

FILE NUMBER: Z212-270(JM) **DATE FILED:** May 25, 2022

LOCATION: Bound by South Polk Street, Reynoldston Lane, Regatta Drive, and Drury Drive

COUNCIL DISTRICT: 3

SIZE OF REQUEST: Approx. 19.92 acres **CENSUS TRACT:** 48113011003

REPRESENTATIVE: Karl A. Crawley, Masterplan

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application for a Specific Use Permit for a public school other than an open-enrollment charter school on property zoned an R-7.5(A) Single Family District.

SUMMARY: The purpose of the request is to allow for the construction of a new public school to replace the existing public school. [W. H. Atwell Law Academy]

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

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

Single Family Districts [Ref. Sec. 51A-4.112(f) for R-7.5(A)]:

https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75376

BACKGROUND INFORMATION:

- The area of request is zoned an R-7.5(A) Single Family District and is currently developed with a public middle school. [W. H. Atwell Law Academy]
- The applicant proposes to demolish the existing school. The proposed school building is a two-story structure with partial basement and a total floor area of 160,000 square feet.
- The new school will serve grades six through eight (middle school) and includes 34 classrooms. [Judge Louis A. Bedford Jr. Law Academy]
- Re-platting is required in order to establish a building site for construction of the new school. On May 19, 2022, the city plan commission approved preliminary plat S212-194, subject to conditions.
- The CPC recommendation includes the addition of provisions for one electric vehicle charging station and two micro-mobility charging stations.

Zoning History:

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

1. **Z212-275:** An application for a Specific Use Permit for a public school other than an open-enrollment charter school on property zoned an R-7.5(A) Single Family District, on the southwest corner of Drury Drive and South Polk Street. [*same block as subject case; Pending CPC February 16, 2023*]

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
Reynoldston Lane	Local Street	60 feet/--
Regatta Drive	Local Street	60 feet/--
Drury Drive	Local Street	60 feet/--
Polk Street	Principal Arterial	100 feet/ Minimum-6 lanes-Divided 90-foot ROW

Traffic:

The proposed traffic management plan (TMP), dated February 2, 2023, is sealed by a licensed professional engineer (ref “Proposed Exhibit B_Traffic Management Plan” provided later in this staff report). The TMP contains the electronic signature of the proposed Judge Louis A. Bedford Jr. Law Academy principal and the DISD Director of Transportation.

Per proposed SUP conditions (ref “Proposed SUP Conditions” provided later in this staff report), a traffic study evaluating the sufficiency of the TMP must be submitted by March 1, 2026, or within six months after students first begin attending classes (whichever is later) and by March 1st of each even-numbered year thereafter.

The Transportation Development Services Division of the Transportation Department has reviewed the current zoning request and does not anticipate that it will significantly impact the surrounding roadway system. The Transportation Department will collaborate with school officials to enforce the TMP.

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.

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

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

- New development should be appropriate to the context of its location in density, intensity, and size, particularly when adjacent to existing residential areas, historic or conservation districts.

Surrounding Land Uses:

	Zoning	Land Use
Site	R-7.5(A) Single Family District	Public middle school
North	R-7.5(A) Single Family District	Single family and church
East	R-7.5(A) Single Family District	Single family, public elementary school, and church
South	R-7.5(A) Single Family District	Single family
West	R-7.5(A) Single Family District	Single family

Land Use Compatibility:

The area of request is located in an R-7.5(A) Single Family District and is currently developed with a public school other than an open-enrollment charter school [W. H. Atwell Law Academy], which has been in operation at the request site since the mid-1960s. The site shares a block with a public elementary school [Adelle Turner Elementary School] to the northeast and additional property in the R-7.5(A) Single Family District developed with a church to the southeast.

Surrounding land uses include single family and a church to the north across Drury Drive; single family, a public elementary school, and a church to the east; and single family uses to the south and west across both Reynoldston Lane and Regatta Drive.

The current request is for an SUP for a public school other than an open-enrollment charter school to allow for the construction of a new public middle school to replace the existing public middle school. Staff supports the request, subject to a site plan, a traffic management plan, and conditions.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

The proposed use is compatible with the surrounding neighborhood and is consistent with the existing zoning and with the general provisions for a Specific Use Permit. Added conditions proposed with the SUP include provisions to support a more walkable, pedestrian and bicycle friendly development and use of the property. Staff finds that with the proposed site plan and TMP, the redevelopment will allow the school to operate in a manner that will not be a detriment to the adjacent properties and the surrounding roadway system and will enhance pedestrian access within and around the request site.

Development Standards:

Following is a comparison table showing development standards for R-7.5(A) Single Family Districts, in general, and development standards for the proposed school at the request site in R-7.5(A):

	Setbacks		Height ¹	Lot Coverage ²	Density/FAR	Special Standards
	Front	Side/Rear				
R-7.5(A) in general	25' min	5' / 5' min for single family structures 10' / 15' min for other permitted structures	30' max	45% max for residential structures 25% max for nonresidential structures	No max FAR Min lot area for a residential use is 7,500 sq ft	Continuity of blockface Parking must comply w front yard setback Max 4' tall fence in front yard
Proposed school at this R-7.5(A) site in particular	Reynoldston Ln: 25' min Drury Dr: 25' min S. Polk St: 25' min	Regatta Dr: 10' min (Property does not have a "rear" yard)	Any height consistent with FAA airspace limitations and the building code	60% max for institutional uses such as schools 18.4% per plan	No max FAR No min lot area for a public school	Parking must comply w front yard setback Max 4' tall fence in front yard Plan shows 6' tall wrought iron fence beyond the front yard setback

Landscaping:

The proposed redevelopment of the site will require full compliance with Article X, as amended. The proposed site plan was reviewed by the chief arborist who found the plan acceptable in regard to having the capacity to adhere to the Article X requirements. Landscaping required includes a five-foot buffer along the sidewalks lining the streets as shown on the site plan. This qualifies as the street buffer zone SBZ. The new parking lot contains over 101 parking spaces, which requires additional landscape islands installed at a maximum distance of 70 feet from the spaces.

Parking:

Pursuant to §51A-4.200 of the Dallas Development Code, if an SUP is required for a school use, the off-street parking requirement may be established in the ordinance granting the SUP [ref. [Sec. 51A-4.204](#)(17)(C)(iv)]. Since the proposed SUP conditions do not specify an alternative parking ratio for the school use, off-street parking must be provided in accordance with the standard use regulations (3.5 spaces for each middle school classroom). Site data summary table on the proposed SUP site plan indicates 119 spaces are required; a total of 135 spaces are proposed for the site.

Market Value Analysis:

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

CPC Action
February 16, 2023

Motion: It was moved to recommend **approval** of a Specific Use Permit for a public school other than an open-enrollment charter school for a permanent time period, subject to a site plan, a traffic management plan, and conditions with the following changes: 1) provide one electric vehicle charger and 2) provide two micro-mobility charging stations on property zoned an R-7.5(A) Single Family District on property bound by South Polk Street, Reynoldston Lane, Regatta Drive, and Drury Drive.

