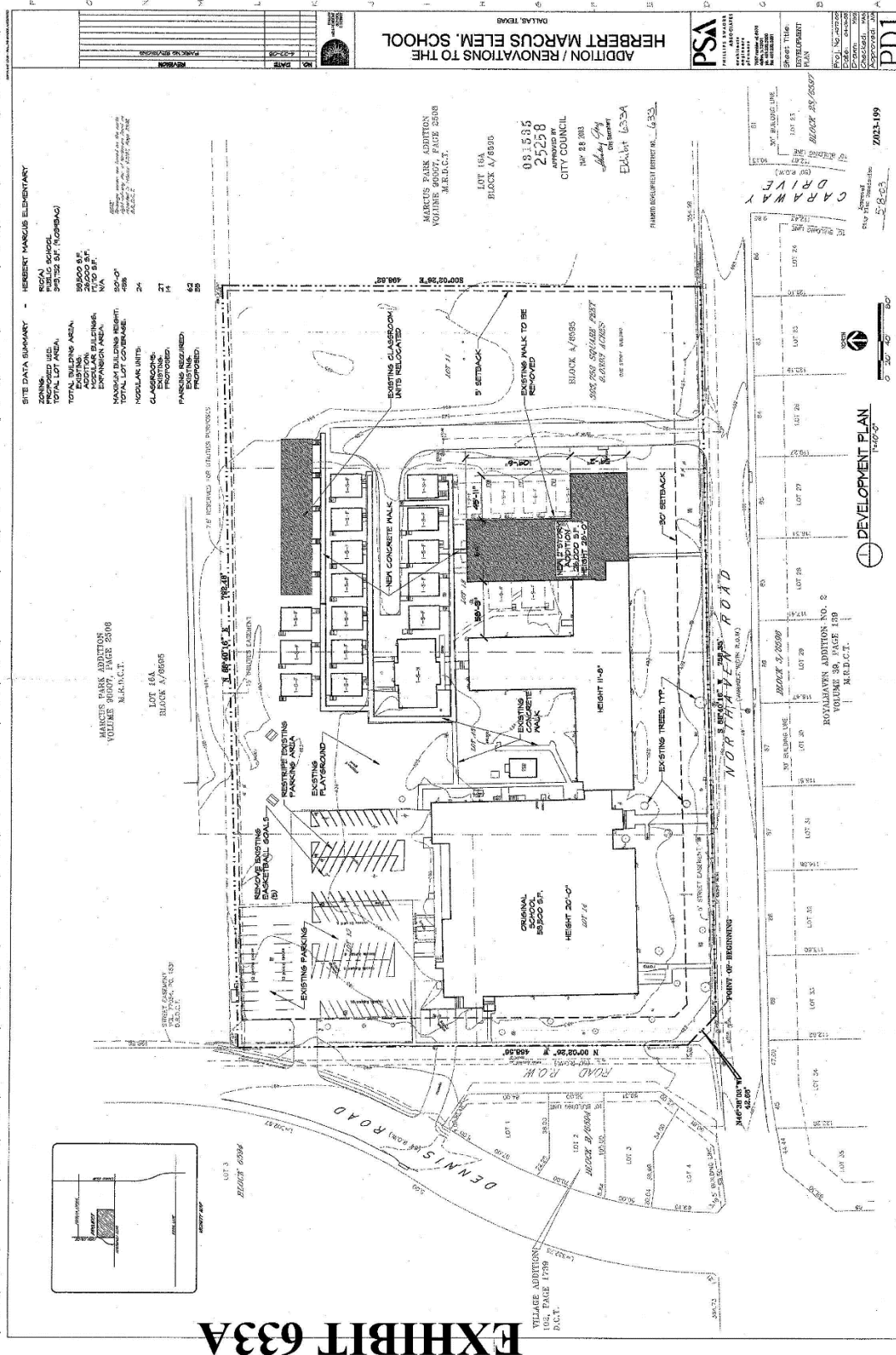
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

(b) The building official shall not issue a building permit or certificate of occupancy for a use in this planned development district 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. Nos. 25258; 26102)

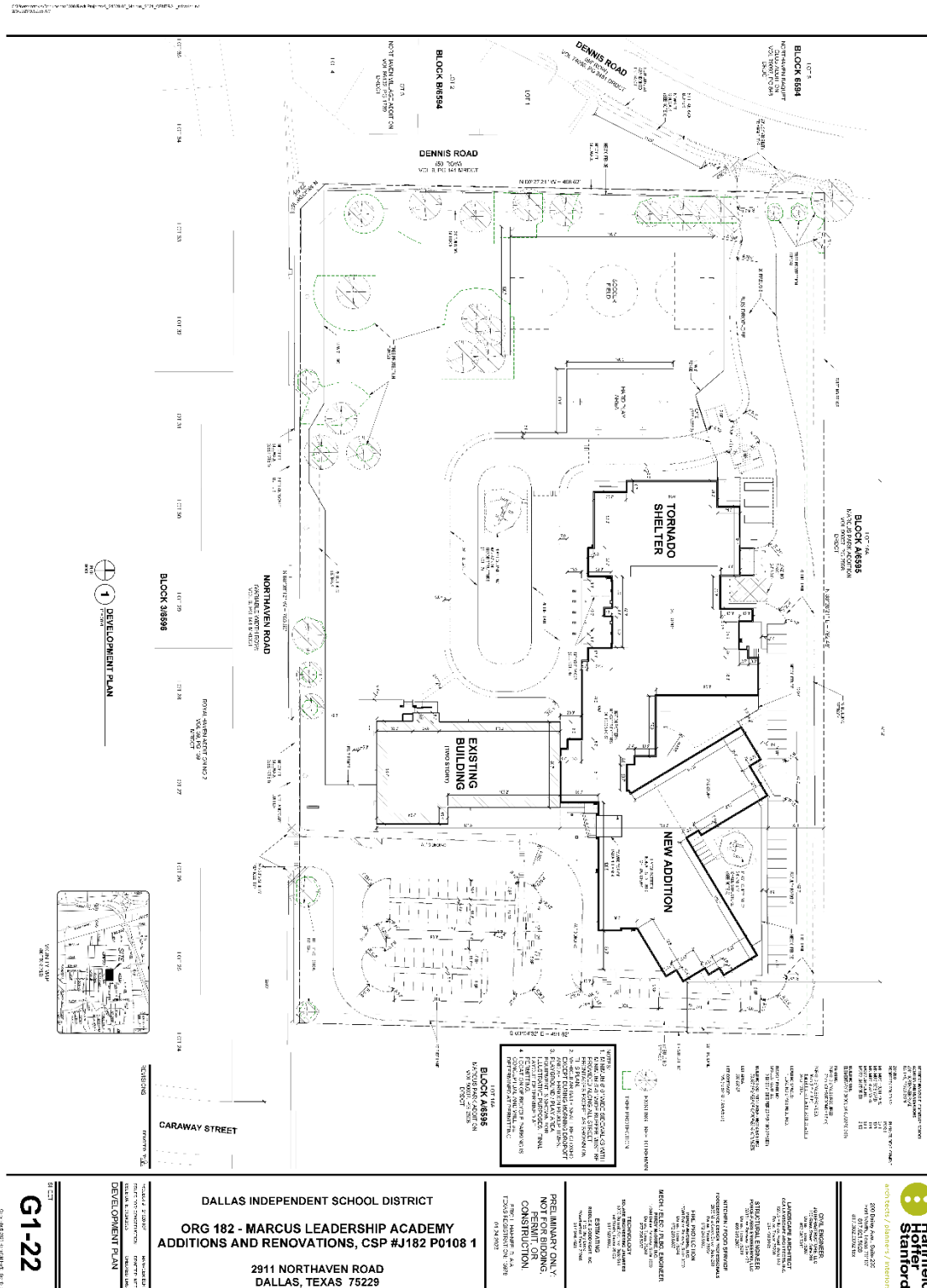
SEC. 51P-633.114. ZONING MAP.

