

FILE NUMBER: Z212-238(JA) **DATE FILED:** April 15, 2022

LOCATION: Bounded by Raydell Place, Schooldell Drive, Ouida Avenue, and South Barnett Avenue

COUNCIL DISTRICT: 1

SIZE OF REQUEST: Approx. 3.31 acres **CENSUS TRACT:** 48113004500

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 the property to be developed with a new public elementary school to replace the existing school. *[Peabody Elementary School]*

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 staff's recommended 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 elementary school. [Peabody Elementary School]
- The applicant proposes to demolish the existing school and construct a new elementary school.
- Platting is required in order to establish a building site for construction of the replacement school. Preliminary plat S212-068 was approved by the City Plan Commission, subject to conditions, on January 20, 2021.
- The current zoning application was initially a request for a new Planned Development District (PD). However, the applicant amended the application to a request for a Specific Use Permit (SUP) after determining in coordination with staff that, with minor adjustments to the proposed design, the development goals for the property could be accomplished without the need for modified development standards.
- On February 16, 2023, the City Plan Commission recommended approval of the request, subject to a site plan, a traffic management plan, and conditions with changes.

Zoning History:

There have been no zoning change requests in the area in the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing / Proposed ROW
Raydell Place	Local Street	40 ft / 28 ft from CL at platting-
Schooldell Drive	Local Street	50 ft / 28 ft from CL at platting-
Ouida Avenue	Local Street	40 ft / 28 ft from CL at platting-
South Barnett Avenue	Local Street	45 ft / 28 ft from CL at platting-

Traffic:

The proposed traffic management plan (TMP), dated January 25, 2023, is sealed by a licensed professional engineer, and contains the signature of the Peabody Elementary School principal. The proposed SUP conditions require a traffic study evaluating the sufficiency of the TMP to be submitted by March 1, 2025, or within six months after students first begin classes (whichever is later) and by March 1st of each odd-numbered year thereafter.

Due to site constraints (size and topography), the applicant proposes to continue existing operations, allowing queuing and student drop-off/pick-up within public rights-of-way surrounding the property. The applicant requests adjusted sidewalk/buffer widths at drop-

off and pick-up locations, with SUP conditions authorizing minimum eight-foot-wide sidewalks located at back of street curb in lieu of the standard minimum six-foot-wide sidewalks with minimum five-foot-wide buffer in these designated areas.

The Transportation 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 supports the zoning request as proposed and 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.

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.

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 elementary school
North	R-7.5(A) Single Family District	Single family
East	R-7.5(A) Single Family District	Single family; undeveloped
South	R-7.5(A) Single Family District	Surface parking; single family; undeveloped
West	R-7.5(A) Single Family District	Church; undeveloped

Land Use Compatibility:

The area of request is an entire block embedded within an R-7.5(A) Single Family District and is currently developed with a public school other than an open-enrollment charter school [Peabody Elementary School], which has been in operation at the request site since the 1940s.

Properties to the north (across Ouida Avenue) and east (across South Barnett Avenue) of the site are predominantly developed with single family uses, with a small number of lots remaining undeveloped. To the south of the request site, across Raydell Place, properties are partially undeveloped and partially developed with single family uses; however, the frontage between Marshall Dell Avenue and School Dell Drive is developed with surface parking. To the west of the site across School Dell Drive is partially undeveloped and partially developed with a church use.

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 elementary school to replace the existing public elementary school.

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. Staff finds that the proposal 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. Staff supports the zoning request, subject to a site plan, a traffic management plan, and conditions **as discussed with the applicant.**

On February 16, 2023, the City Plan Commission recommended approval of the request, subject to a site plan, a traffic management plan, and conditions with changes. Staff does not recommend the inclusion of the additional provisions recommended by CPC as part of the zoning case for the following reasons:

- **RE: Height limited to 36 feet:**

Dallas Independent School District (DISD) typically limits elementary school buildings to a single story, in no instances exceeding a maximum of two stories. Because of this, the CPC-recommended height limitation is redundant, at best, and is potentially overly restrictive in areas of the school (e.g., required storm shelter) where additional height may be necessary for compliance with regulatory requirements related to schools.

- **RE: EV and micro-mobility parking/charging:**

While staff is not generally opposed to the provision of EV and/or micro-mobility parking spaces and charging facilities, staff does not recommend imposing these requirements as part of the SUP conditions for the proposed school. The DISD has its own Energy and Sustainability Department [link: <https://www.dallasisd.org/energyandsustainability>], including vision, goals, and mission established for this department. Further, the provision of these charging facilities, which could be used by the general public, on a school campus is inadvisable due to security concerns expressed by the district.

Development Standards:

The current zoning application was initially a request for a new Planned Development District. At the request of staff, the applicant submitted the following analysis to determine whether the original application could be amended to a request for either a Specific Use Permit (SUP) or to a general zoning change request for an Institutional Overlay to be placed on the request site. Either of these options would authorize a school without changing the underlying zoning classification of the site.