Maker: Haqq
Second: Anderson
Result: Carried: 11 to 0

For: 11 - Popken, Hampton, Anderson, Shidid,
Carpenter, Blair, Jung, Housewright, Haqq,
Kingston, Rubin

Against: 0
Absent: 3 - Wheeler-Reagan, Treadway, Stanard
Vacancy: 1 - District 3

Notices:	Area: 400	Mailed: 151
Replies:	For: 8	Against: 3

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

Dallas ISD Trustees and Administration

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**CPC RECOMMENDED
PROPOSED SUP CONDITIONS
(Z212-270)**

1. USE: The only use authorized by this specific use permit is a public school other than an open-enrollment charter school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit has no expiration date.
4. LANDSCAPING: Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.
5. SIDEWALKS/BUFFER: 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. The minimum buffer with maybe reduced to zero feet in those areas shown on the site plan where pick up and drop operations are conducted.
6. 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.

7. INGRESS-EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.

8. 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 even-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.

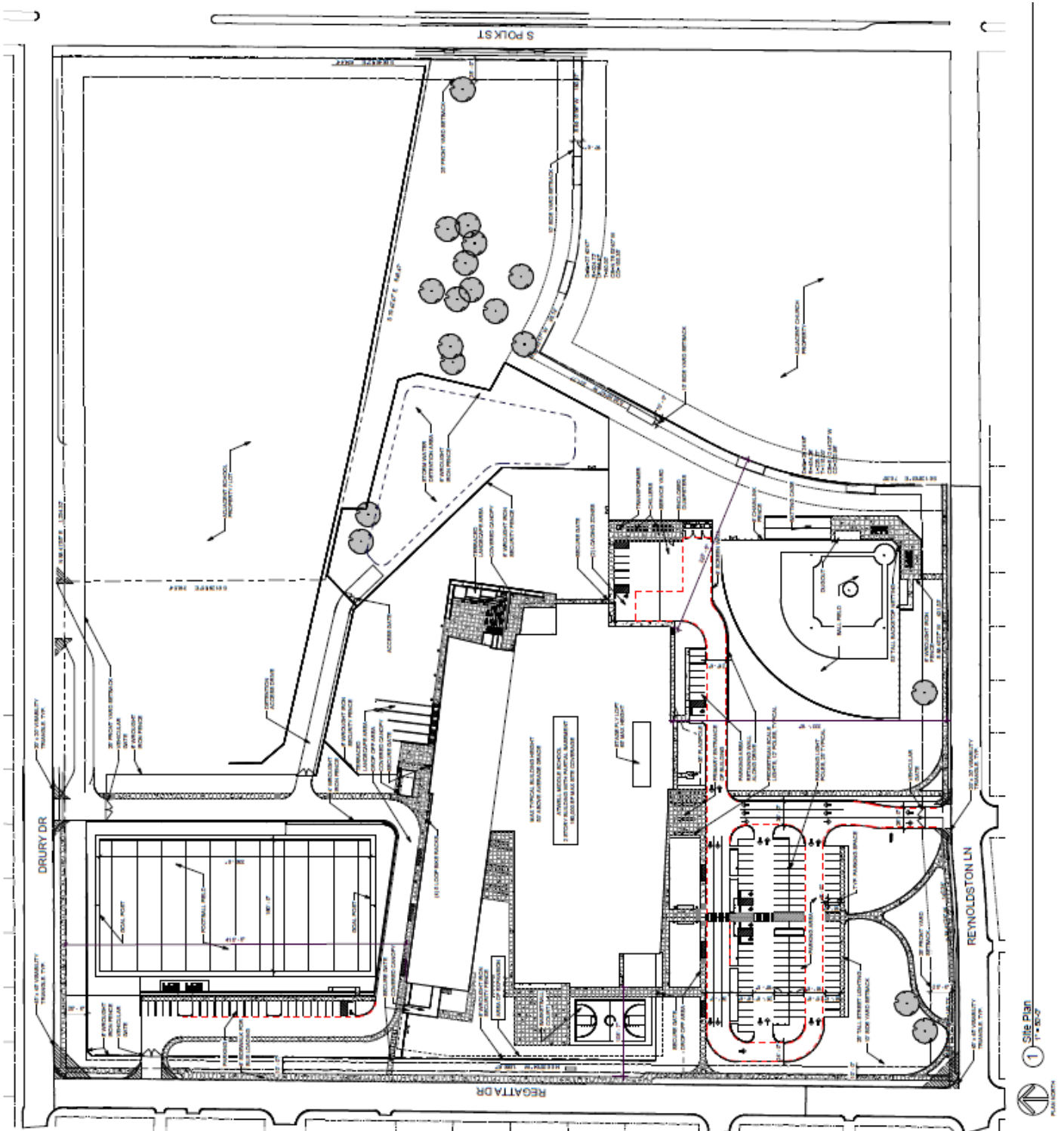
9. ELECTRIC VEHICLE CHARGING: electric vehicle charging must be provided for at least one vehicle. Location to be determined at permitting.

10. MICROMOBILITY CHARGING: Micromobility charging must be provided for at least two vehicles. Location to be determined at permitting. For purposes of this provision, micromobility charging means an electrical charging station or outlet available for charging micro-mobility vehicles such as e-scooters and e-bikes.

11. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.

12. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas

CPC RECOMMENDED PROPOSED SUP SITE PLAN



CPC RECOMMENDED PROPOSED TRAFFIC MANAGEMENT PLAN

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February 2, 2023

PK# 3083-21.699

TRAFFIC MANAGEMENT PLAN

Z212-270



Dallas Independent School District Judge L. Bedford Law Academy
CITY OF DALLAS

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

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 Judge L. Bedford Law Academy described below. The school has an existing enrollment of 669 students and is proposed to increase to an enrollment of 850 students.

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 Wednesday, March 30th, 2022 and Thursday, March 31st, 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

February 2, 2023

2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 1303 Reynoldston Lane, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Reynoldston Lane:
 - 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]
 - Regatta 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]
 - Drury Drive:
 - Cross-section: Two lanes, two-way operation [eastbound one-way operational during school hours], undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph [School Zone of 20 mph]
 - **Adjacent Intersections:**
 - Drury Drive and Regatta Drive - Marked crosswalks on south leg approach, with barrier free ramps provided on the southwest and southeast corners.
 - Reynoldston Lane and Regatta Drive - Marked crosswalks on north and east legs approaches, with barrier free ramps provided on all corners.
 - Reynoldston Lane and Spring Glen Drive - Marked crosswalks on south and west legs approaches, with

February 2, 2023

barrier free ramps provided on the northwest, southwest, and southeast corners.

NOTE: It is generally recommended that all applicable crosswalks/barrier free ramps/sidewalks comply with current ADA accessibility requirements. Pacheco Koch is not certified to provide a full ADA compliance inspection, which is performed by licensed inspectors during the design and permitting process. All pavement markings, traffic signs, school zones, and pedestrian infrastructure improvements are recommended to be upgraded at permitting as applicable and meet current city and TMUTCD standards.

3. INGRESS/EGRESS POINTS OF ACCESS

- **Vehicular Ingress/Egress Points:**
 - Reynoldston Lane: One Driveway (Proposed)
 - Regatta Drive: One Driveway (Proposed)
 - Drury Drive: One Driveway – Driveway to be combined with existing driveway on Drury Drive that serves the existing Adelle Turner Elementary School.
- **Student (Building) Ingress/Egress Points:**
 - Main student pedestrian access will be located at the main entrance on the south side of the school building. Students will exit the back entrance to load/unload onto the buses.