PD 633 is located on Zoning Map No. E-5. (Ord. 25258)

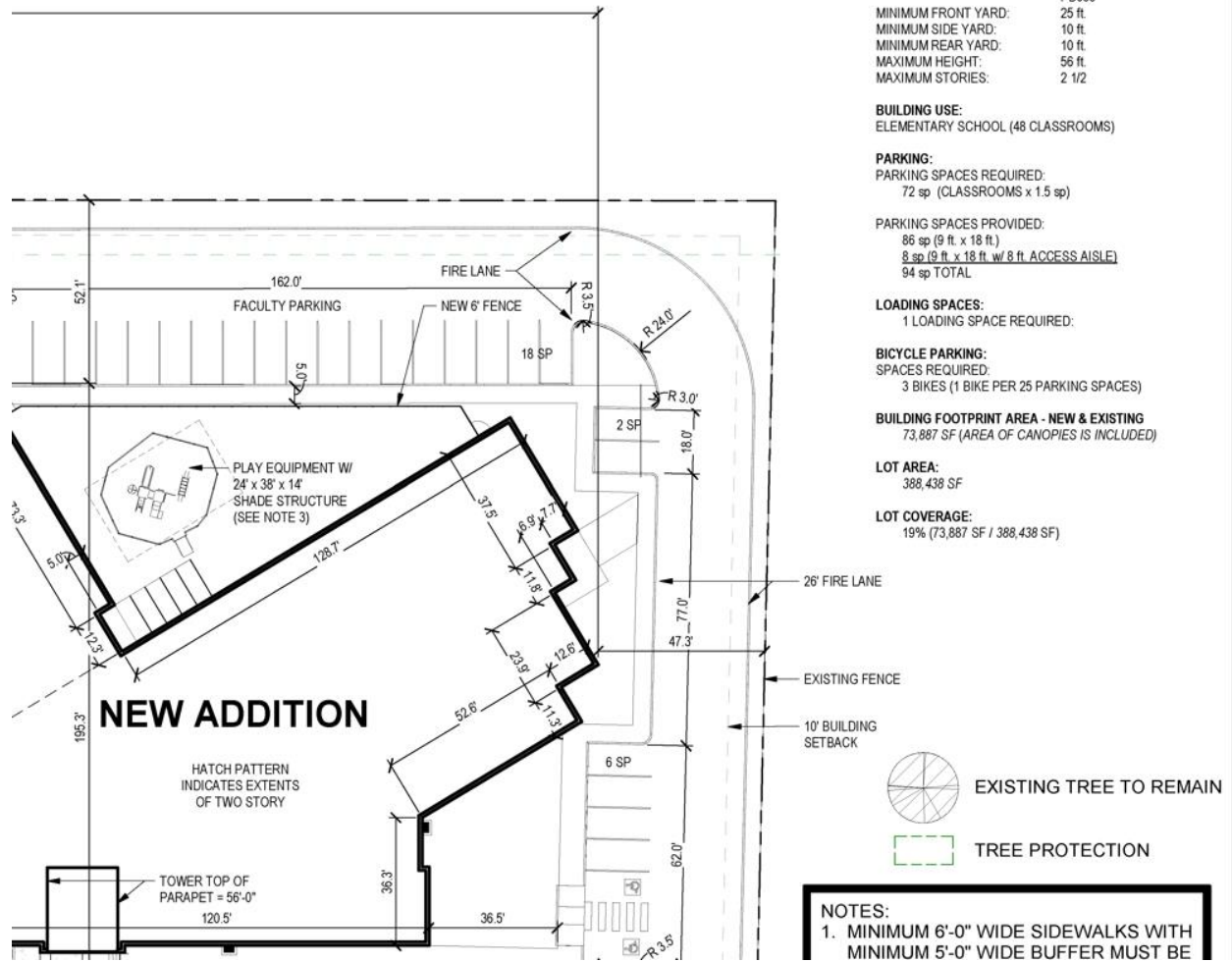
EXISTING PD No. 633 DEVELOPMENT PLAN



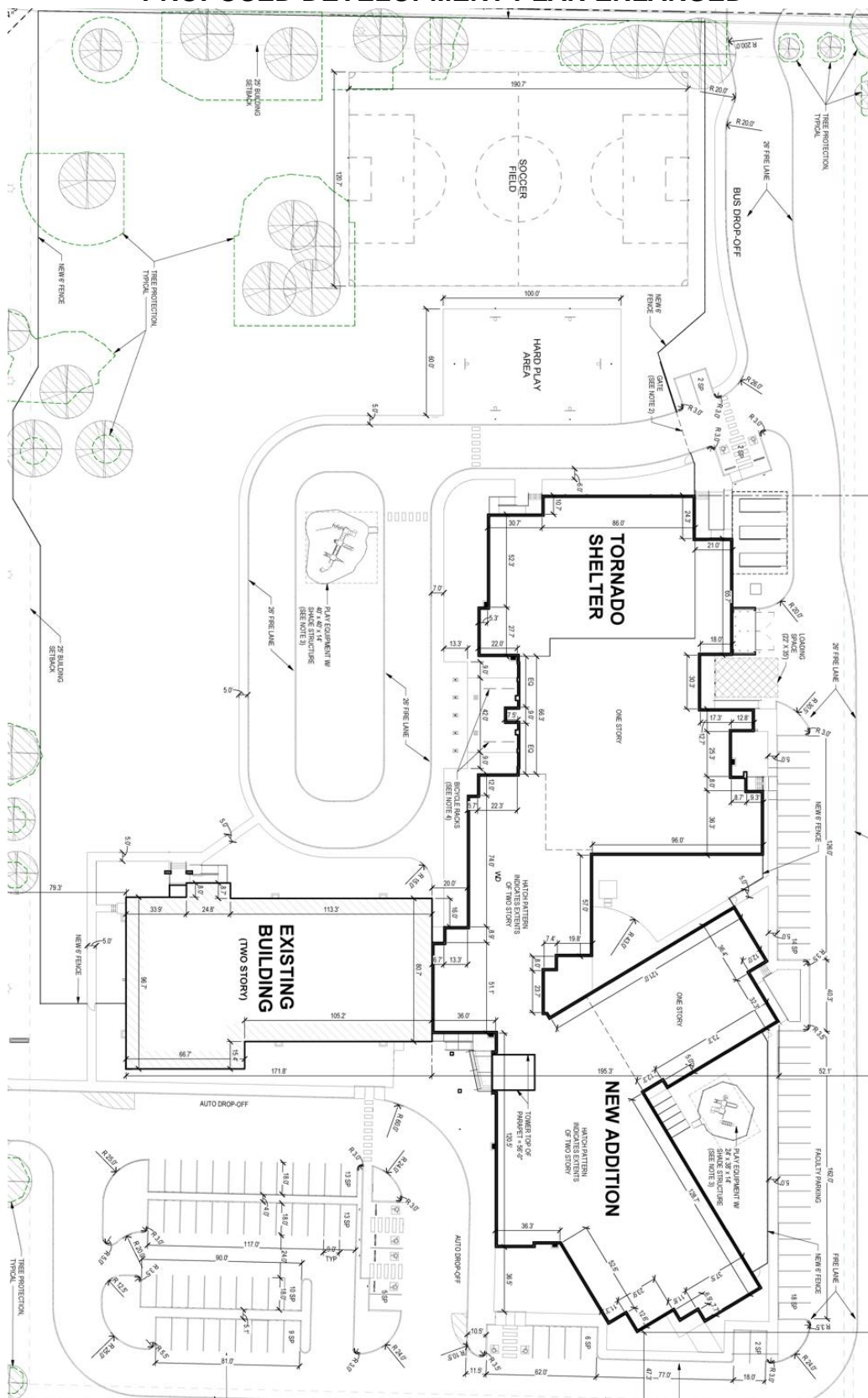
PROPOSED DEVELOPMENT PLAN



PROPOSED DEVELOPMENT PLAN DETAIL



PROPOSED DEVELOPMENT PLAN ENLARGED



PROPOSED TRAFFIC MANAGEMENT PLAN

February 3, 2023

PK# 1787-21.752

TRAFFIC MANAGEMENT PLAN

Z212-236



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

Dallas Independent School District Herbert Marcus Elementary
School
CITY OF DALLAS

Introduction

The services of **Pacheco Koch** (PK) were retained by **Masterplan** on behalf of **Dallas Independent School District (DISD)** to prepare a Traffic Management Plan (TMP), as requested by the City of Dallas, for the existing DISD Herbert Marcus Elementary 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 February 2nd, 2022 and February 22nd, 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

February 3, 2023



2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 2911 Northaven Road, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Northaven Road:
 - Cross-section: Two lanes, two-way operation, undivided, dedicated as a shared bike lane.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*
 - Speed Limit: 30 mph *[School Zone of 20 mph]*
 - Dennis Road:
 - 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:**
 - Northaven Road and Dennis Road - Marked crosswalks on all approaches, with barrier free ramps provided on any corners.
 - Dennis Road and Modella Avenue - Marked crosswalks on south and east legs of the approaches, with barrier free ramps provided on the northeast, southeast and southwest 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.

February 3, 2023



3. INGRESS/EGRESS POINTS OF ACCESS

- **Vehicular Ingress/Egress Points:**
 - Northaven Road: One driveway
 - Dennis Road: One Driveway
- **Student (Building) Ingress/Egress Points:**
 - Main student pedestrian access will be located at the main entrance on the south side of the school building. Additional access will be provided east side of the existing building to remain.

4. QUEUING SUMMARY TABLE

The following table presents the projected queuing vehicle accumulation for the subject campus. The calculations for vehicle accumulation and parking are based upon estimated ratios – estimated linear feet of queue per student – along with the assumptions provided by DISD for this campus have been validated by on-site dismissal observations conducted on February 2nd, 2022, and February 22, 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.

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)
1A	Pre-K – 1 st	7:45 AM – 3:45 PM	270	54	57	+3
1B	2 nd – 5 th		371	59	86	+27

February 3, 2023



5. CIRCULATION

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

- Description of Existing Conditions

On-Site Circulation:

- Pre-k through 5th Grade:

Parent traffic enters the area traveling along Northaven Road and Dennis Road. Parent traffic queues along both curbsides of Northaven Road along the frontage of the school property.

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