Peabody Elementary School – Z212-238(JA)

- **DISD analysis** (w/ staff changes highlighted in yellow):
 - scrape and new school
 - **Institutional Overlay:** **NO TBD** → reduced front yard setback for building and sign, ramp in front yard
 - **SUP:** **NO TBD** → again reduced setback, parking in the front yard

- **CP Zoning response:**

- **RE: Front yard setback** – Please explain why it is not possible to design the replacement school so that the building and ramp comply with the front yard setback regulations for the current zoning classification of the site.
- **RE: Sign** – Please explain why it is not possible to design the replacement school so that all proposed signage complies with the existing sign regulations.
- **RE: Parking** – Please explain why it is not possible to design the replacement school so that any required off-street parking spaces comply with the front yard setback regulations for the current zoning classification of the site. (Note: This item is not at issue if the zoning request is for an Institutional Overlay.)

The applicant subsequently amended the application to a request for an SUP after determining in coordination with staff that the development goals of the property could be accomplished without the need for modified development standards. Because an SUP does not change the zoning classification of a site, a school authorized by an SUP must comply with the development standards for the zoning district in which the school is located, read in conjunction with the yard, lot, and space regulations in Sec. 51A-4.400 of the Dallas Development Code, as amended.

Following is a comparison table showing development standards for R-7.5(A) Single Family Districts, in general; development standards for institutional uses (such as schools) at the request site in R-7.5(A); and development standards for the proposed school at the request site in R-7.5(A) with CPC-recommended SUP conditions:

	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

Institutional uses (including schools) at this R-7.5(A) site in particular	S Barnett Ave: 25' min Schooldell Dr: 25' min	Ouida Ave: 10' min Raydell Pl: 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	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
Proposed school at this R-7.5(A) site in particular, w/ SUP conditions recommended by CPC	S Barnett Ave: 25' min Schooldell Dr: 25' min	Ouida Ave: 10' min Raydell Pl: 10' min (Property does not have a "rear" yard)	36' max	60% max for institutional uses such as schools	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

¹ Institutional uses (such as schools) may be built to any height consistent with FAA airspace limitations, residential proximity slope (RPS), and the building code. Note, however, that RPS is not generally applicable to lots in R(A), D(A), and TH(A) Districts.

² Lot coverage includes above-ground parking structures but does not include surface parking lots or other paving.

Landscaping:

Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.

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 (1.5 spaces for each elementary school classroom). Site data summary table on the proposed SUP site plan indicates 25 classrooms, which requires a total of 38 off-street parking spaces (1.5 x 25 classrooms); 41 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 area of request is not currently part of an MVA cluster; however, there are “F” MVA clusters adjacent to the north and south of the site and a “D” MVA cluster adjacent to the east of the site. In the wider vicinity, there is a “G” MVA cluster to the northwest across Jefferson Boulevard and an “E” MVA cluster to the north across Jefferson Boulevard.

Dallas ISD Trustees and Administration

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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, subject to a site plan, a traffic management plan, and conditions with the following changes: 1) add SUP condition #12. Height is limited to 36 feet; and 2) add SUP condition #13. Provide one electric vehicle parking space and two micro-mobility charging locations to be located at the applicant's choosing on property zoned an R-7.5(A) Single Family District bounded by Raydell Place, Schooldell Drive, Ouida Avenue, and South Barnett Avenue.

Maker: Popken
Second: Anderson
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: 300 Mailed: 64
Replies: For: 3 Against: 1

Speakers: For: Karl Crawley, 2201 Main St., Dallas, TX, 75201
Kathleen Lenihan, 9400 Central Expressway, Dallas, TX, 75241
Against: None
Staff: David Nevarez, Sr. Traffic Engineer, Development Services
Phil Erwin, Chief Arborist, Development Services

CPC-RECOMMENDED SUP No. 2481 CONDITIONS

Added per CPC motion:

12. Height is limited to 36 feet.
13. Provide one electric vehicle parking space and two micro-mobility charging locations to be located at the applicant's choosing.

Staff Recommendation:

- ~~12. Height is limited to 36 feet.~~
- ~~13. Provide one electric vehicle parking space and two micro-mobility charging locations to be located at the applicant's choosing.~~

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, typ. At student drop-off and pick-up locations designated on the traffic management plan, minimum eight-foot-wide sidewalk located at back of curb may be provided in lieu of the typical sidewalk/buffer noted above.
6. SIGNS: Signs for a public school other than an open-enrollment charter school must comply with Article VII of the Dallas Development Code, as amended, and are not required to be shown on the SUP site plan.
7. 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.

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

9. 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. Except as shown on the attached traffic management plan, queuing is only permitted inside the Property. Student drop-off and pick-up are 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, 2025, 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, 2025, 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.