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 Wednesday, March 30th, 2022 and Thursday, March 31st, 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.

February 2, 2023

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	6 th – 8 th	7:50 AM – 3:45 PM	669	850	46 (36)	41 (0)	-5 (-36)

*All times are subject to change

5. CIRCULATION

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

- Description of Existing Conditions

On-Site Circulation:

- 6th Grade – 8th Grade:

Parent traffic enters the area traveling westbound on Reynoldston Lane. Parent traffic stands/queues on both curbsides of Reynoldston Lane.

School buses load/unload along the northbound curbside of Regatta Drive, adjacent to the site.

Staff and visitor parking lots are provided surrounding the site.

NOTE: The release period for this school does not coincide with Adelle Turner Elementary School and was not observed to conflict with traffic patterns. The release time for Adelle Turner Elementary School starts begins at 3:15 PM and clears before release for the subject school. All school time zones accommodate the existing one-way roads to facilitate traffic circulation between the two schools.

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:

- 6th Grade – 8th Grade:

Parent traffic enters the area traveling westbound on Reynoldston Lane. Parent traffic enters the site via the driveway on Reynoldston Lane and queues along the south side of the school building on site as two queue lines form.

February 2, 2023

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

Traffic exits the site continuing south after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle. Vehicles are to exit the site the same driveway to enter the site on Reynoldston Lane.

School buses will unload and load in a Monitored Non-Sequential Loading System. Buses will approach the site from the north traveling south on S Polk Street and turn onto Reynoldston Lane. Buses will then turn right onto Regatta Drive and enter the site via the bus-only driveway on Regatta Drive. Buses will stack along Regatta Drive as overflow when stacking is a capacity within the site. Student unloading and loading will occur along the internal curbside in the north parking lot with school staff supervision. Students will also load/unload from buses that stack along Regatta Drive. According to DISD representatives, up to 23 buses may be queued for this particular school and will arrive staggered. Students are to be dismissed onto sidewalk on right hand side of bus queue onside and along Regatta Drive. During loading, each student will be assigned a specific bus number to allow for an efficient bus loading process by finding the bus with supervision. With the school being attended by Middle School aged students, buses will be loaded simultaneously in the loading period as the buses arrive on site. Buses will exit the site onto Drury Drive by right-turn-only (Drury Drive is one-way eastbound during school hours). Buses will exit onto S Polk Street by turning right and travel south as the buses scatter to the final destination of the route.

NOTE: May not reflect future year bus routes and are subject to change

Staff and visitor parking lots are provided on site, south of the school building.

NOTE: The release period for this school does not coincide with Adelle Turner Elementary School and was not observed to conflict with traffic patterns. The release time for Adelle Turner Elementary School starts begins at 3:15 PM and clears before release for the subject school. All school time zones accommodate the existing one-way roads to facilitate traffic circulation between the two schools.

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.

February 2, 2023

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.

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: 70%
- Walk: 5%
- Picked Up by Parent: 25%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 7:50 AM – 3:45 PM (6th – 8th)

7. SCHOOL STAFF ASSISTANCE

- **Number:**

- Observed: 4 – 5
- Desired: 4 – 5

February 2, 2023

- Location:
 - Observed: at the building entrance and side walks
 - Desired: at the building entrance and side walks
- 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: 1
 - Desired: 1
- Location:
 - Observed: N/A
 - Desired: N/A

February 2, 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

REVIEW AND COMMITMENT

This school traffic management plan (TMP) for Judge L. Bedford Law Academy 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.

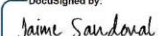
By the endorsement provided below, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary or that other measures are more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

DocuSigned by:

 Principal Signature 02.02.2023
 Date

Name: Shondula Y. Whitfield

Title: Principal, Judge Louis Bedford, Jr. Law Academy

DocuSigned by:

 DSD Executive Director for Student Transportation 02.02.2023
 Date

Name: Jaime Sandoval

Title: Executive Director of Transportation

and any changes that have been discussed have been applied to this version of the plan.

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.

February 2, 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

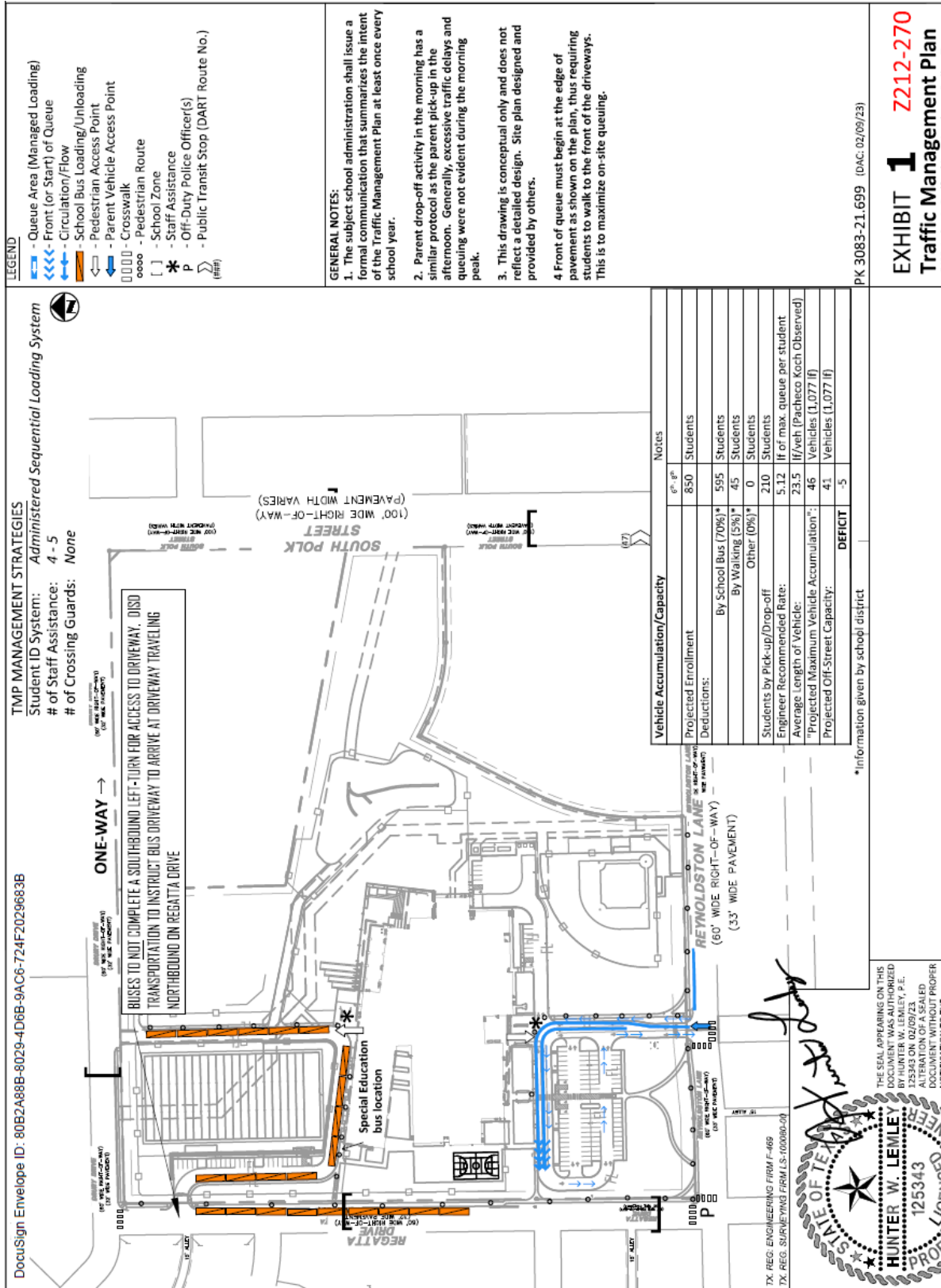
- a) School Bus Operations: (See Section 5)
- b) Methodology:
 - a. Engineer Recommended Rate: 5.12 linear feet per student
 - b. Average Length of Vehicle: 23.5 feet
 - c. Separation of modes of transportation:
 - i. Bus: 70%
 - ii. Walk: 5%
 - iii. Picked Up by Parent: 25%