A Special Education bus was observed to load students. No other school buses were observed to load and unload students during pick-up and drop-off.

Staff and visitor parking lots are provided surrounding the site.

Temporary traffic control devices:

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

- Description of Proposed Conditions

On-Site Circulation:

- Pre-k through 1st Grade:

Parent traffic is to enter the area traveling along Northaven Road and Dennis Road. Parent traffic is to enter the site via the driveway on Dennis Road and enter the queue along the provided queueing area on-site at the southeastern portion of the site and queue back along the eastside of the building around to the northside of the building.

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

Traffic is to exit the queueing area continuing south after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle. Traffic is then to exit the site via the driveway on Northaven Road turning both left or right as appropriate. School zones are present on Northaven Road to allow for easier turning onto Northaven Road.

February 3, 2023



- **2nd Grade – 5th Grade:**

Parent traffic is to enter the area traveling along Northaven Road and Dennis Road. Parent traffic is to enter the site via the driveway on Dennis Road and enter the queue along the provided queuing area on-site at the southern portion of the new building and queue back along the westside of the building.

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

Traffic is to exit the queuing area continuing north after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle. Traffic is then to exit the site traveling west toward the driveway on Dennis Road turning both left or right as appropriate. School zones are present on Dennis Road to allow for easier turning onto Dennis Road.

Traffic flow between the to queue lines is not anticipated to be significant. Traffic circulating to the front queue (Pre-K – 1st Grade) will have primarily already arrived at queuing location before the dismissal of the 2nd Grade – 5th Grade queue. A STOP Sign will be installed at the internal intersection for northbound traffic. The east-west internal roadway will be wide enough to handle three lanes of traffic.

In the case where siblings are separated between the two dismissal locations, school staff will confirm that siblings will be gathered together to be picked up at the 2nd-5th Grade location for parents to pick students up at the single location.

In the event that the Pre-K – 1st Grade queuing backs up to Dennis Road, the school shall evaluate and redistribute the dismissal class grade designations to allow for more efficient and equal queue lines

Morning Drop-off operations are similar to Afternoon Pick-Up however all parent vehicles will be dropping off at the 2nd-5th Grade Pick-Up area where the cafeteria is located.

A Special Education bus will load students in front of the K-1st Grade queue. No other school buses will load and unload students during pick-up and drop-off. The bus will arrive at the designated location where no queuing vehicles will be present before the queuing line begins. At the time of dismissal, staff will help the bus to merge with other traffic to exit the site.