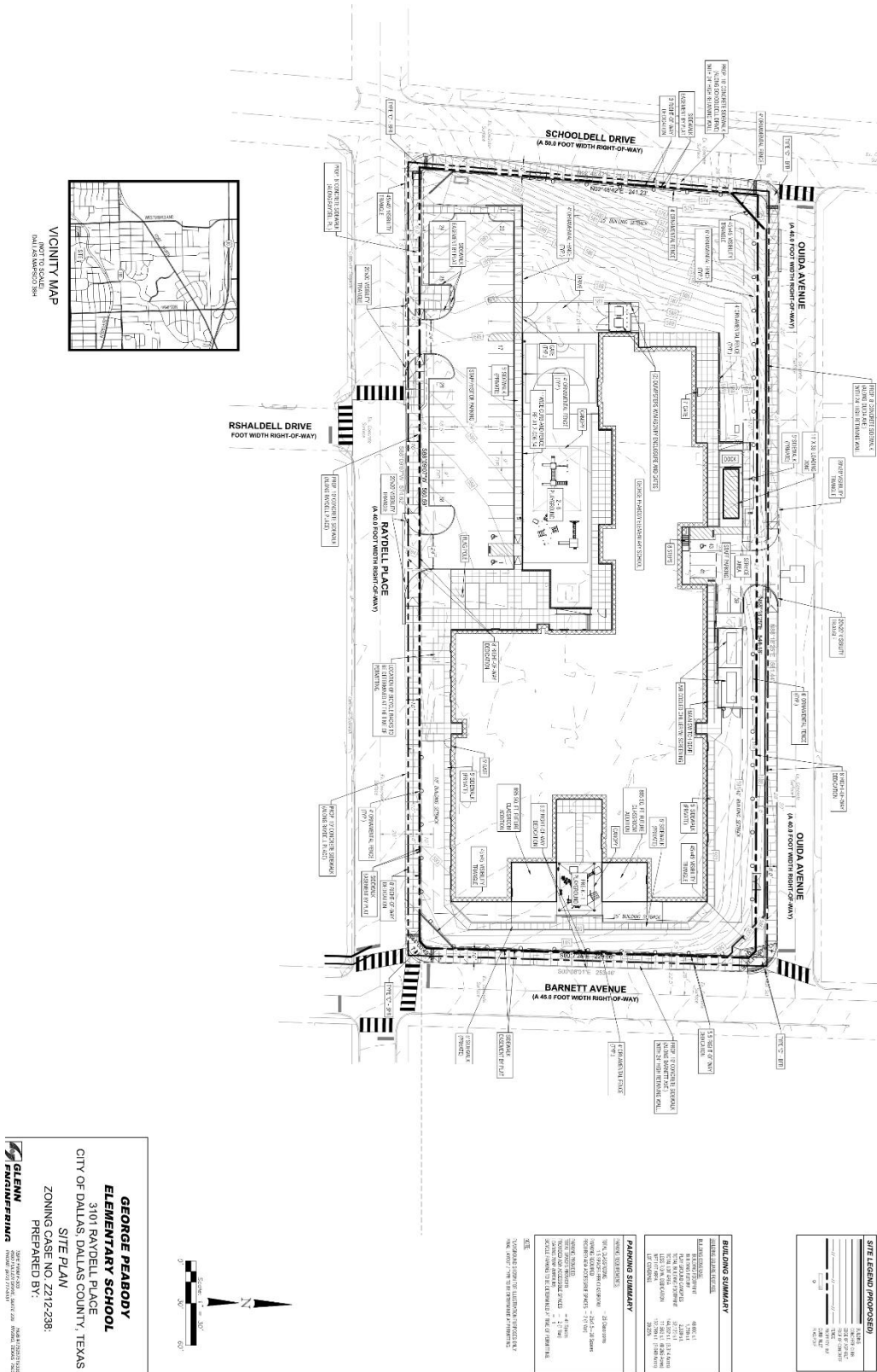
(D) Amendment process.

- (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.

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

11. 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 SUP SITE PLAN





CPC-RECOMMENDED TRAFFIC MANAGEMENT PLAN

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January 25, 2023

PK# 2452-21.751

TRAFFIC MANAGEMENT PLAN

Z212-238



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

Dallas Independent School District George Peabody 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 George Peabody Elementary School described below. The school has an existing enrollment of 376 students and is anticipated to remain after improvements are complete.

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 Thursday, March 10th, 2022 and Tuesday, March 22nd, 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

January 25, 2023

2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 3101 Raydell Place, Dallas, Texas
- **Description of adjacent roadways:**
 - Adjacent Streets:
 - Ouida Avenue:
 - 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
 - S Barnett Avenue:
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph
 - Raydell Place:
 - Cross-section: Two lanes, two-way operation [westbound 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]
 - Schooldell Drive:
 - Cross-section: Two lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. [School Zone]
 - Speed Limit: 30 mph

January 25, 2023

- **Adjacent Intersections:**

- Ouida Avenue and Schooldell Drive – Marked crosswalk on east leg approach, no barrier free ramps provided on any corners.
- Ouida Avenue and S Barnett Avenue – Marked crosswalk on west leg approach, with barrier free ramps provided on the northwest and southwest corners.
- Raydell Place and Marshall Dell Avenue – Marked crosswalks on west and south legs approaches, with barrier free ramps provided on the northwest, southwest and southeast corners.
- Raydell Place and Schooldell Drive – No marked crosswalks on any approaches, with barrier free ramps provided on the northwest, northeast and southeast corners.
- Raydell Place and S Barnett Avenue - Marked crosswalks on north, west and east legs approaches, with barrier free ramps provided on all corners.

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

3. INGRESS/EGRESS POINTS OF ACCESS

- **Vehicular Ingress/Egress Points:**
 - Raydell Place: Two Driveways (Proposed)
- **Student (Building) Ingress/Egress Points:**
 - Main student pedestrian access is located at the main entrance on the south side of the school building.