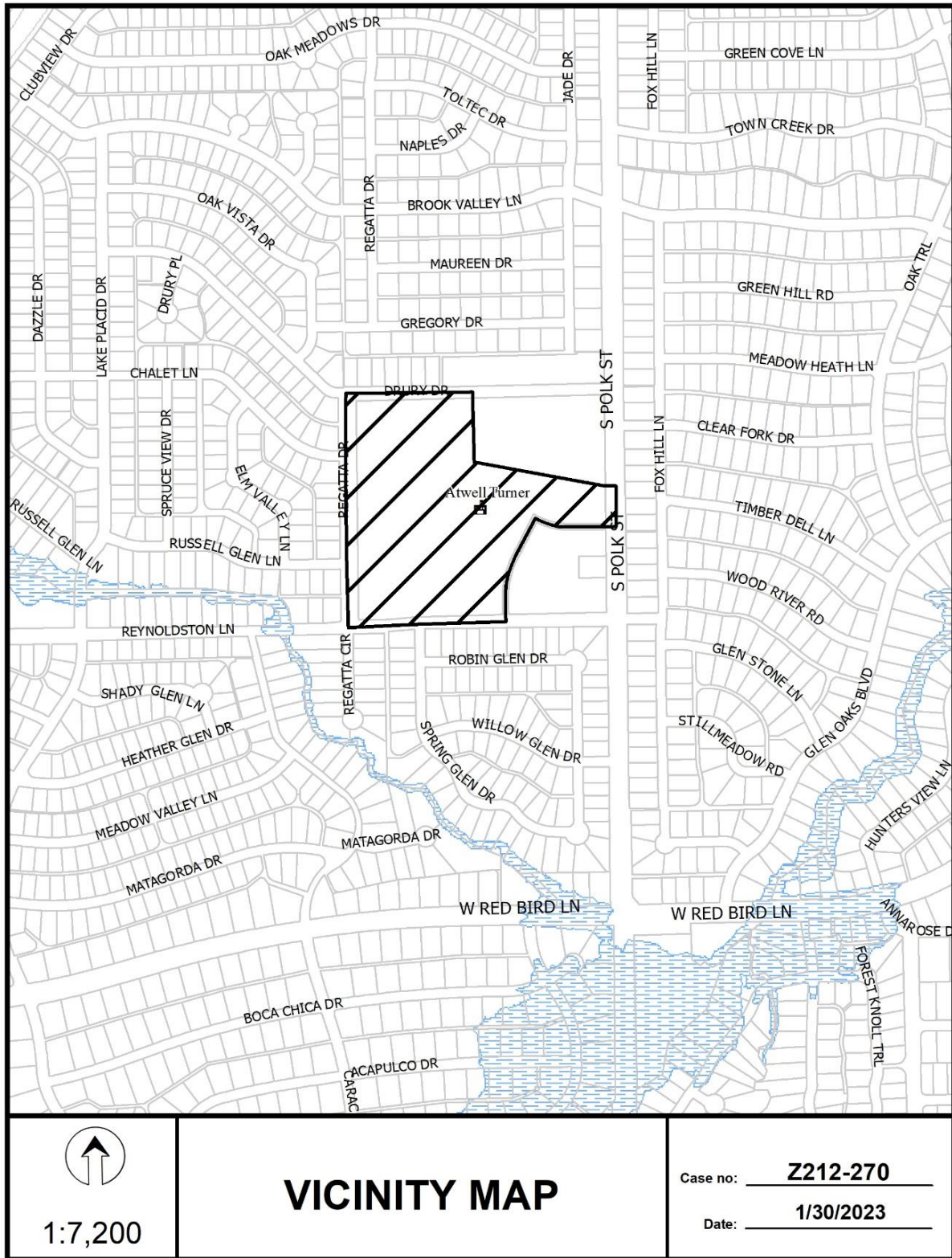
NOTE: Information provided by DISD and validated with field observations

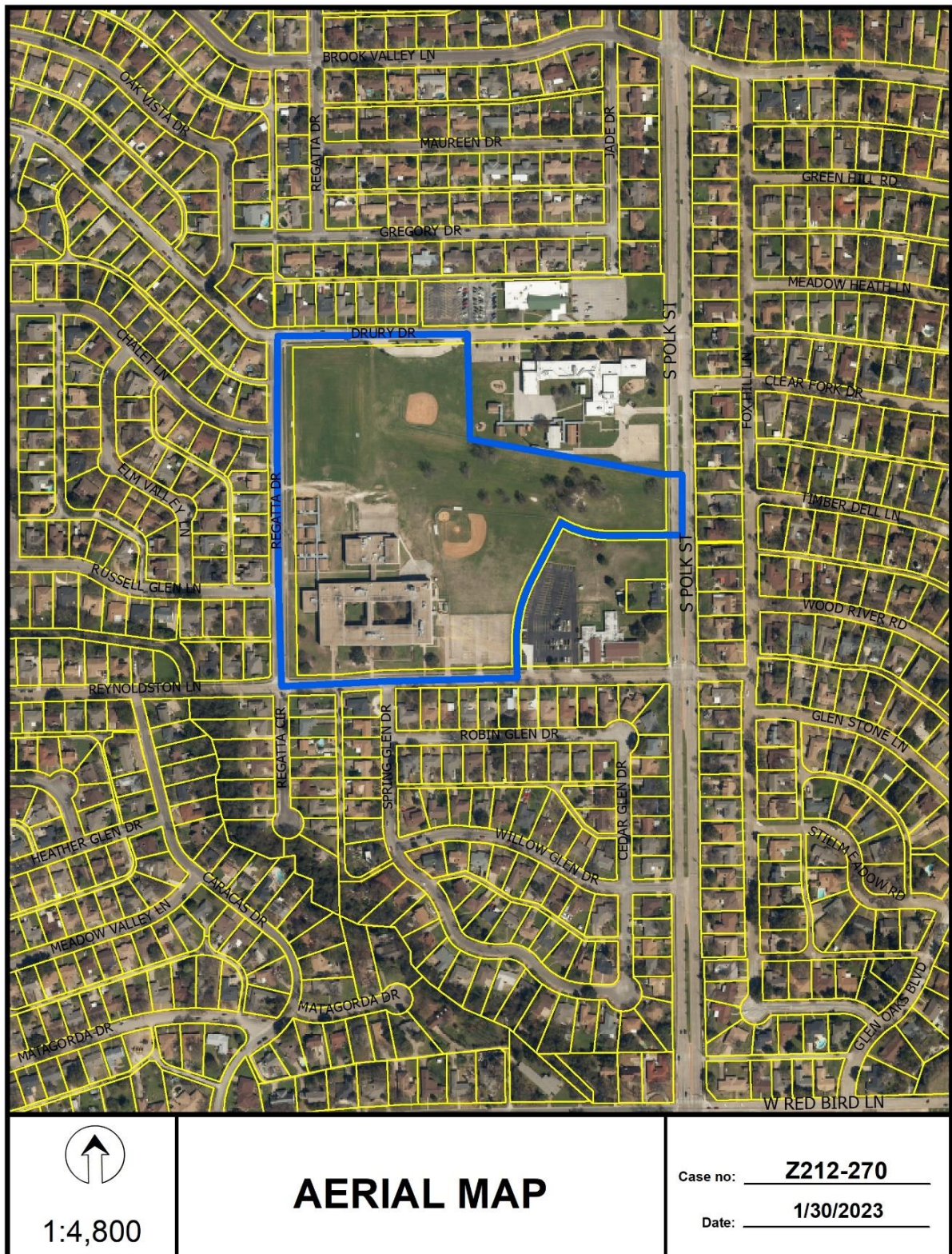
 - d. Projected maximum vehicle accumulation: 46
 - e. Projected on-site storage capacity: 41
 - f. Deficit: -5
- c) Proposed Pedestrian Routes: The pedestrian routes will be/are based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study and/however, the anticipated (and observed) pedestrian routes include the sidewalk paths leading to parent pick-up/drop-off vehicles and bus zone north of the school building.
- d) Proposed Parking Management Strategies:
 - a. On-street parking restrictions: none
 - b. Faculty Parking: parking lot south of the building.
 - c. Visitor Parking: parking lot south of the building.
- e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)