Staff and visitor parking lots are provided surrounding the site.

Temporary traffic control devices:

February 3, 2023



- Temporary traffic control devices are proposed to be used in the southeastern portion of the site as shown in **Exhibit 1** to facilitate drop-off/pick-up operations.

6. DROP-OFF/PICK-UP COORDINATION

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

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

DEFINITIONS:

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

A "Monitored Non-Sequential System" refers to a more commonly used managed system that includes a passively supervised protocol that monitors and discourages unsafe activity along the perimeter of the site. This protocol manages students that wait to exit the building at parent vehicle arrival to get to their destination. Passenger loading and vehicle departures are considered non-consecutive to allow drivers to circulate through the area on a more random, but structured basis.

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

- **Separation of modes of transportation:**
 - Bus: 0%
 - Walk: 20%
 - Picked Up by Parent: 80%

NOTE: Information provided by DISD and validated with field observations

February 3, 2023



- **Start times:**
 - 7:45 AM – 3:45 PM (Pre-Kindergarten - 5th)

7. SCHOOL STAFF ASSISTANCE

- **Number:**
 - Observed: 2 - 5 staff members
 - Desired: 2 - 5 staff members
- **Location:**
 - Observed: At the building entrances
 - Desired: At the building entrances
- **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: 3 crossing guards
 - Desired: 3 crossing guards
- **Location:**
 - Observed: Two Intersection of Northaven Road and Dennis Road and one at the intersection of Dennis Road and Modella Avenue

February 3, 2023



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

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

Principal Signature

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
Dallas Independent School District Herbert Marcus Elementary School
Page 8*

February 3, 2023



11. REPORT FORMAT

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

12. OTHER ITEMS WHERE APPLICABLE

- a) School Bus Operations: (See Section 5)
- b) Methodology:
 - a. Engineer Recommended Rate: 5.12 linear feet per student
 - b. Average Length of Vehicle: 23.5 feet
 - c. Separation of modes of transportation:
 - i. Bus: 0% (Bus ridership is so low that is essentially 0%)
 - ii. Walk: 20%
 - iii. Picked Up by Parent: 80%
 - NOTE: Information provided by Dallas and validated with field observations
 - d. Projected maximum vehicle accumulation: 113 (1a - 54, 1b - 59)
 - e. Projected on-site storage capacity: 115 (1a - 57, 1b - 86)
 - f. Surplus/Deficit: +30
- c) Pedestrian Routes: The pedestrian routes are based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study however, the anticipated (and observed) pedestrian routes include the sidewalk paths along Dennis Road and Northaven Road.
- d) Parking Management Strategies:
 - a. On-street parking restrictions: Student Loading Zone (No Parking between 7:00 – 9:00 am and 2:45 – 4:10 pm School days)
 - b. Faculty Parking: On-site
 - c. Visitor Parking: On-site
- e) Recommendations for walking/biking: (See TMP Exhibit)
- f) Other Recommendations: (See TMP Exhibit)

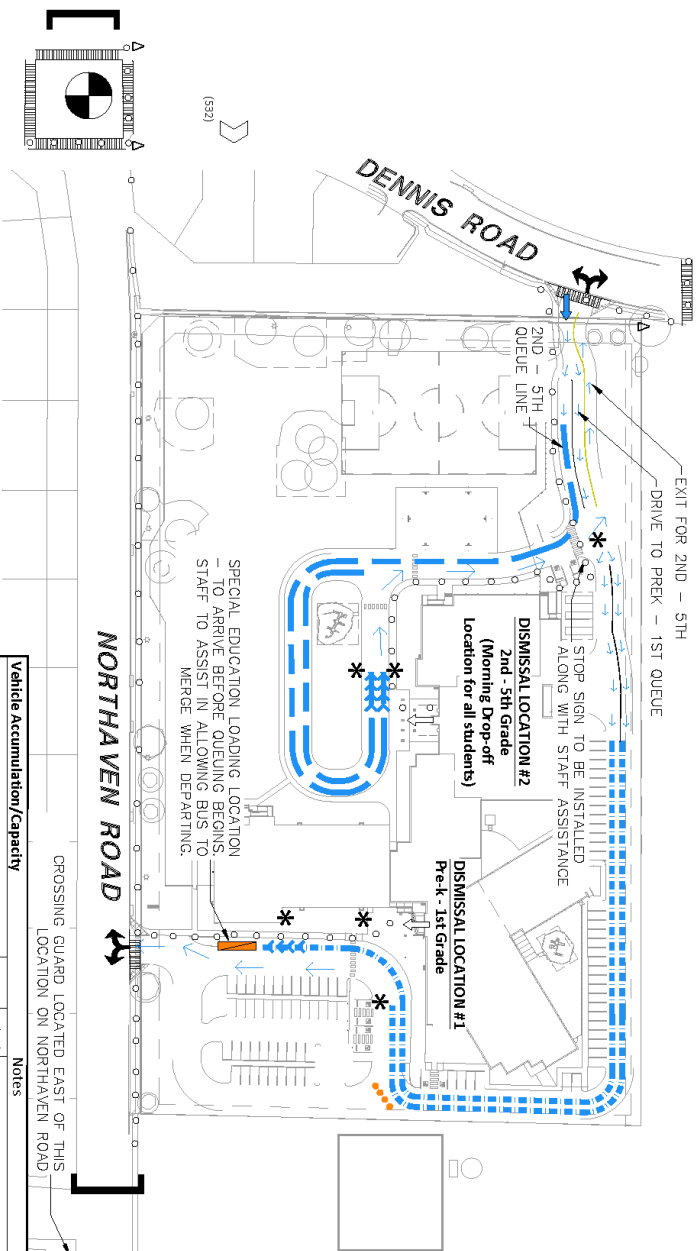
END OF MEMO

Student ID System:

of Staff Assistance: 2-5

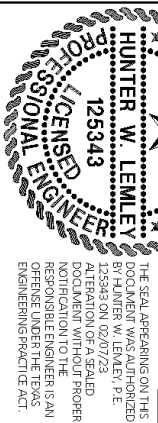
of Crossing Guards: 4

School Times: 7:45 AM - 3:45 PM



Vehicle Accumulation/Capacity	Notes
Projected Enrollment	Pre-K-13 and 5th
Deductions:	270 Students
By School Bus (0%) *	0 Students
By Walking (2.0%) *	54 Students
Other (0%) *	0 Students
Students by Pick-up/Drop-off	216 297 Students
Engineer Recommended Rate:	5.12 If of max. queue per student
Average Length of Vehicle:	23.5 If/veh (Peckhore Koch Observed)
*Projected Maximum Vehicle Accumulation:	54 Vehicles (1268, 1388 If)
Projected On-Site Capacity:	57 Vehicles (1340, 2039 If)
SURPLUS/DEFICIT	+3 +28

*Information given by school district

TX. REG. ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY HUNTER W. LEMLEY, P.E. 125343 ON 02/07/23
ALTERNATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.



