

**FILE NUMBER:** Z212-300(AU) **DATE FILED:** July 12, 2022

**LOCATION:** Bounded by Warren Avenue, Wendelkin Street, Julius Schepps Freeway, Pennsylvania Avenue, and South Harwood Street.

**COUNCIL DISTRICT:** 7

**SIZE OF REQUEST:** Approx. 4.374 acres **CENSUS TRACT:** 48113020900

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**REPRESENTATIVE:** Karl 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 a D(A) Duplex Subdistrict within Planned Development District No. 595, the South Dallas/Fair Park Special Purpose District.

**SUMMARY:** The applicant proposes to construct an addition to the existing school. *[Martin Luther King Jr. Academy]*

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

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

**Planned Development District No. 595:**

<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=595>

**D(A) Duplex District [Ref Sec. 51A-4.113]:**

[https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-75980](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75980)

## BACKGROUND INFORMATION:

- The area of request is located within a D(A) Duplex Subdistrict within PD No. 595, the South Dallas/Fair Park Special Purpose District, and is currently developed with a public elementary/middle school academy. *[Martin Luther King Jr. Academy]*
- The site is currently developed with a 72,321 square-foot building, one and two story in height, built in 1980, per DCAD records, being used for a public school, an arts academy, for grades Pre-K through 6<sup>th</sup> grade. The applicant proposes to expand the schools to approximately 83,500 square feet. The addition will add 7<sup>th</sup> and 8<sup>th</sup> grade students, a storm shelter, science labs, and fine arts spaces.
- Platting is required in order to establish a building site for construction of the addition. Preliminary plat S212-220 was approved by the City Plan Commission, subject to conditions, on June 16, 2022.
- Before the CPC hearing, the applicant changed the layout of the site plan to eliminate the proposed new driveway from Pennsylvania Avenue. CPC recommended the exhibits with the proposed changes as briefed. The exhibits included in this report reflect the changes.
- On April 20, 2023, City Plan Commission voted to recommend approval of the request per staff's recommendation subject to a site plan, landscape plan, Traffic Management Plan as briefed, and conditions with the following change: the height for a school is limited to two stories.

## Zoning History:

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

1. **Z190-367:** On June 9, 2021, the City Council approved an amendment to and expansion of Planned Development District No. 597 on property zoned an FWMU-3 Form Walkable Mixed Use Subdistrict with SH-3 Shop Front Overlay on a portion; an NC Neighborhood Commercial Subdistrict; and an MF-2(A) Multifamily Subdistrict within Planned Development District No. 595, the South Dallas/Fair Park Special Purpose District, and Planned Development District No. 597, in an area generally bound by both sides of Peabody Avenue, Julius Schepps Freeway, Panama Place, and Holmes Street.

## Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Pennsylvania Avenue	Community Collector	Minimum-4 lanes-Undivided 60 feet of R.O.W. <i>(not built to M-4-U designation; can be striped and operated as 2 to 4 lanes)</i>
South Harwood Street	Local Street	-

Warren Avenue	Local Street	-
Wendelkin Street	Local Street	-
Julius Schepps Fwy NB Service	Interstate Highway	-

### **Transportation:**

The proposed TMP, dated April 5, 2023, is sealed by a licensed professional engineer, and contains the signature of the school principal. 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.

The proposed drop off and pick up operations include:

- Separation for pre-k and kindergarten drop off / pick up via a new driveway from Pennsylvania Avenue. While staff is recommending removal of the driveway access from Pennsylvania Avenue and consolidate one continuous drop-off/pick-up lane circling around the school and with access from Wendelkin Street, staff understands the applicant's concerns and appreciates the commitment to smoother transportation operations and is not opposed to the proposed solution.
- New traffic operations on Warren Avenue for student pick-up with the installation of parking restrictions and "do-no-enter"-signs so that traffic is one-way during drop-off and pick-up times. Staff is in support of this proposal.
- Buss drop-off and pick-up areas along Wendelkin Street.

The Transportation Division of the Transportation Department has reviewed the current zoning application and supports the zoning request as proposed. 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 1.1.2** Focus on Southern Sector development opportunities.

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

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

## **ECONOMIC ELEMENT**

### **GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS**

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

## **TRANSPORTATION ELEMENT**

### **GOAL 4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS**

**Policy 4.2.2** Promote a network of on street and off-street walking and biking paths.

## **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.

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.