4. QUEUING SUMMARY TABLE

The following table presents the projected queuing vehicle accumulation for the subject campus. The calculations for vehicle accumulation and parking are based upon estimated ratios – estimated linear feet of queue per student – along with the assumptions provided by DISD for this campus have been validated by on-site dismissal observations conducted on Thursday, March 10th, 2022 and Tuesday, March 22nd, 2022. All information provided in the table below is strictly for the afternoon student pick-up release period.

January 25, 2023

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)
			Existing	Proposed			
1	Pre-K – 5 th	7:15 AM – 3:15 PM	376	376	74 (74)	11 (11)	-63 (-63)

5. CIRCULATION

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

- Description of Existing Conditions

On-Site Circulation:

- Pre-K – 5th Grade:

Parent traffic enters the area traveling via Jefferson Boulevard and S Westmoreland Road. Parent traffic queues/stands on all curbsides along the adjacent streets (Raydell Place, Schooldell Drive, S Barnett Avenue, and Ouida Avenue). Main entrance is located on south side of school building. Students will exit the building with the assistance of parents and staff to the appropriate parent vehicle.

Quida Avenue circulates as one-way eastbound during school hours and Raydell Place circulates as one-way westbound during school hours.

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

School bus(es) is used for this particular school and loads and unloads students along the north curbside of Raydell Place adjacent to the site.

All staff and visitor parking occurs as on-street parking surrounding the site.

Temporary traffic control devices:

- Temporary traffic control devices were used for this TMP in order to facilitate drop-off/pick-up operations.

January 25, 2023

- Description of Proposed Conditions (NOTE: only changes to the Existing Conditions are mentioned below)

On-Site Circulation:

- Pre-K – 5th Grade:

Operations are not to be changed from existing conditions in general. Specific changes to operations include with the new school building improvements is that students will only exit the building on the south side of the building as shown on **Exhibit 1**. Also, the single special education bus will load/unload within the new onsite recessed area to allow onsite loadin/unloading.

6. DROP-OFF/PICK-UP COORDINATION

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

- **Subject School Recommended Loading System:**

- Monitored Non-Sequential 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.

January 25, 2023

- **Separation of modes of transportation:**

- Bus: 5%
- Walk: 5%
- Student Drivers: 0%
- Picked Up by Parent: 90%

NOTE: Information provided by DISD and validated with field observations

- **Staggered times:**

- 7:15 AM – 3:15 PM (Pre-Kindergarten - 5th)

7. SCHOOL STAFF ASSISTANCE

- Number:
 - Observed: 2 – 5
 - Desired: 2 – 5
- 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: at Raydell Place and Marshall Dell Avenue intersection
 - Desired: at Raydell Place and Marshall Dell Avenue intersection

January 25, 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 DISD George Peabody 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	2/1/2023 _____ Date
Name: <u>Sherri Rogers-Hall</u>	
Title: <u>Principal</u>	

January 25, 2023

10. ENGINEER SEAL

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

11. REPORT FORMAT

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

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: 5%
 - ii. Walk: 5%
 - iii. Students Drivers: 0%
 - iv. Picked Up by Parent: 90%
 - NOTE: Information provided by DISD> and validated with field observations
 - d. Projected maximum vehicle accumulation: 74
 - e. Projected on-site storage capacity: 11
 - f. Surplus/Deficit: -63
- 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 however, the anticipated (and observed) pedestrian routes include the sidewalk paths leading to parent pick-up/drop-off vehicles.
- d) Proposed Parking Management Strategies:
 - a. On-street parking restrictions: no parking signs along the eastbound curbside of Ouida Avenue and along the eastbound and westbound curbsides of Raydell Place.
 - b. Faculty Parking: Parking lot south of the building.
 - c. Visitor Parking: Parking lot south of the building.

January 25, 2023

- d. Student Parking: none
 - e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)
 - f) Other Recommendations: (See **Exhibit 1**)
- END OF MEMO

Student ID System:	Monitored Non-Sequential Loading System
Student ID System:	Monitored Non-Sequential Loading System

of Staff Assistance: 2-5
of Crossing Guards: 1



*Information given by school district











PK 2452-21.751 (DAC: 01/25/23)

PRELIMINARY
NOT FOR CONSTRUCTION

THIS DOCUMENT IS ISSUED FOR THE PURPOSE OF SCHEMATIC REVIEW ONLY AND IS NOT INTENDED FOR PERMITTING, BIDDING, OR CONSTRUCTION PURPOSES.

PLANS PREPARED UNDER THE DIRECT SUPERVISION OF HUNTER W. LEMLEY, P.E.
TEXAS REGISTRATION NO. 125343
DATE: 01/25/23

LEGEND

-  - Queue Area (Conventional Loading)
-  - Circulation/Flow
-  - School Bus Loading/Unloading
-  - Pedestrian Access Point (Main Entrance)
-  - Parent Vehicle Access Point
-  - Crosswalk
-  - Pedestrian Route
-  - School Zone
-  - Staff Assistance
-  - Crossing Guard(s)

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.