LEGEND

- Queue Area (Pre-K - 1st Managed Loading)
- Queue Area (2nd - 5th Managed Loading)
- ➡ - Front (or Start) of Queue
- ↻ - Circulation/Flow
- ➡ - Parent Access Point
- ↩ - Pedestrian Access Point
- □ □ □ - Crosswalk
- ○ ○ ○ - Pedestrian Route
- ⌈] - School Zone
- ⌋] - Public Transit Stop (DART Route No.)
- (limb) - Traffic Signal
- * - Staff Assistance
- Δ - Crossing Guard(s)
- - Traffic Cones
- School Bus Loading/Unloading

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.

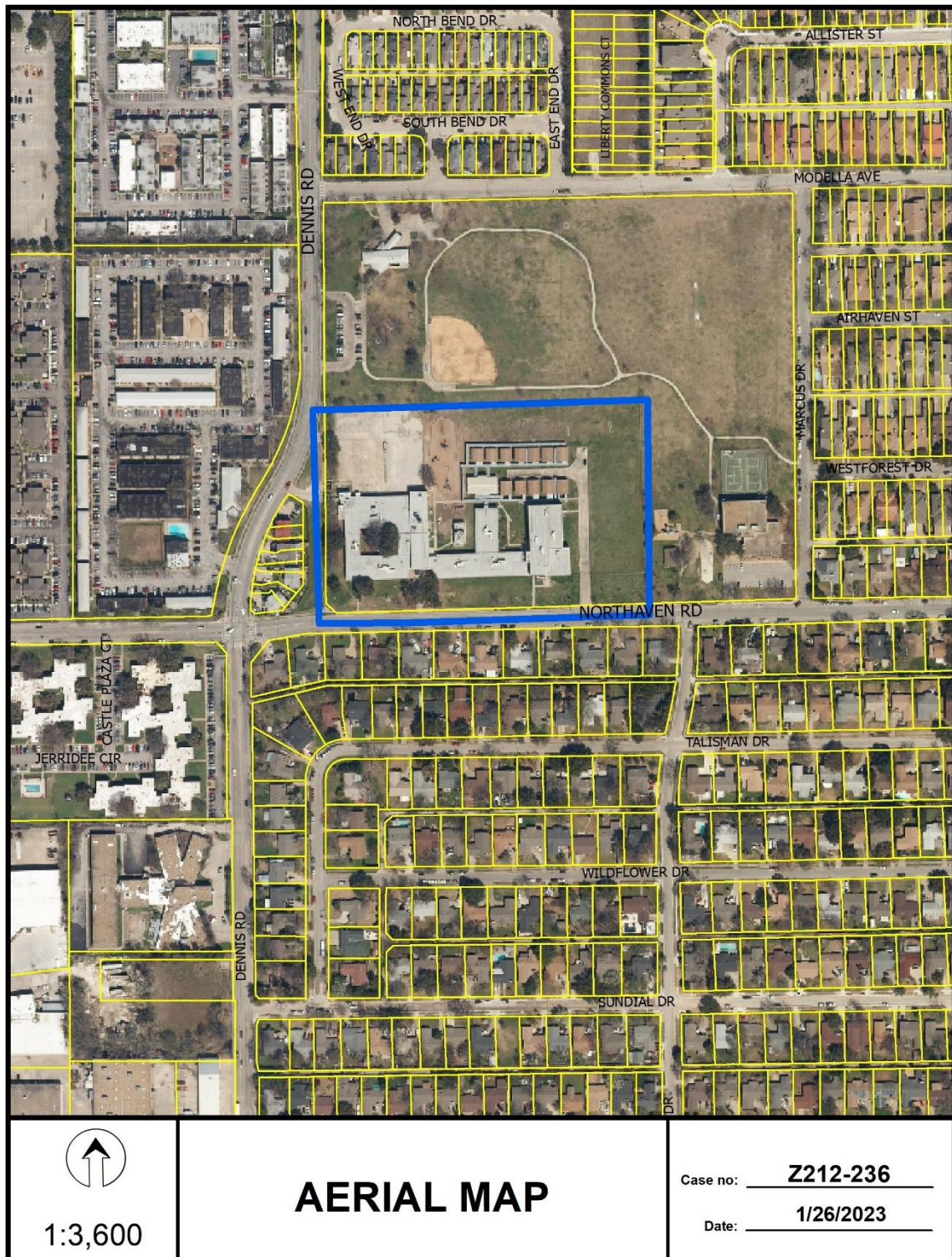
4. The engineer certifies that the results of the queuing analysis—upon complete enforcement of the traffic management plan and its recommendations—indicate that no queuing of vehicles is expected to extend into City of Dallas rights-of-way as a result of internal queuing constraints during the study peak hours of school operation.

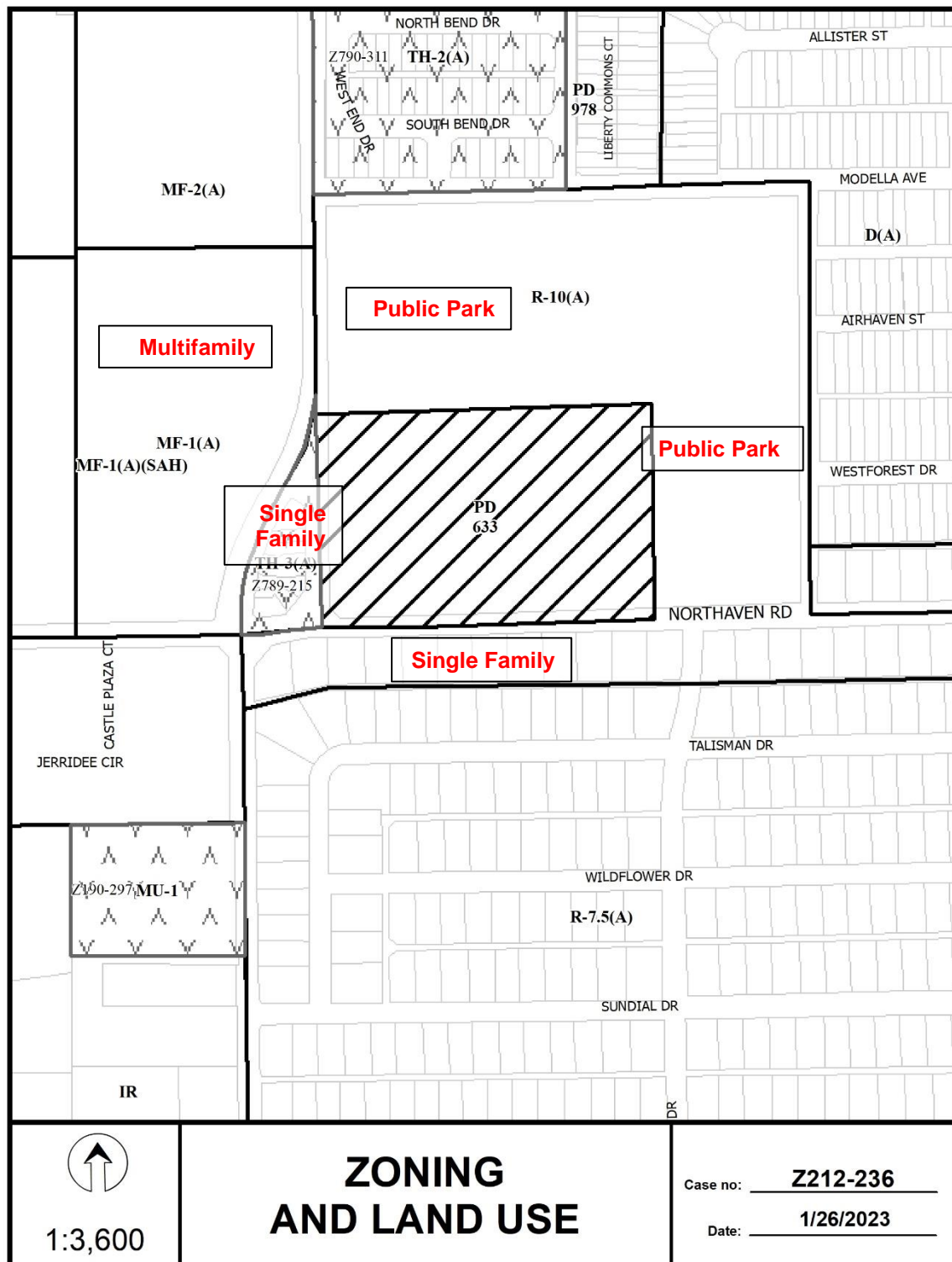
PK 1787-21.752 (SMN: 02/07/23)