### **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:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	PD 595 [D(A)]	Public school
<b>North</b>	PD 595 [D(A)]	Single family; duplex; undeveloped
<b>East</b>	PD 595 [D(A)]	Single family; duplex; undeveloped
<b>Southeast</b>	PD 595 [D(A)]	Single family; duplex; undeveloped
<b>South</b>	PD 595 [MF-2(A)]	Multifamily; duplex; undeveloped
<b>Southwest</b>	PD 595 [D(A)]	Single family; duplex



**Land Use Compatibility:**

The area of request is a block bordered by Pennsylvania Avenue, South Harwood Street, Warren Avenue, and Wendelkin Street. The property is developed with a public school other than an open-enrollment charter school [Martin Luther King Jr Arts Academy], for grades Pre-K through 6<sup>th</sup> grade.

The subject site is surrounded by single family homes on all sides, with the area north of Pennsylvania Avenue undeveloped.

The current request is for an SUP for a public school other than an open-enrollment charter school to allow for the expansion of the building, from approximately 72,300 square feet to approximately 83,500 square feet. The applicant plans to also expand the school to add grades 7<sup>th</sup> and 8<sup>th</sup>.

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.

**Development Standards:**

Because an SUP does not change the underlying 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 a D(A) Duplex Subdistrict within PD No. 595, in general, and development standards for the proposed school at the request site, in particular:

	Setbacks		Height <sup>1</sup>	Lot Coverage <sup>2</sup>	Density/FAR	Special Standards
	Front	Side/Rear				
<b>PD No. 595 [D(A)] in general</b>	25' min	5' / 5' min for single family structures 5' / 10' min for duplex structures 10' / 10' min for other permitted structures	36' max	60% max for residential structures 25% max for nonresidential structures	No max FAR Min lot area for a residential use is 6,000 sq ft	Continuity of blockface Parking must comply w front yard setback Max 4' tall fence in front yard Landscaping required per Article X
<b>Proposed school at this PD No. 595 [D(A)] site in particular</b>	Pennsylvania Ave: 25' min Warren Ave: 25' min	S Harwood St: 10' min Julius Schepps/ Wendelkin St: 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 Landscaping required per SUP Landscape Plan

<sup>1</sup> 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.

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

### **Landscaping:**

The request includes a Landscape Plan that is reasonably consistent with Article X. Due to extraordinary site constraints generated by underground and aboveground utility easements that must be relocated, needed adjustments for traffic circulation during drop-off and pick-up times, and the needed expansion of the building to accommodate curriculum needs, the site layout is presenting difficulties to fully comply with Article X requirements. Therefore, the applicant is proposing alternate solutions that meet the spirit and intent of the ordinance.

The property is crossed by several underground utilities including a main line for stormwater that is currently located under the building and a water main line located on the property along South Harwood Street. The preliminary plan requires the stormwater main to be relocated as close to the right-of-way as possible in a 30-foot wide easement, and the water line to be placed in a 40-foot wide easement. The tentative location for the stormwater easement is along Pennsylvania Avenue between the building and the street ROW. Aboveground powerlines are also located along few frontages.

Considering these major constraints, the proposed plan deviates from Article X standards as follows:

- The street buffer zone (SBZ) is required to be a minimum of five feet. The existing parking lots along Warren Avenue and at South Harwood Street provide frontages that reduce the SBZ to less than five feet wide. *This is an existing condition.*
- While the residential buffer zone (RBZ) does not require screening, it is deficient in the required 10-foot average width. *This is an existing condition.*
- Street buffer zone tree provisions are deficient in number. 42 trees are required, while 31 large trees are proposed to be provided. The proposed landscape plan includes street trees in the ROW in the street buffer zone. Staff is supporting this solution and acknowledges the benefits to a better pedestrian experience and safety. In an effort to significantly increase the proposed tree canopy, staff and the applicant agreed to a solution to allow large canopy trees in the stormwater easement along Pennsylvania Avenue, with proper measures to protect both the trees and the stormwater pipe.
- Landscape design options show five points short, but the deficiency may be corrected with an increase in the size of the required trees. An increase in point system may be explored at permitting.
- The landscape plan more than meets the site tree requirements, per code.

Per Article X, the City Council may approve an alternate landscape plan that is reasonably consistent with the standards and purposes of Article X with an SUP. Considering the extraordinary site constraints and the proposed solution to provide the best planting solution that can be attained under the circumstances, staff is in support of the proposed landscape plan.

### **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 and 3.5 spaces for each middle school classroom). Site data summary table on the proposed SUP site plan indicates 68 off-street parking spaces are required; 69 spaces are proposed for the site.