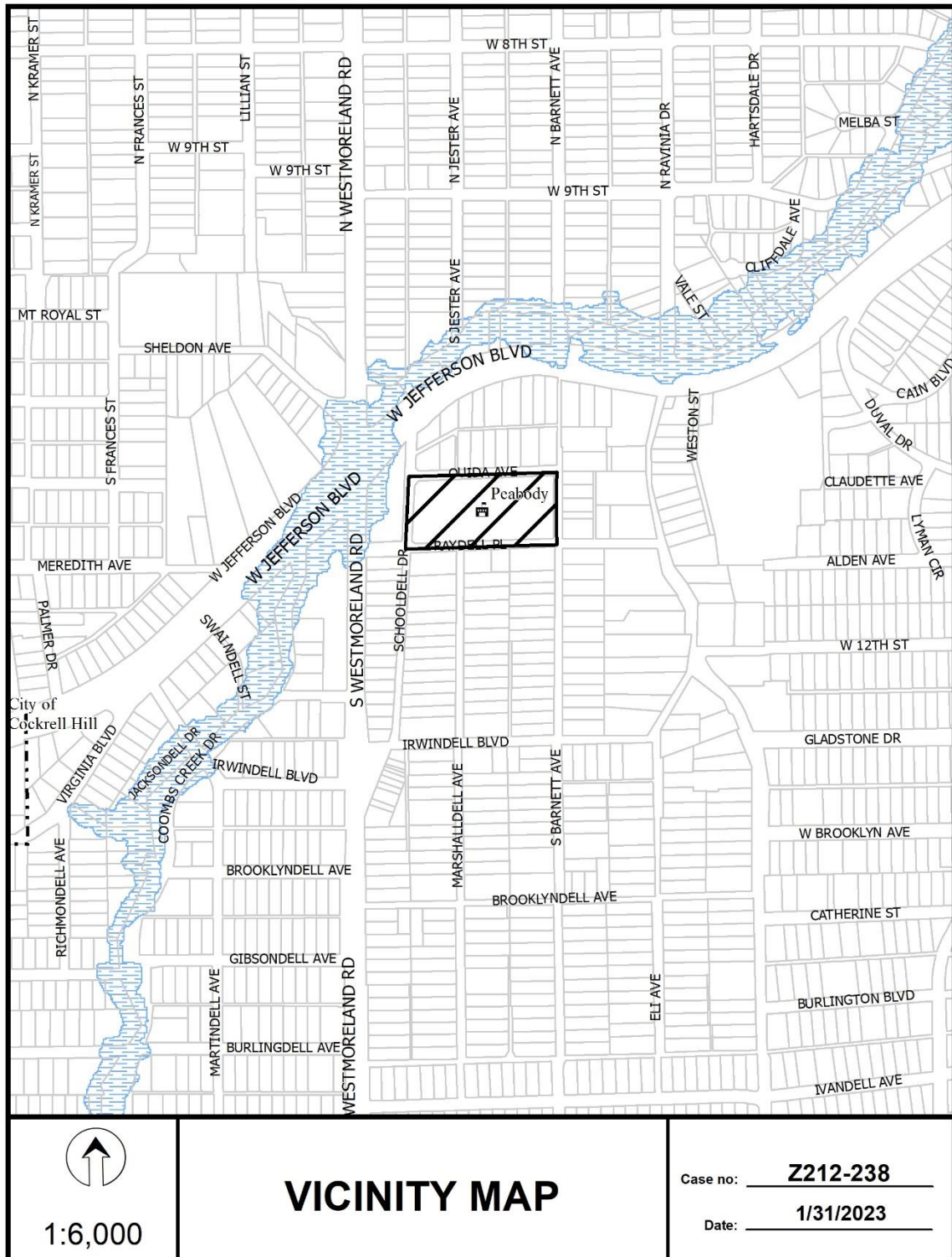
PK 2452-21.751 (DAC: 01/25/23)