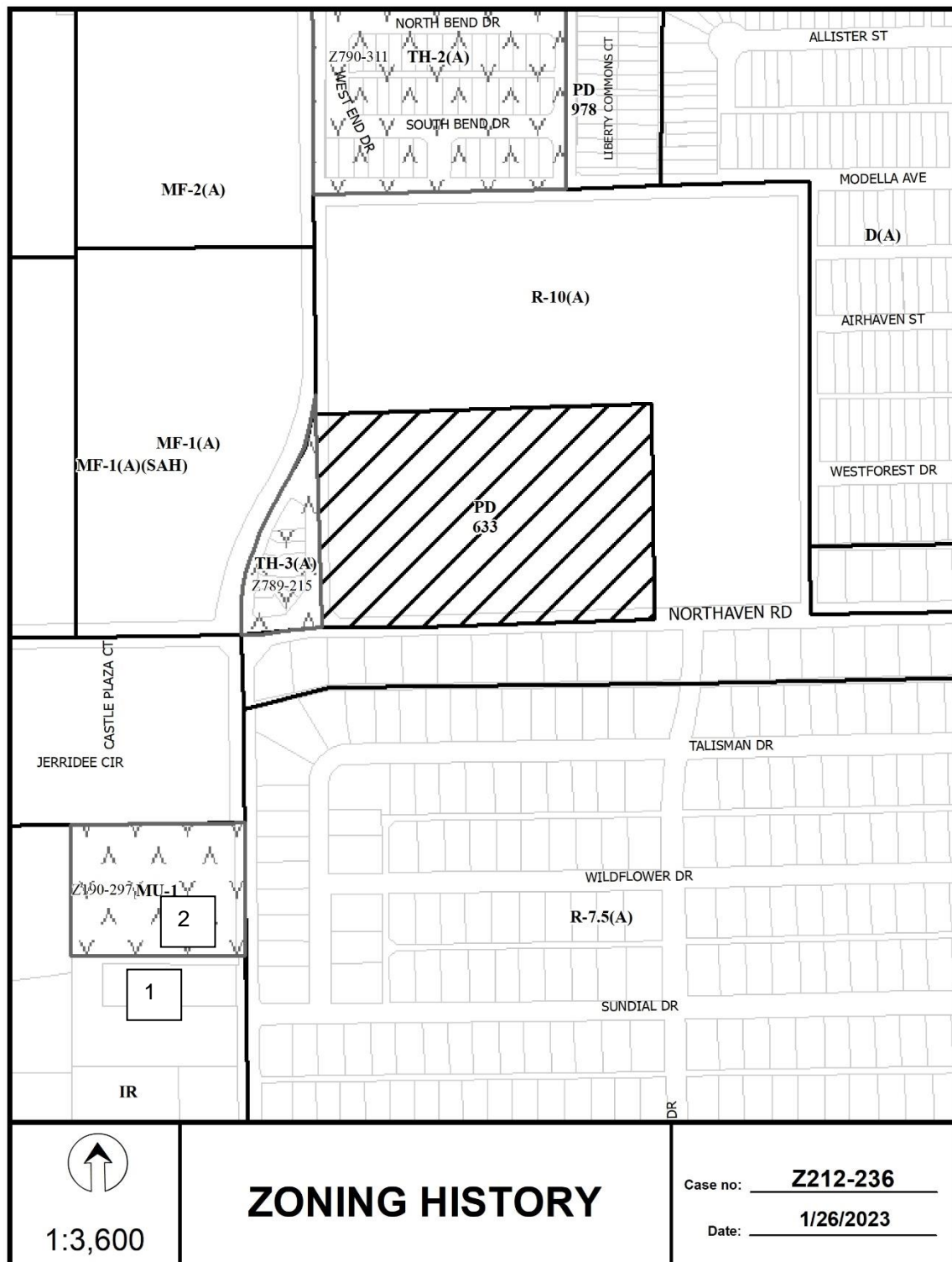
EXHIBIT 1 Z212-236

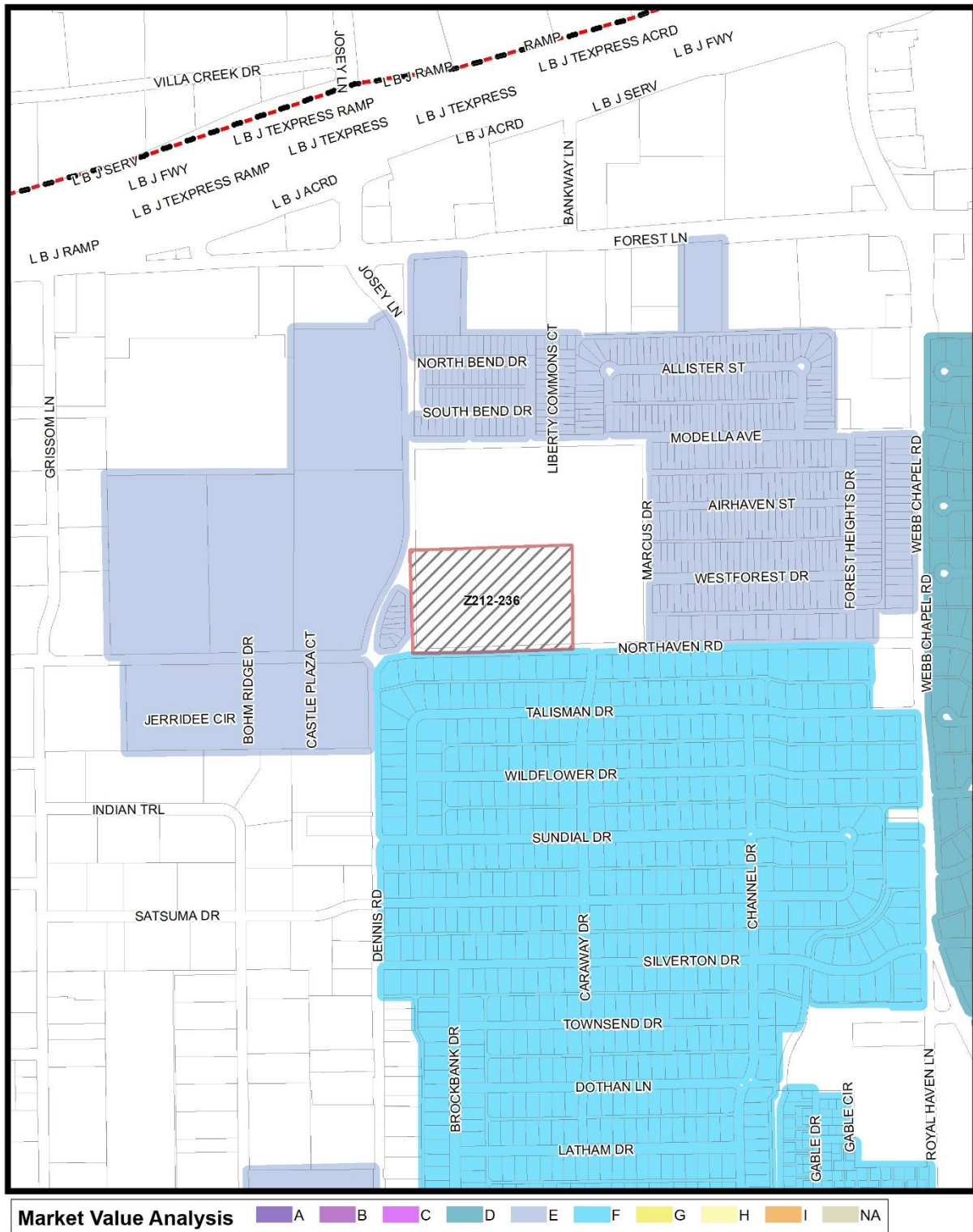
Traffic Management Plan

Pacheco Koch



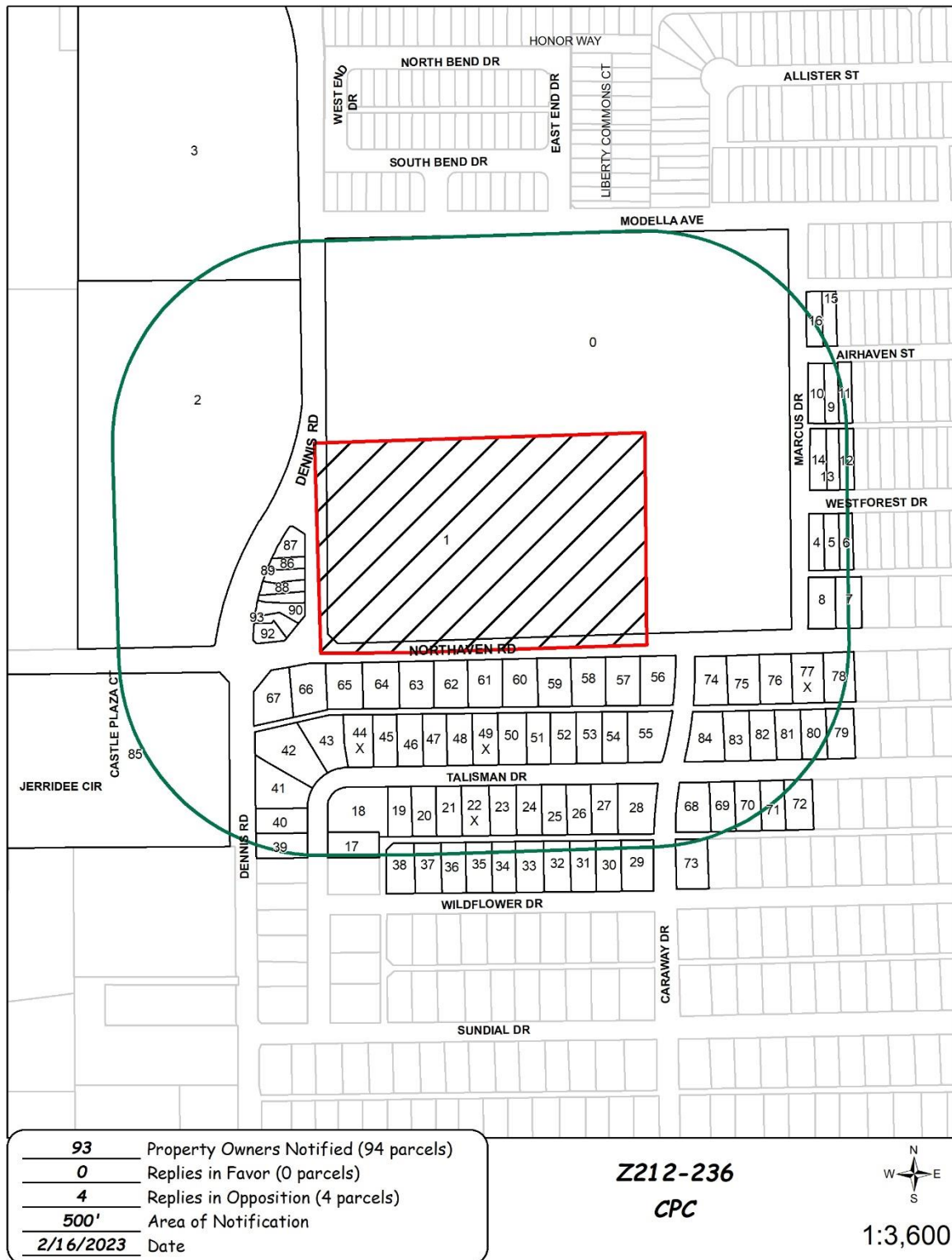






Market Value Analysis

Printed Date: 1/26/2023



02/15/2023

Reply List of Property Owners***Z212-236******93 Property Owners Notified, 0 Property Owners in Favor, 4 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	2911 NORTHAVEN RD	Dallas ISD
	2	11457 DENNIS RD	MARCUS PARK LTD
	3	11661 DENNIS RD	TOURO MIDTOWN DE LLC
	4	3002 WESTFOREST DR	INNISS ANTHONY & ELISBETH
	5	3004 WESTFOREST DR	NUNEZ PAMELA
	6	3006 WESTFOREST DR	CHOI SUZANNE MARIE
	7	3021 NORTHAVEN RD	MALDONADO ISIDRO M &
	8	3017 NORTHAVEN RD	MORATILLA JONNATHAN A CARDENAS
	9	3004 AIRHAVEN ST	NORTHCUTT JORDAN
	10	3002 AIRHAVEN ST	TSAVAHIDIS ISAAC
	11	3006 AIRHAVEN ST	Taxpayer at
	12	3007 WESTFOREST DR	BALDRIDGE MELINDA S
	13	3005 WESTFOREST DR	SHERRARD RODNEY
	14	3003 WESTFOREST DR	MOHANNA MCCALL
	15	3005 AIRHAVEN ST	YRUEGAS IRMA
	16	3003 AIRHAVEN ST	ZHENG QIONG
	17	2930 TALISMAN DR	CERRITO BALTAZAR &
	18	2952 TALISMAN DR	KAMINSKI ROBERT W
	19	2958 TALISMAN DR	TEXAN MODERN PROPERTIES LLC
	20	2962 TALISMAN DR	LEYVA GONZALO & CECILIA
	21	2966 TALISMAN DR	ALVARADO REFUGLO
X	22	2970 TALISMAN DR	CHAVOYA MICHAEL &
	23	2974 TALISMAN DR	JHES INVESTMENTS LLC
	24	2978 TALISMAN DR	PEREZ RAFAEL &
	25	2982 TALISMAN DR	CANO ROBERT Q & LINDA V
	26	2986 TALISMAN DR	BAUTISTA ECDOMILLIA &