Surface accessory remote parking is permitted by SUP for institutional uses located in the D(A) Duplex Subdistrict within PD No. 595; however, the applicant proposes to provide all required off-street parking spaces on the school 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, the property is embedded within an “E” MVA cluster. In the wider vicinity, there are “I” MVA clusters to the southwest across Julius Schepps Freeway and to the east across Central Expressway, as well as a “G” MVA cluster to the north/northeast across Central Expressway.

## **Dallas ISD Trustees and Administration**

### Dallas ISD Board of Trustees:

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District 2 **Dustin Marshall**  
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**Dr. Pamela Lear** – Deputy Superintendent of Staff and Racial Equity  
**Dwayne Thompson** – Deputy Superintendent Business Services  
**Brent Alfred, AIA** – Chief Construction Services Officer  
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**Sean Brinkman** – Chief Technology Officer  
**Dr. Brian C. Lusk** – Chief Strategic Officer  
**Shannon Trejo** – Chief Academic Officer  
**David Bates** – Chief Operations Officer  
**Jon T Dahlander** – Chief Partnerships and Intergovernmental Relations Officer

**CPC Action**  
**April 20, 2023**

**Note: Commission Jung offered a Friendly Amendment to add a condition to limit the number of stories to two. Commissioner Wheeler-Reagan, maker of the motion, and Commissioner Blair, the seconder, both agreed.**

**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 revised site plan, a revised landscape plan, a revised traffic management plan, as briefed; and revised conditions with an added condition to limit the number of stories to two on property zoned a D(A) Duplex Subdistrict within Planned Development District No. 595, the South Dallas/Fair Park Special Purpose District, in an area bounded by Warren Avenue, Wendelkin Street, Julius Schepps Freeway, Pennsylvania Avenue, and South Harwood Street.

Maker: Wheeler-Reagan  
Second: Blair  
Result: Carried: 14 to 0

For: 14 - Hampton, Hampton, Herbert, Anderson, Shidid,  
Carpenter, Wheeler-Reagan, Blair, Jung,  
Housewright, Treadway, Stanard, Kingston,  
Rubin

Against: 0  
Absent: 1 - Haqq  
Vacancy: 0

**Notices:** Area: 300 Mailed: 62  
**Replies:** For: 1 Against: 0

**Speakers:** For: Romikianja Sneed, 1632 Audubon Ct., Carrollton, TX, 75210  
Karl Crawley, 2201 Main St., Dallas, TX, 75201  
Christy Lambeth, 6301 Gaston Ave., Dallas, TX, 75142  
Kesha Mehta, 350 N. St. Paul St., Dallas, TX, 75201  
Brent Alfred, 9400 N. Central Expy., Dallas, TX, 75231  
Against: None

## CPC Recommended SUP Conditions

### CPC recommended added condition:

**HEIGHT:** The maximum height for the school is two stories.

### Staff recommendation:

**HEIGHT:** The maximum height for the school is two stories.

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 the attached landscape plan.
5. **ELECTRIC VEHICLE PARKING AND CHARGING:** One electric vehicle parking space and two micro-mobility charging stations must be provided in the locations of the operator's choosing.
6. **SIDEWALKS/BUFFER:** Prior to the issuance of a certificate of occupancy, minimum six-foot-wide unobstructed sidewalks with a minimum five-foot-wide buffer must be provided along the entire length of all street frontages.
7. **PEDESTRIAN AMENITIES:**
  - A. 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:
    - i. bench;
    - ii. trash receptacle; and
    - iii. bicycle rack.
  - B. 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. **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 attached site plan.

10. **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. Except as shown on the attached traffic management plan for bus loading and unloading on Wendelkin Street, 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 1 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 1 of each even-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.