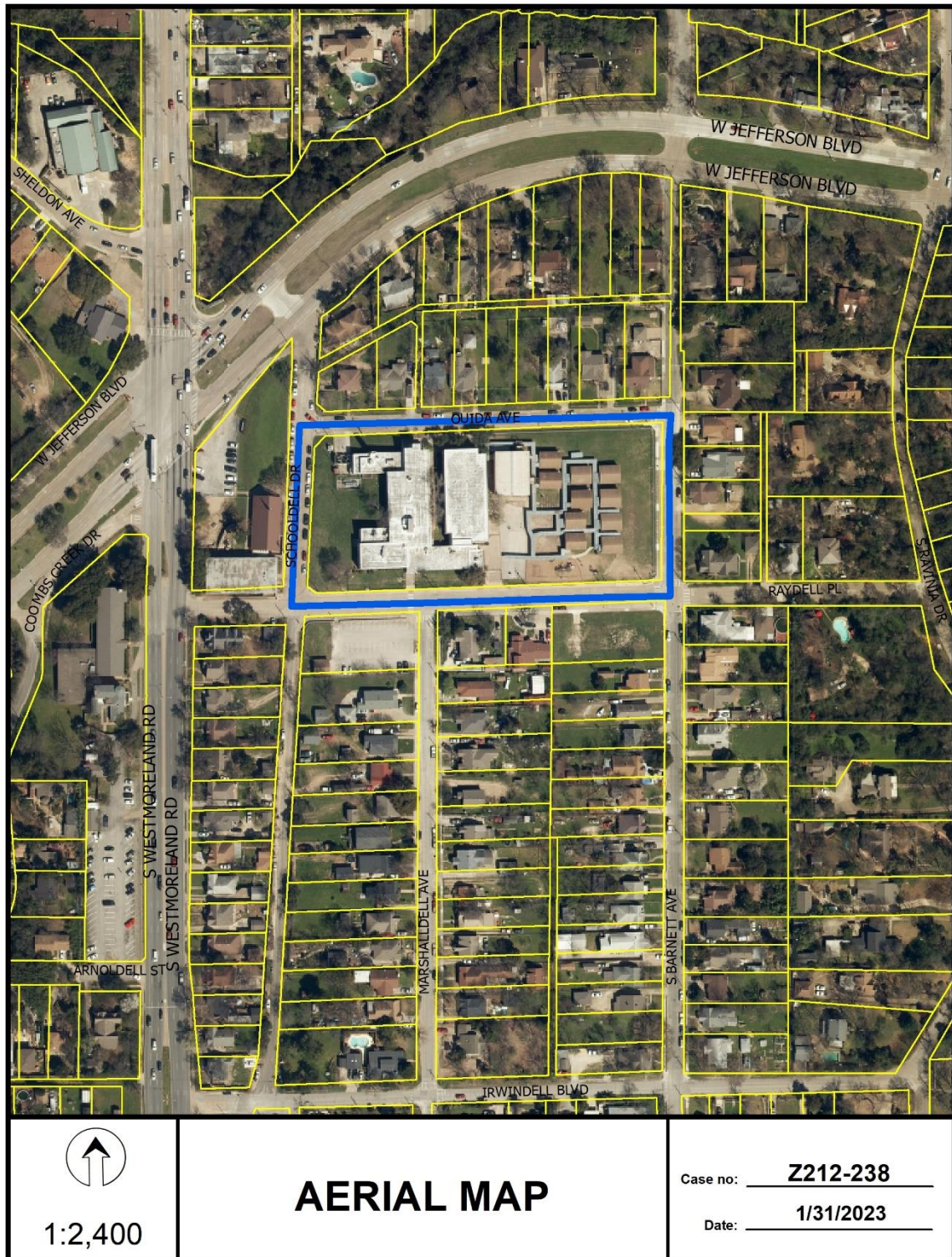
EXHIBIT **1** Z212-238

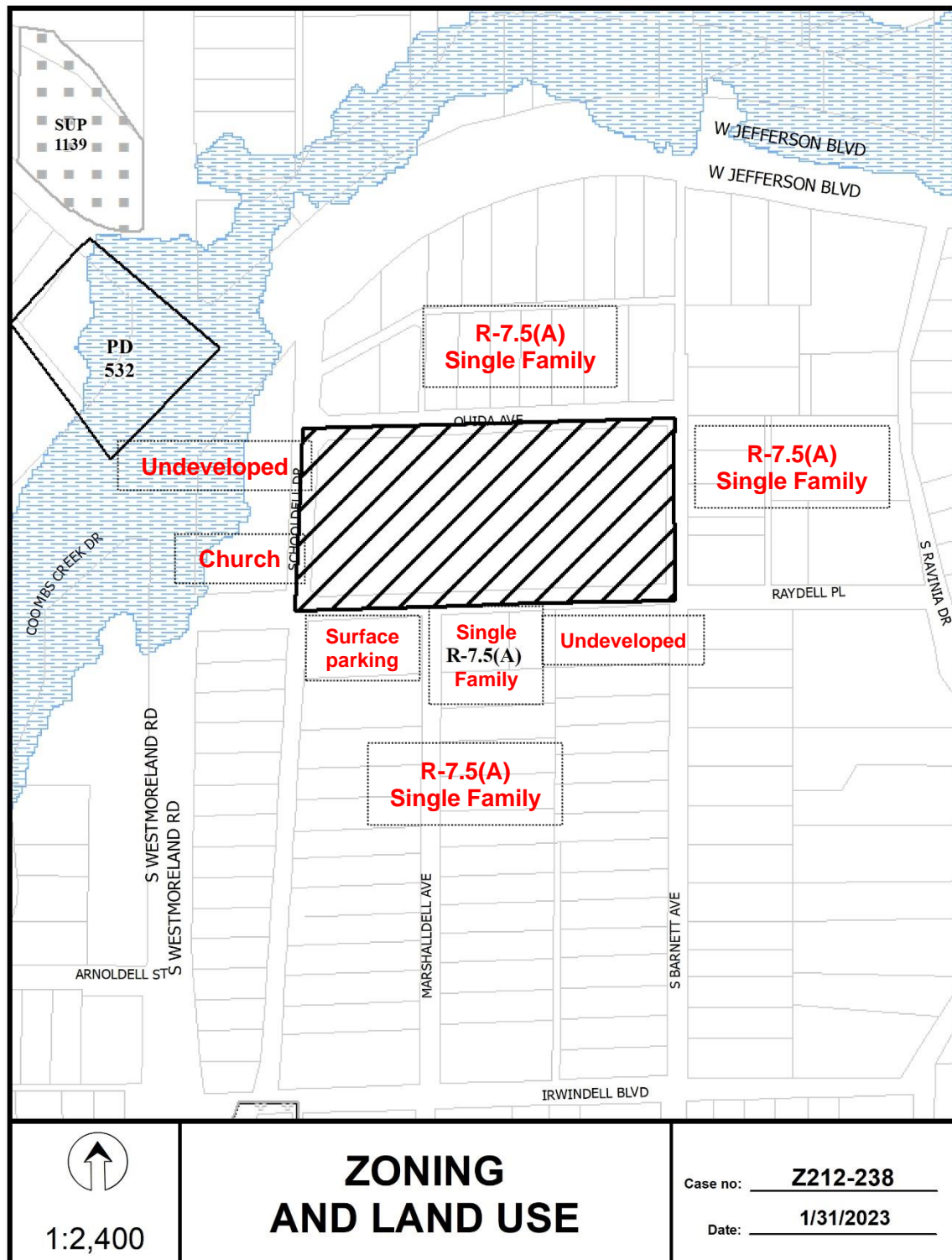
Traffic Management Plan
DISD George Peabody Elementary, Dallas, Texas