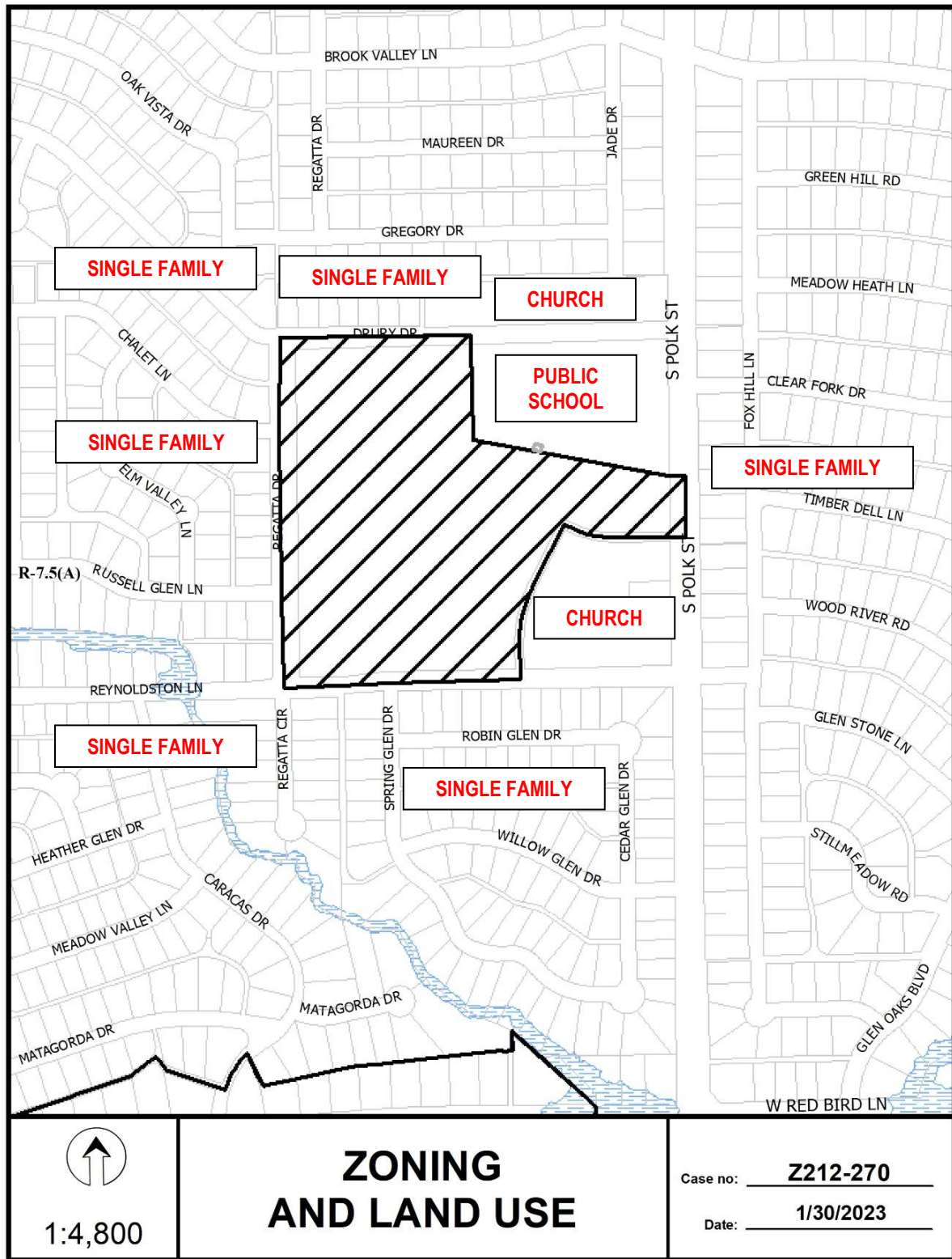
END OF MEMO

CPC RECOMMENDED PROPOSED TRAFFIC MANAGEMENT PLAN