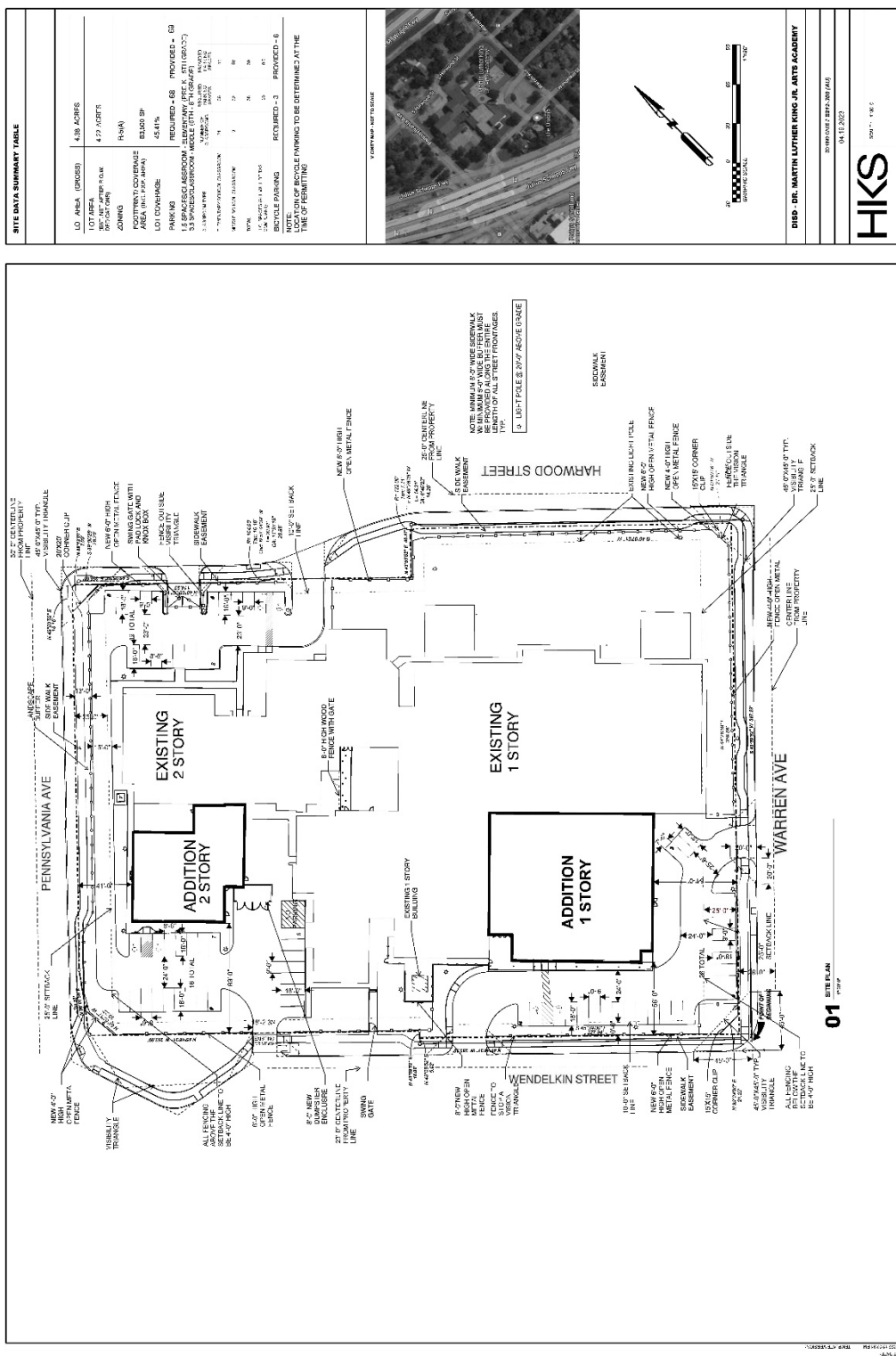
i. A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.

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.