02/15/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	2990 TALISMAN DR	Taxpayer at
	28	2996 TALISMAN DR	VAQUERANO ROBERTO E &
	29	2959 WILDFLOWER DR	OROZCO JAIME ARTURO
	30	2953 WILDFLOWER DR	AREVALO ELBA Y
	31	2949 WILDFLOWER DR	MIRELES RAMON
	32	2943 WILDFLOWER DR	GOMEZ MILAGRO
	33	2939 WILDFLOWER DR	Taxpayer at
	34	2935 WILDFLOWER DR	RANGEL ARTURO
	35	2929 WILDFLOWER DR	BOLIVAR ROSALIA GARCIA
	36	2925 WILDFLOWER DR	DAVIS ANDREW
	37	2919 WILDFLOWER DR	TAPIA MARIA C &
	38	2915 WILDFLOWER DR	Taxpayer at
	39	2931 TALISMAN DR	GALINDO ROSA TERESA
	40	2935 TALISMAN DR	BAEZ JUAN J &
	41	2939 TALISMAN DR	JOHNSON ARTHUR L &
	42	2943 TALISMAN DR	BORJAS CARLOS
	43	2947 TALISMAN DR	HERNANDEZ JOSE & YOLANDA
X	44	2951 TALISMAN DR	HOFFMAN TERRI L
	45	2955 TALISMAN DR	DEREGALADO DORIS MARISEL R &
	46	2959 TALISMAN DR	ARGUETA VICTORINO & MARIA
	47	2963 TALISMAN DR	LOPEZ MARICELA
	48	2967 TALISMAN DR	ARGUETA LORENZO & SANTA MARIA
X	49	2971 TALISMAN DR	JACKSON LAURETTA
	50	2975 TALISMAN DR	MARTINEZ JOSE JR &
	51	2979 TALISMAN DR	TAPIA ALMA MARIA
	52	2983 TALISMAN DR	HINES TRACEY
	53	2987 TALISMAN DR	FARLEY SUSAN B
	54	2991 TALISMAN DR	Taxpayer at
	55	2997 TALISMAN DR	DAVILA CONSUELO VALLES
	56	2974 NORTHAVEN RD	DOWDEY ALBERT BEN C & MARGARET W
	57	2964 NORTHAVEN RD	NGO LISA

02/15/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	2958 NORTHAVEN RD	KUMAR VINAY EST OF & LIANA
	59	2952 NORTHAVEN RD	LENZ BEVERLY J
	60	2946 NORTHAVEN RD	MCCOY CHARLES FRANCE TR &