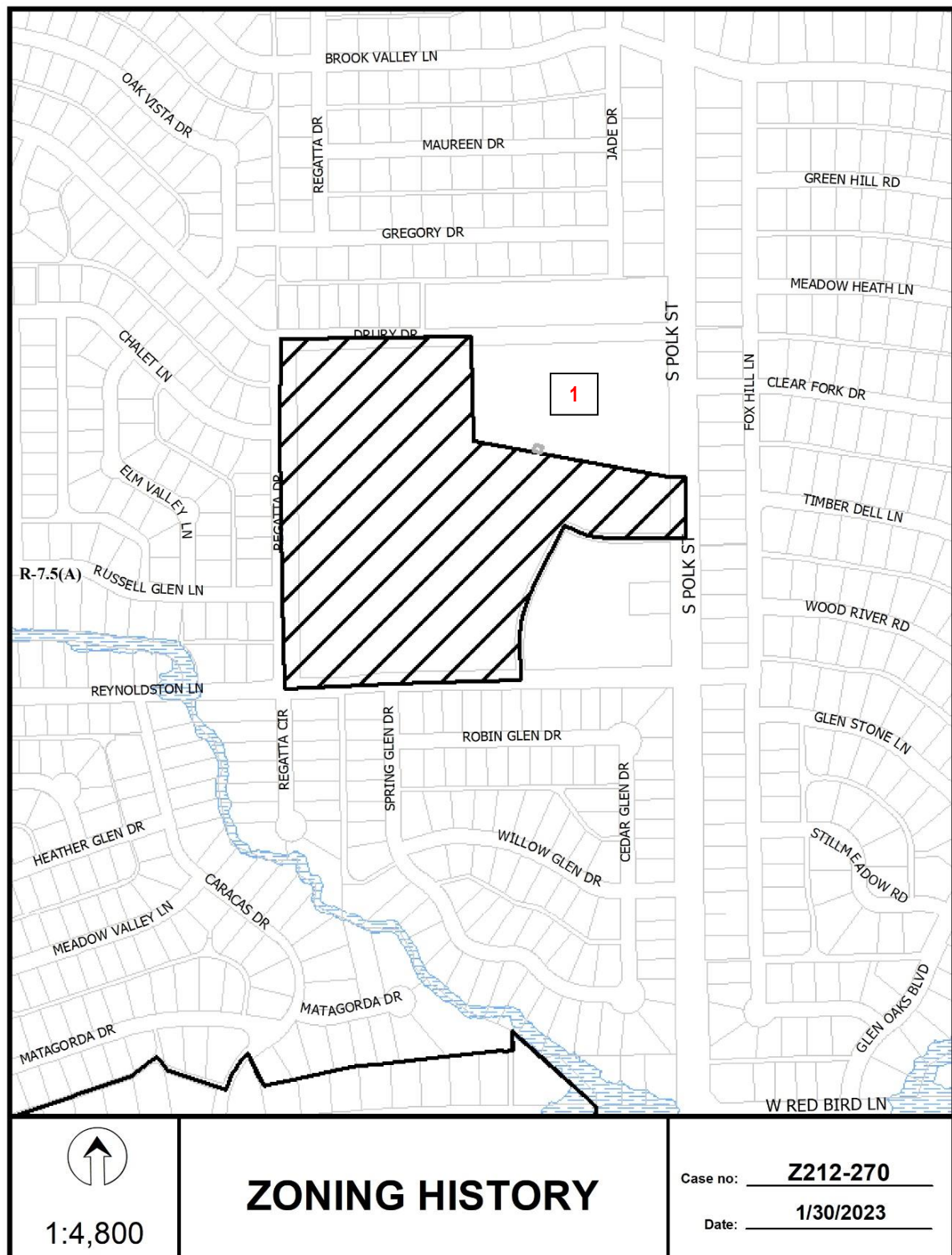


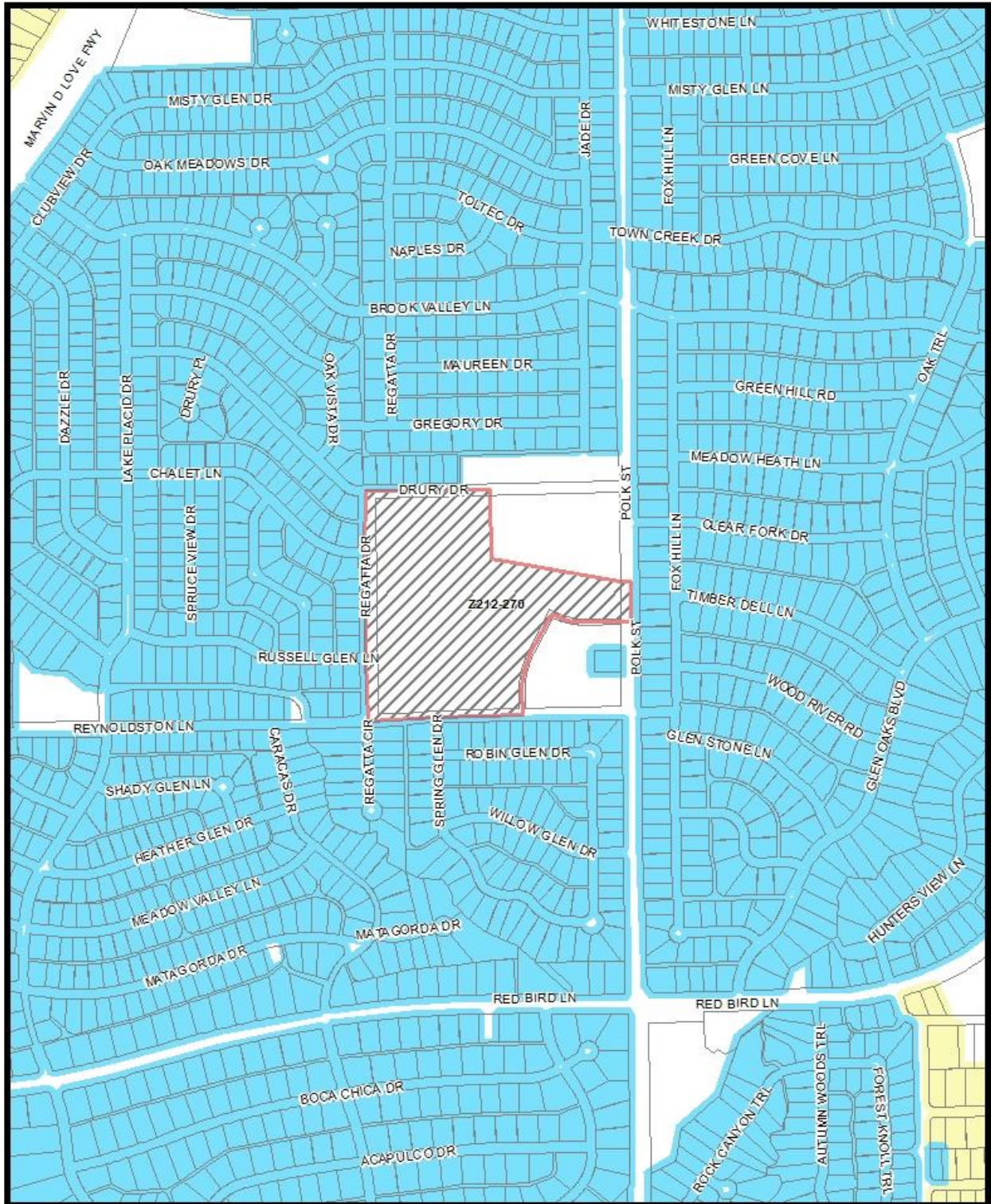






Z212-270(JM)