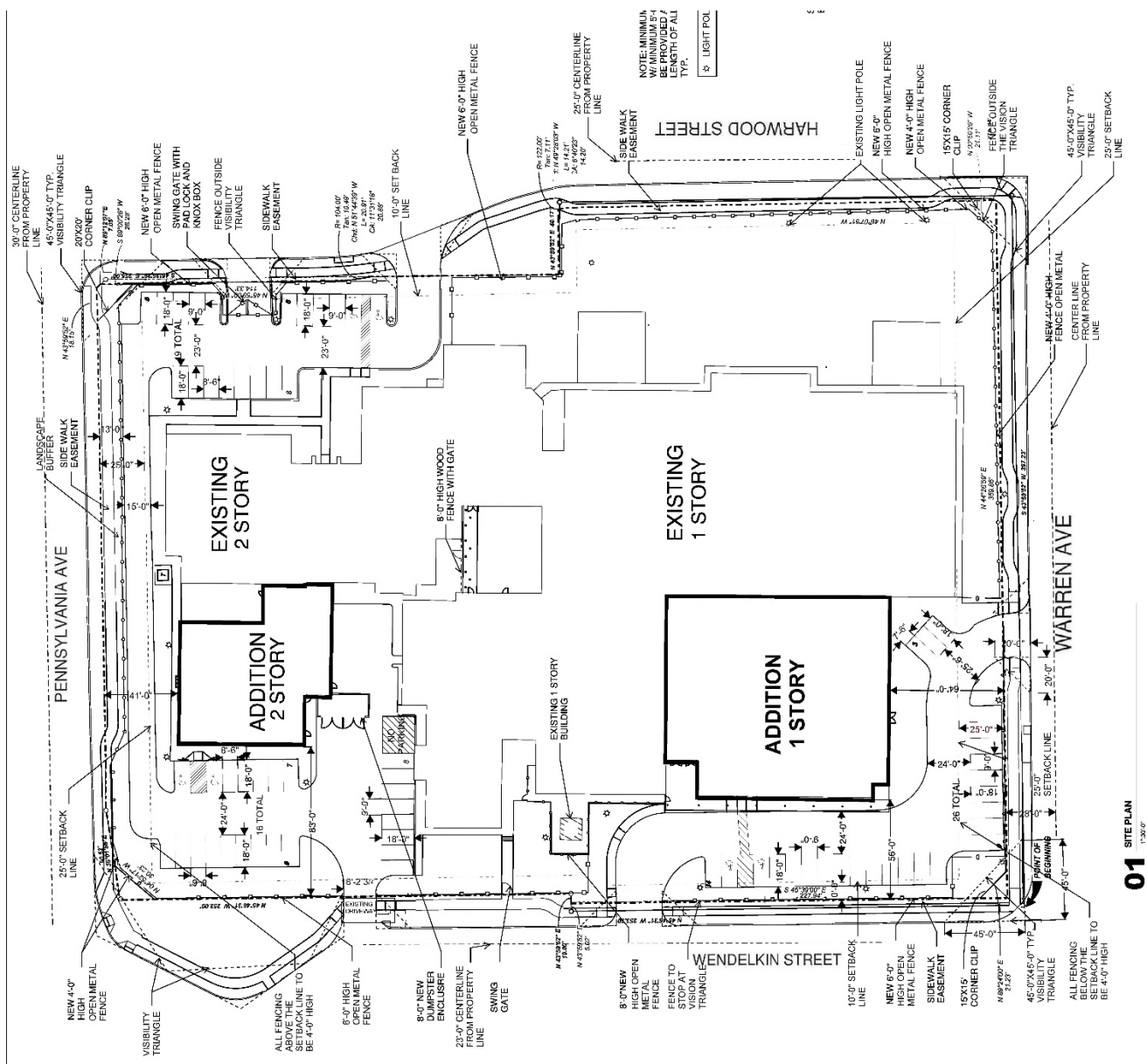
11. **MAINTENANCE:** The Property must be properly maintained in a state of good repair and neat appearance.

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.