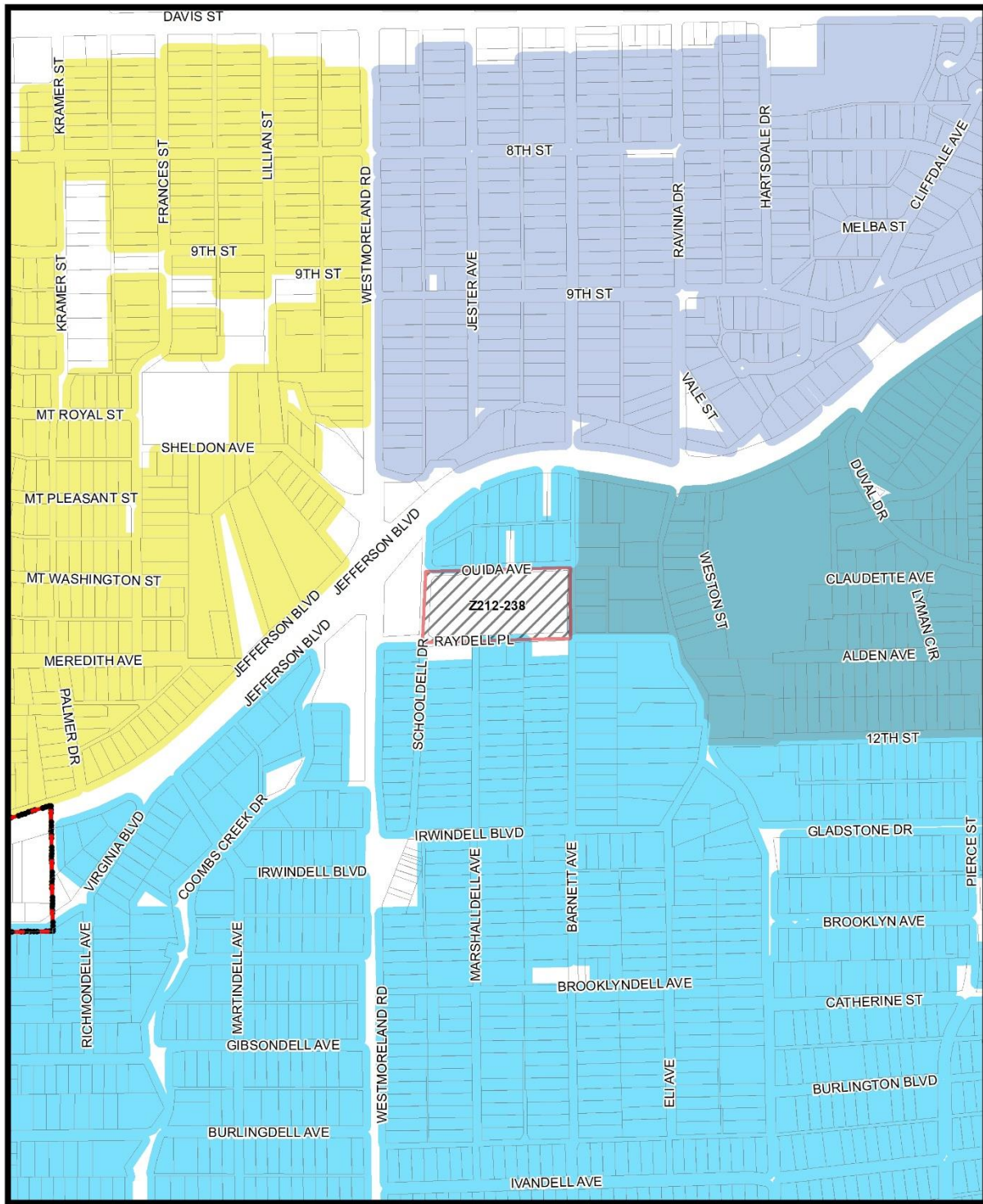


Pacheco Koch









Market Value Analysis

A B C D E F G H I NA



1:6,000

Market Value Analysis

Printed Date: 1/31/2023



02/15/2023

Reply List of Property Owners***Z212-238******64 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	3101 RAYDELL PL	Dallas ISD
X	2	400 S WESTMORELAND RD	MEDINA LENA
	3	406 S WESTMORELAND RD	MEDINA PATRICIA &
	4	410 S WESTMORELAND RD	FLAVIS ERIN E
	5	414 S WESTMORELAND RD	LAUBERSHIEMER JENNIFER R
	6	418 S WESTMORELAND RD	ALBA MIGUEL
	7	422 S WESTMORELAND RD	IPINA LORENZA &
	8	3200 W JEFFERSON BLVD	IGLESIA DE DIOS PALABRA
	9	3143 OUIDA AVE	TRAWICK SHANE &
	10	3144 W JEFFERSON BLVD	Taxpayer at
	11	3102 W JEFFERSON BLVD	PRIERIN SOFIA MARIE WEIR
	12	3134 W JEFFERSON BLVD	ZAPATA JOANA VANESA &
	13	3106 W JEFFERSON BLVD	PIERIN SOFIA MARIE WEIR
	14	3110 W JEFFERSON BLVD	QURIOZ MILTON &
	15	3137 OUIDA AVE	Taxpayer at
	16	3114 W JEFFERSON BLVD	CARDOZA TOMAS JR
	17	3122 W JEFFERSON BLVD	HONEA BOBBY & RENA
	18	3126 W JEFFERSON BLVD	VILLANUEVA IRINEO &
	19	3130 W JEFFERSON BLVD	VILLANUEVA IRINEO &
O	20	3131 OUIDA AVE	JC LEASING LLP
	21	3127 OUIDA AVE	KORTH TRAVIS
	22	3123 OUIDA AVE	TERRAZAS MARIA G
	23	3119 OUIDA AVE	SANCHEZ EMILIANO & ALEJANDRA
	24	3105 OUIDA AVE	ROSAS JORGE & LORENA
	25	3101 OUIDA AVE	Taxpayer at
	26	3030 W JEFFERSON BLVD	GOMEZ FRANCISCO J & MARIA

02/15/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	302 S BARNETT AVE	HERNANDEZ ESEQUIL T SR &
	28	3026 W JEFFERSON BLVD	HERNANDEZ HECTOR H & ROSIE MARIA
	29	306 S BARNETT AVE	CALZADA ANTONIO & MARIA D