Market Value Analysis

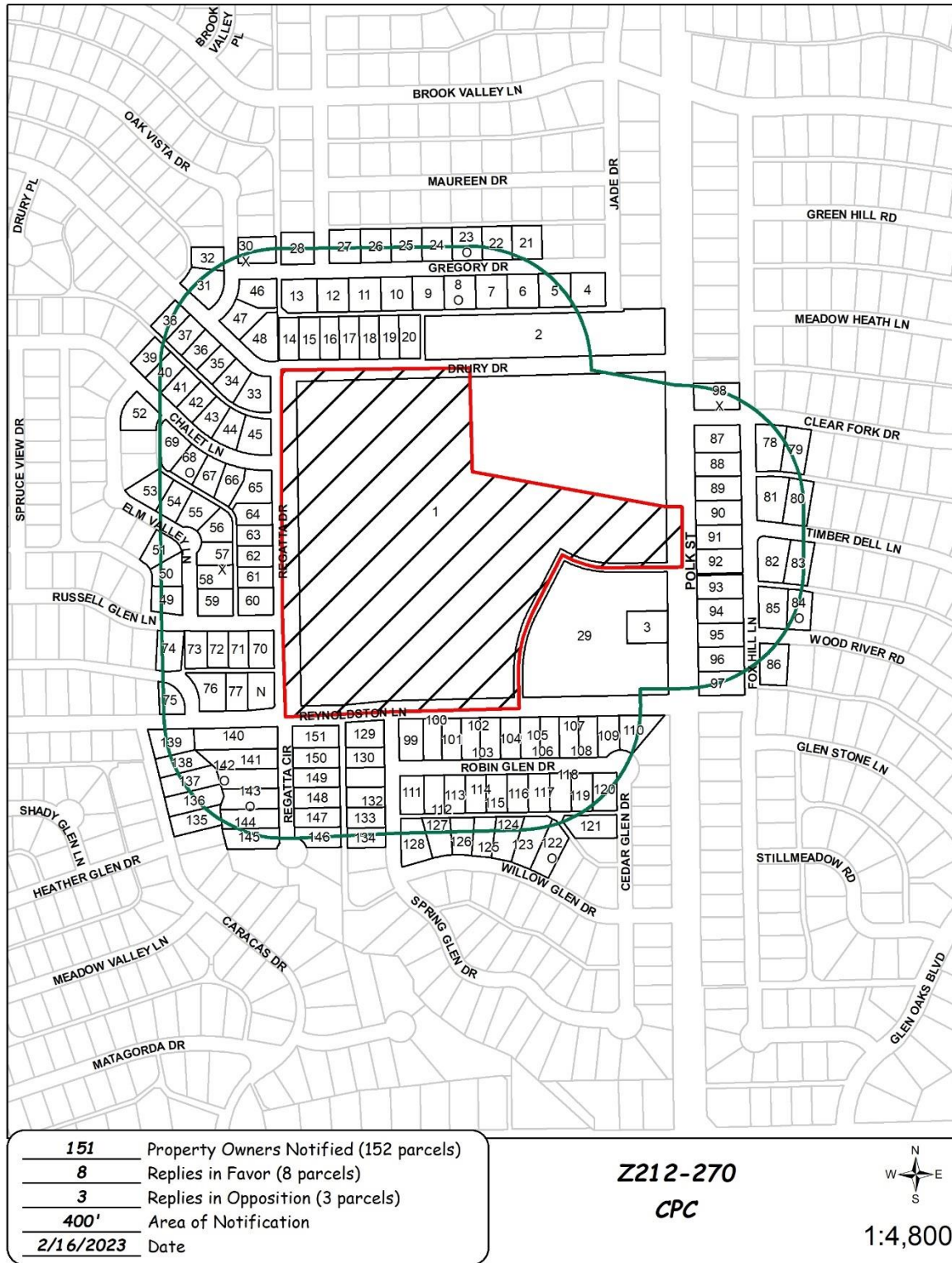
A B C D E F G H I NA



1:7,200

Market Value Analysis

Printed Date: 1/30/2023

CPC RESPONSES

02/15/2023

Reply List of Property Owners***Z212-270******151 Property Owners Notified******8 Property Owners in Favor******3 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	5505 S POLK ST	Dallas ISD
	2	5415 S POLK ST	TRINITY TEMPLE FULL
	3	5717 S POLK ST	NUNEZ BEATRIZ &
	4	1208 GREGORY DR	WEST DEBRA
	5	1218 GREGORY DR	HUTCHINS JIMMY
	6	1228 GREGORY DR	CORNU JEANCLAUDE & KIMBERLY KATHLEEN
	7	1238 GREGORY DR	BELDIN KIMBERLY &
O	8	1306 GREGORY DR	HARDIN LESLIE
	9	1316 GREGORY DR	BILLS MARCIA &
	10	1326 GREGORY DR	REED DAVID ALAN
	11	1336 GREGORY DR	TINNELL DENNIS B & REBECCA A
	12	1346 GREGORY DR	PAZ MICHAEL STEVE &
	13	1410 GREGORY DR	RYALS A B JR
	14	1341 DRURY DR	PORTER CORNELIUS &
	15	1337 DRURY DR	GRIFFIN ALVIN E
	16	1331 DRURY DR	AROCHI JOSE A
	17	1327 DRURY DR	ROBINSON SHIRLEY
	18	1323 DRURY DR	JEFFERSON BOBBY J
	19	1319 DRURY DR	BURNETT EDWARD JR
	20	1315 DRURY DR	RS RENTAL I LLC
	21	1227 GREGORY DR	WILSON HERMAN II
	22	1237 GREGORY DR	ADAMS HENRIETTA
O	23	1305 GREGORY DR	HINTON AVALEON & CYNTHIA
	24	1315 GREGORY DR	JR CHANDLER DONALD S
	25	1325 GREGORY DR	Taxpayer at
	26	1335 GREGORY DR	BANKS STELLA LOUISE

02/15/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	1345 GREGORY DR	MALDONADO FAUSTINO AGUIRRE
	28	5325 REGATTA DR	WILSON DOROTHY J
	29	1121 REYNOLDSTON LN	STRAIGHTWAY PENTECOSTAL CATHEDRAL
X	30	1419 OAK VISTA DR	LEADON ROBIN
	31	1410 OAK VISTA DR	MANDERSON LORENZO L
	32	1416 OAK VISTA DR	WILLIAMS RENALDO
	33	1404 DRURY DR	Taxpayer at
	34	1410 DRURY DR	SIMMONS WILLIE EDDIE &
	35	1414 DRURY DR	YOUNG TIMOTHY D &
	36	1420 DRURY DR	CARTER DEWAYNE
	37	1506 DRURY DR	DAVILA REYNALDO & WENDY G
	38	1512 DRURY DR	ESPINOZA ROSARIO & GABRIELA MADAI
	39	5141 CHALET LN	VELASQUEZ SANTOS AMILCAR
	40	5137 CHALET LN	WOODS WANDA J
	41	5131 CHALET LN	JONES OLA MAE LIVING TR
	42	5127 CHALET LN	PHILLIPS EDWARD B
	43	5121 CHALET LN	OPENDOOR PROPERTY TRUST I
	44	5115 CHALET LN	Taxpayer at
	45	5107 CHALET LN	BARNES ALBERT & KAREN
	46	1409 OAK VISTA DR	HIGGS JAMES M & MARTHA L
	47	1419 DRURY DR	FITZPATRICK CAROLYN JEAN
	48	1411 DRURY DR	WALLACE ROBERT C &
	49	5671 ELM VALLEY LN	COLLINS ARDIE LEE EST OF
	50	5665 ELM VALLEY LN	MACK BONNIE
	51	5651 ELM VALLEY LN	TURNER BESSIE
	52	5610 ELM VALLEY LN	PRYOR DARRELL GEORGE WYNN
	53	5642 ELM VALLEY LN	ANDERSON ANGELA R &
	54	5646 ELM VALLEY LN	VAUGHN CHESTER LEE
	55	5652 ELM VALLEY LN	DAVIS SHARON A
	56	5656 ELM VALLEY LN	PRUITT OBERZENE
X	57	5660 ELM VALLEY LN	Taxpayer at