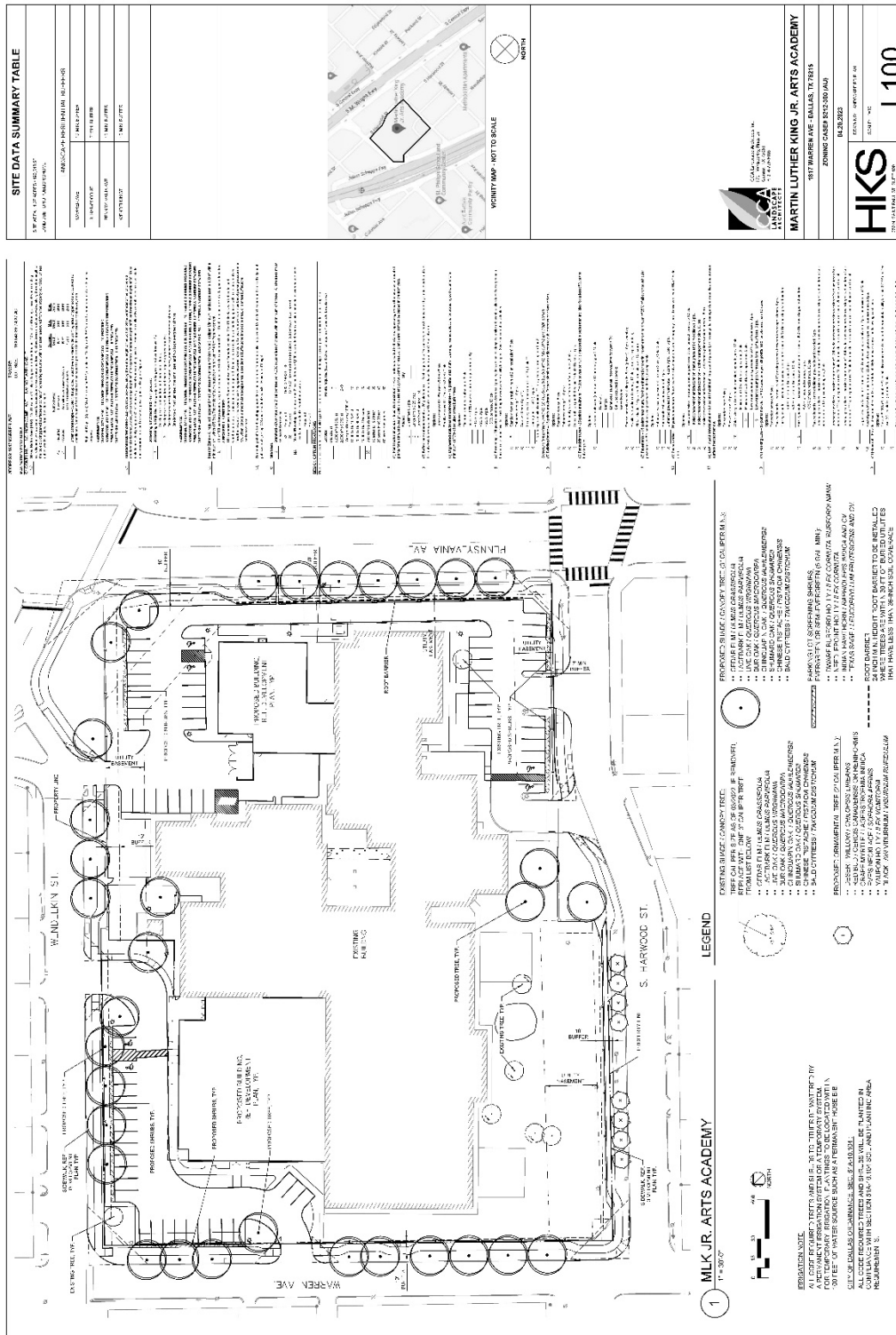
## CPC Recommended SUP Site Plan



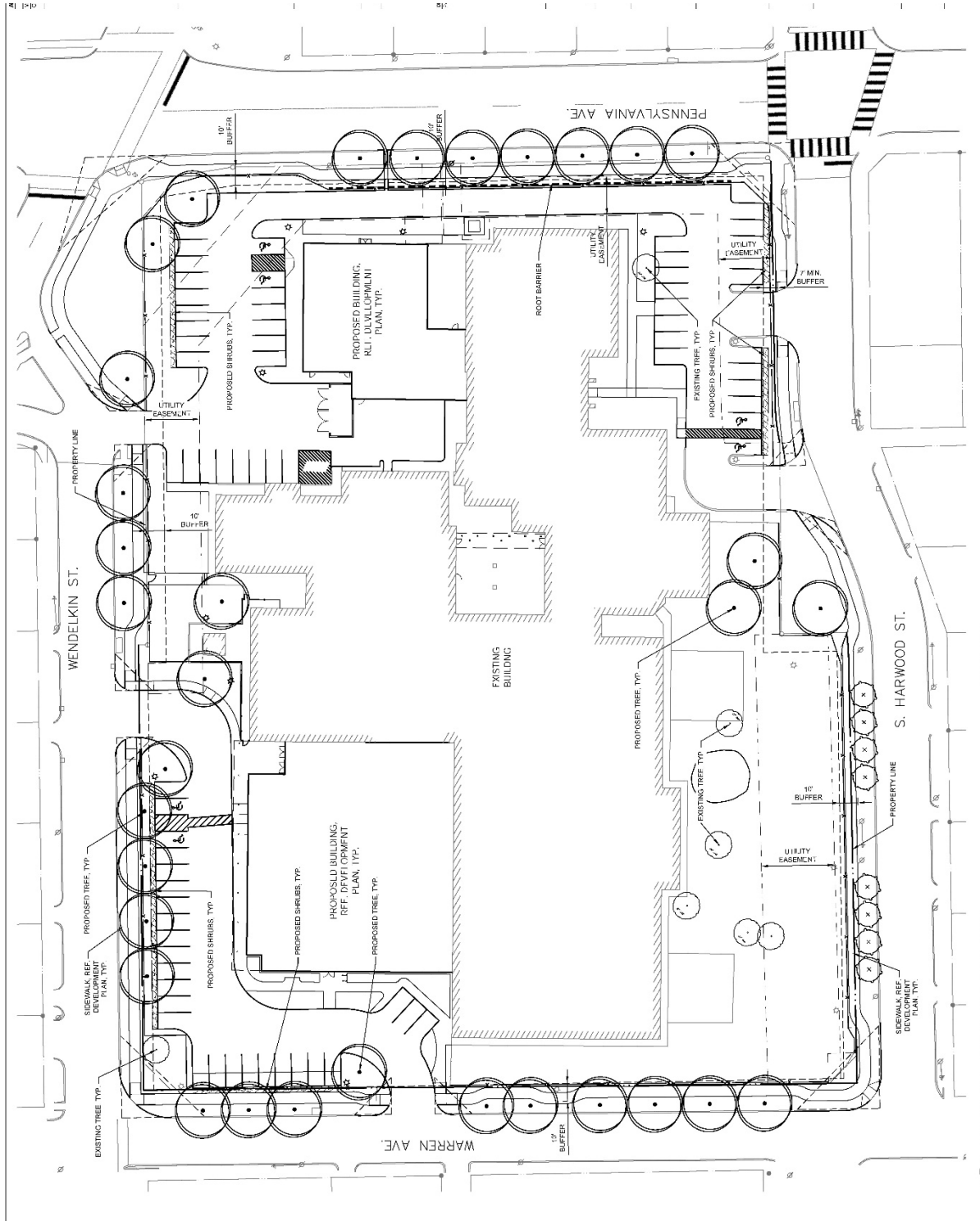
**CPC Recommended SUP Site Plan**  
(enlarged)