	30	3022 W JEFFERSON BLVD	JUAREZ ELIAS & JUAREZ MARIA
	31	310 S BARNETT AVE	CAGLE JAMES
	32	226 S BARNETT AVE	BURKE THANH
	33	312 S BARNETT AVE	COLLADOMARTINEZ RAMON &
	34	318 S BARNETT AVE	COLLADOMARTINEZ RAMON &
	35	311 S RAVINIA DR	Taxpayer at
	36	317 S RAVINIA DR	Taxpayer at
	37	3017 RAYDELL PL	Taxpayer at
	38	303 S RAVINIA DR	BURKE LANDON & THANH MY
	39	311 S RAVINIA DR	APPLEGATE DESTIN J &
	40	313 S RAVINIA DR	MARTIN CASEY
	41	419 S RAVINIA DR	JOHNS MARY S WETZEL
	42	421 S RAVINIA DR	SHADE JAMES H
	43	402 S BARNETT AVE	ROCHA JOSE A & ENA B
O	44	406 S BARNETT AVE	LOPEZ IRMA MARIE EST OF
	45	410 S BARNETT AVE	IBANEZ SAMUEL & TAMMY
	46	416 S BARNETT AVE	LIRA JOSE DEJESUS
	47	422 S BARNETT AVE	CASTILLO YOLANDA
	48	403 S BARNETT AVE	SANCHEZ GRIMALDO
	49	409 S BARNETT AVE	MORGAN JAMES I
	50	413 S BARNETT AVE	CAMACHO JUANA LOPEZ
	51	421 S BARNETT AVE	Z RODOLFO MEDELLIN
	52	417 S BARNETT AVE	GARCIA J SAUL
	53	425 S BARNETT AVE	A & E HOUSING LLC
	54	3120 RAYDELL PL	MARTINEZ JOSE EST OF & EULOGIA
	55	404 MARSHALLDELL AVE	RAMIREZ BLAS LIFE ESTATE &
	56	502 MARSHALLDELL AVE	MARTINEZ GUSTAVO &
	57	412 MARSHALLDELL AVE	DK DUKES PROPERTIES LLC

Z212-238(JA)

02/15/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	422 MARSHALLDELL AVE	TAMEZ ALFREDO B II
	59	415 MARSHALLDELL AVE	MOLINA EZEQUIEL &
	60	419 MARSHALLDELL AVE	CELIS ISABEL &
	61	411 MARSHALLDELL AVE	PERALTA EUSTOQUIO M &
	62	411 S WESTMORELAND RD	GRACE FELLOWSHIP IN
	63	3225 W JEFFERSON BLVD	QUEST IRA INC FBO MARK K SMITH
O	64	230 S BARNETT AVE	CAMACHO ANSELMO