02/15/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	5666 ELM VALLEY LN	ALMARAZ JUAN
	59	5672 ELM VALLEY LN	CONNER GENEVA
	60	5633 REGATTA DR	HUDGENS LEROY JR & HAZEL
	61	5627 REGATTA DR	GONZALEZ CHRISTOPHER ALEX &
	62	5623 REGATTA DR	WOODARD JAMES ALTON
	63	5617 REGATTA DR	LEWIS BILLIE JEAN ATKINS
	64	5611 REGATTA DR	JACKSON FRONCELL JR &
	65	5106 CHALET LN	SANCHEZ ELVIA
	66	5110 CHALET LN	Taxpayer at
	67	5114 CHALET LN	HARRIS JASPER L & KIMBERLY
O	68	5120 CHALET LN	CASTON ANDREA &
	69	5126 CHALET LN	GUERRA DANIEL
	70	1406 RUSSELL GLEN LN	NASH PAULA N &
	71	1412 RUSSELL GLEN LN	HOOVER REUBEN E &
	72	1418 RUSSELL GLEN LN	LEE KRISTA
	73	1426 RUSSELL GLEN LN	COOK WALTER C
	74	1504 RUSSELL GLEN LN	RUIZ NANCY
	75	1425 REYNOLDSTON LN	POPE SHERIA &
	76	1415 REYNOLDSTON LN	BANDA AVEL
	77	1411 REYNOLDSTON LN	MALONEY FRANKLIN C
	78	944 CLEAR FORK DR	ROBERSON JAMES M &
	79	936 CLEAR FORK DR	YOUNG SANDRA ELAINE
	80	937 TIMBER DELL LN	EVERETT JOYCE E
	81	945 TIMBER DELL LN	ALDREDGE ZENA
	82	944 TIMBER DELL LN	GARZA KARLA G LEAL
	83	936 TIMBER DELL LN	GREEN LASHERRA
O	84	941 WOOD RIVER RD	FOSTER HAZEL J
	85	947 WOOD RIVER RD	MCCLENDON LEWIS B
	86	946 WOOD RIVER RD	SMITH KATE LAFAYE EST OF
	87	5507 FOX HILL LN	GARRETT MAE
	88	5515 FOX HILL LN	ROSEMOND GABRIELLE

02/15/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	5519 FOX HILL LN	DENMON DESSIE J
	90	5525 FOX HILL LN	CIVIC CENTER DFW 1 LLC
	91	5605 FOX HILL LN	GOSSIP KENNETH ALONZA
	92	5611 FOX HILL LN	TURNER VICTORIA J
	93	5617 FOX HILL LN	SMITH STEVEN ANDREW &
	94	5623 FOX HILL LN	REED CLARENCE LOUIS &
	95	5707 FOX HILL LN	MOLINA PAUL AARON &
	96	5711 FOX HILL LN	RUSSELL VAN ESTHER
	97	5717 FOX HILL LN	BOGGESS JOE E & CARROL S
X	98	1011 CLEAR FORK DR	DORSEY ESTHER H & FLOYD LIVING
	99	1255 ROBIN GLEN DR	ARNETT-HARRISON CAROL J
	100	1249 ROBIN GLEN DR	Taxpayer at
	101	1245 ROBIN GLEN DR	ISAAC JAMES ELVEN &
	102	1239 ROBIN GLEN DR	SANTIAGO KOREYCI C &
	103	1235 ROBIN GLEN DR	C&A TEXAS PROPERTIES LLC
	104	1229 ROBIN GLEN DR	AGUILAR FLORENTINO
	105	1225 ROBIN GLEN DR	ENGLISH CHARLES J
	106	1219 ROBIN GLEN DR	GFW LLC
	107	1215 ROBIN GLEN DR	MARTINEZ ALICE
	108	1211 ROBIN GLEN DR	OWENS ODELL
	109	1207 ROBIN GLEN DR	KUMBIKUMBI CAROLYN A
	110	1203 ROBIN GLEN DR	Taxpayer at
	111	1254 ROBIN GLEN DR	ERVIN JAMETTA JONES
	112	1248 ROBIN GLEN DR	JACKSON J D & FRANCES
	113	1244 ROBIN GLEN DR	SMITH JAMES EDWARD JR
	114	1238 ROBIN GLEN DR	HAWKINS WILLIE C &
	115	1234 ROBIN GLEN DR	HUBBARD DORIS
	116	1226 ROBIN GLEN DR	SANDERS FREDDIE B JR &
	117	1220 ROBIN GLEN DR	YOUNG KEVIN
	118	1216 ROBIN GLEN DR	DAVIS HAROLD L
	119	1212 ROBIN GLEN DR	ROBINSON ALVA D

02/15/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	120	1208 ROBIN GLEN DR	JONES RICHARD E
	121	5921 CEDAR GLEN DR	WARREN AWARD JR
O	122	1221 WILLOW GLEN DR	Taxpayer at
	123	1227 WILLOW GLEN DR	LEDFORD SARAH &
	124	1231 WILLOW GLEN DR	WALKER DON
	125	1237 WILLOW GLEN DR	HEARD MARY E
	126	1241 WILLOW GLEN DR	BUTLER KATHRYN F
	127	1247 WILLOW GLEN DR	LEMMONS CLARENCE H
	128	1253 WILLOW GLEN DR	BROWN ALIANNA ROSE
	129	5805 SPRING GLEN DR	Taxpayer at
	130	5809 SPRING GLEN DR	TYLER FLORIA MAE
O	131	5815 SPRING GLEN DR	SINGLETON LINDA LIFE ESTATE
	132	5819 SPRING GLEN DR	TRAYLOR GWENDOLYN DELORES
	133	5825 SPRING GLEN DR	RICHIE KATHIE
	134	5829 SPRING GLEN DR	JONES QUEEN ESTHER
	135	5828 CARACAS DR	JOHNSON LARRY DONAL &
	136	5822 CARACAS DR	LINDSAY LOUIE JR
	137	5816 CARACAS DR	CLACK STANLEY F & BELIA
	138	5810 CARACAS DR	MAIRENA MORLEY SAUL
	139	5804 CARACAS DR	WASHINGTON MICHELLE
	140	5803 REGATTA CIR	SAWYER JENNIFER L EST OF
	141	5807 REGATTA CIR	FRAIRE ALMA & JOSE FUENTES &
O	142	5811 REGATTA CIR	SNEED JOAN H
O	143	5815 REGATTA CIR	RHODES PATSY
	144	5819 REGATTA CIR	ROBERTS CAROLYN &
	145	5823 REGATTA CIR	ORTIZ VICTOR
	146	5820 REGATTA CIR	JONES PHILLIP
	147	5816 REGATTA CIR	JOHNSON WILLIE LEE
	148	5812 REGATTA CIR	CR PROPERTYWISE LLC
	149	5808 REGATTA CIR	FULLER JOHNNIE M
	150	5804 REGATTA CIR	SESSION SHANDA
	151	5802 REGATTA CIR	COUNCIL LORENZA &