## CPC Recommended Landscape Plan



# CPC Recommended Landscape Plan (enlarged)



## CPC Recommended Traffic Management Plan



# Traffic Management Plan Dr. Martin Luther King Jr. Arts Academy

April 24, 2023

## Introduction

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth) were retained to improve the traffic management plan (TMP) for Dr. Martin Luther King Jr. Arts Academy (MLK ES) as described and illustrated in **Exhibit 1**. The purpose of this TMP is to ensure safe vehicular and pedestrian circulation during peak morning drop-off and afternoon pick-up periods. Parents currently pick up students on S. Harwood Street, which is one-way, southbound during school zone hours. Staff actively helps students to parent vehicles. Currently, buses drop-off and pick up on Wendelkin Street. Below is general information about MLK ES.

There is currently vehicular congestion around the Harwood Street/Pennsylvania Avenue intersection since all parents pick up students in this area. As part of this project, the parking lot on the southern part of the site will be extended and 1<sup>st</sup> – 8<sup>th</sup> grade parents will pick up in this area, thereby providing relief for the Pennsylvania Avenue/Harwood Street area. The proposed TMP and site plan provides additional on-site queue space, parents are no longer projected to queue on Pennsylvania Avenue as they currently do.

### **School:**

- Location: 1817 Warren Ave, Dallas, Texas 75216
- School District: Dallas Independent School District
- MLK ES Principal: Ms. Romikianta Sneed
- School Times:
  - Arrival: 7:45 AM
  - Dismissal: Pre-K: 2:45 PM; 1<sup>st</sup> – 2<sup>nd</sup>: 2:55 PM; 3<sup>rd</sup> – 4<sup>th</sup>: 3:00 PM, 5<sup>th</sup> – 6<sup>th</sup>: 3:10 PM, 7<sup>th</sup>: 3:15 PM

### **Zoning:**

- Existing Zoning: PD 595
- Project: The school is an “arts academy” campus. Not a traditional neighborhood elementary school. This project is adding classrooms, incorporating 8<sup>th</sup> grade students, storm shelter, and science labs, and maybe improving/adding fine arts.

**Students:**

- Existing Student Enrollment: 417 students in Pre-Kindergarten - 7<sup>th</sup> grade
- Planned Student Enrollment: 656 students in Pre-Kindergarten - 8<sup>th</sup> grade

**Table 1: Students per Grade**

Grade	Existing	Future Capacity
Pk	32	66
K	50	66
<b>Pk-K:</b>	<b>82</b>	<b>132</b>
1 <sup>st</sup>	56	66
2 <sup>nd</sup>	54	66
3 <sup>rd</sup>	62	66
4 <sup>th</sup>	47	66
5 <sup>th</sup>	53	78
<b>1<sup>st</sup> - 5<sup>th</sup>:</b>	<b>272</b>	<b>342</b>
6 <sup>th</sup>	39	78
7 <sup>th</sup>	24	52
8 <sup>th</sup>	--	52
<b>6<sup>th</sup> - 8<sup>th</sup>:</b>	<b>63</b>	<b>182</b>
<b>Total:</b>	<b>417</b>	<b>656</b>

**School Access:**

- Surrounding Roadways:
  - Pennsylvania Avenue
  - Hardwood Street
  - Warren Avenue
  - Wendelkin Street

(One-way during SZ hours)
- Sidewalks are provided on all streets adjacent to the school. All corners should have barrier free ramps which meet current PROWAG standards.
- Off-site, school-related signing and striping will be reviewed with the engineering plan submittal. Lambeth Engineering is working with RLG to make recommendations for the signing and striping plan.
- Barrier free ramps at school corners will be upgraded.
- There are existing crosswalks at the Pennsylvania Avenue/Harwood Street intersection with ramps at each corner.
- There are currently crosswalks on the north, east, and south sides of the signalized Pennsylvania Avenue/IH 45 NBFR intersection with ramps at each corner. During engineering review, DISD will work with City of Dallas to determine what pedestrian upgrades DISD should provide.