	61	2940 NORTHAVEN RD	GOMEZ FRANCISCO J ALCALA &
	62	2934 NORTHAVEN RD	JARAMILLO JOSE JOEL SR &
	63	2928 NORTHAVEN RD	LOPEZ SERGIO &
	64	2922 NORTHAVEN RD	MALAGON JUAN
	65	2916 NORTHAVEN RD	VAZQUEZ MARCELINA
	66	2910 NORTHAVEN RD	ESTRADA RAUL
	67	2904 NORTHAVEN RD	ESCOBEDO JOSE DE JESUS EST OF
	68	3004 TALISMAN DR	VERA PATRICIA
	69	3008 TALISMAN DR	MEDINA RODOLFO R
	70	3012 TALISMAN DR	EDWARDS JACQUELINE H
	71	3018 TALISMAN DR	LOVE THERESA A
	72	3022 TALISMAN DR	JORDAN JOHN PAUL
	73	3005 WILDFLOWER DR	DUCK TAYLOR B &
	74	3006 NORTHAVEN RD	PINEDA JOSEFINA
	75	3010 NORTHAVEN RD	ROSA JOSE & VALLADARES LILIAN
	76	3016 NORTHAVEN RD	MORALES EZEQUIEL & ANA MARIA
X	77	3020 NORTHAVEN RD	ROSE SARAH L
	78	3026 NORTHAVEN RD	MONTALVO JOSE R &
	79	3031 TALISMAN DR	DAVIS HALEY ELIZABETH
	80	3027 TALISMAN DR	MONDRAGON JUAN
	81	3021 TALISMAN DR	RAMIREZ MARIA IRMA
	82	3017 TALISMAN DR	BLUE JAY HOLDINGS LLC - TALISMAN
	83	3011 TALISMAN DR	MARTINEZ ALFREDO &
	84	3007 TALISMAN DR	Taxpayer at
	85	2800 NORTHAVEN RD	NORTHAVEN TERRACE LLC
	86	11416 DENNIS RD	PATEL NILA H & HIMANSHU
	87	11418 DENNIS RD	ROEDER JOHN
	88	11412 DENNIS RD	PATEL VINODBHAI N &

Z212-236(MP)

02/15/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	11414 DENNIS RD	PATEL VIKESH K & CHHAYA V
	90	11408 DENNIS RD	PATEL BHAVANA
	91	11410 DENNIS RD	PATEL BHAVANA & TRUSHAR
	92	11404 DENNIS RD	PATEL GAURAVKUMAR &
	93	11406 DENNIS RD	PATEL AMITKUMAR & PRACHI