## Traffic Management Plan

### Queue

Traffic observations were conducted on the following dates and times at MLK ES:

- Tuesday, April 19, 2022 – PM Dismissal
- Wednesday, April 20, 2022 – AM Arrival
- Thursday, April 21, 2022 – PM Dismissal
- Friday, May 20, 2022 – PM Dismissal
- Tuesday, March 7, 2023 – PM Dismissal
- Wednesday, March 8, 2023 – PM Dismissal
- Wednesday, March 12, 2023 – PM Dismissal
- Thursday, March 13, 2023 – PM Dismissal

The peak period of parent vehicles accumulating at the school occurs during the afternoon dismissal period. The peak number of parent vehicles picking up students in the 2021-2022 school year was observed to be about 36 vehicles. The school improved dismissal procedures and staggered dismissal. With these improvements, during the 2023 observations the number of parents vehicles at the school at one time was 30 vehicles.

Parents queue and park on Harwood Street to pick up students. The peak queue that overflowed onto Pennsylvania was 4 vehicles, which occurred for less than 10 minutes.

The proposed site plan has queue lanes for parents to wait on-site to pick up students. School staff will manage loading students preparing to enter and loading into their parent vehicles. With the improved plan, students will no longer be loaded while parents are on Harwood Street.

The projected vehicular accumulations, which are based on observations, are summarized in **Table 2** below. As shown, the proposed site plan has adequate space to accommodate the parents on-site and on-street, adjacent to the school.

**Table 2: TMP Summary**

Student Capacity	Travel Modes	Loading Zone	Projected Parent Vehicles	Provided Spaces for Parents On-Site	Provided Spaces for Parents On-Street, Adjacent to School	Surplus Availability for Parents
656 Students	Parents 62%	Pre-K - K	10 Veh. (235 Feet)	28 Veh.* (667 Feet)	--	18 Veh. (432 Feet)
	Walkers 2%				--	
	Buses 36%	1 <sup>st</sup> - 5 <sup>th</sup>	31 Veh. (729 Feet)	23 Veh. (544 Feet)	18 Veh. (430 Feet)	10 Veh. (245 Feet)
Grades	School Times					
Pre-K - 8th	Beginning: 7:45 AM	Total (Pre-K - 5 <sup>th</sup> )	41 Veh. (964 Feet)	51 Veh. (1,211 Feet)	18 Veh. (430 Feet)	28 Veh. (677 Feet)
	Dismissal Pre-K: 2:45 PM					
	Dismissal 1 <sup>st</sup> - 5 <sup>th</sup> : 2:55 PM	6 <sup>th</sup> - 8 <sup>th</sup>	15 Veh. (353 Feet)	23 Veh. (544 Feet)	18 Veh. (430 Feet)	26 Veh. (621 Feet)
	Dismissal 6 <sup>th</sup> - 8 <sup>th</sup> : 3:20 PM					

Provided space for parent vehicles: 667 LF (28 vehicles) queue space provided in the front parking lot off of Pennsylvania Avenue for Pre-K - K

\* Optional, second queue lane for PK-K pick up area can accommodate 5 vehicles, for a total of 34 vehicles in the PK-K area.



### Recommendations

The TMP recommendations are described below and shown in **Exhibit 1**.

#### **Students**

1. Most of the students are driven by parents or ride buses.
2. Students waiting for parents to pick them up should remain in the designated area and wait for the parents' arrival.

#### **Parents**

3. Drop off and pick up
  - Pre-K – Kindergarten Students: Drop off and pick up in northeast parking lot off which has an entrance on Wendelkin Street and exit on Harwood Street. PK and K parents should use the queue lane and not park on-street.
  - 1<sup>st</sup> – 8<sup>th</sup> Grade Students: Drop off and pickup up in southwest parking lot off Warren Avenue. 1<sup>st</sup> – 8<sup>th</sup> grade parents should use the queue lane and not park on-street. Specifically, parents should not park on Wendelkin Street or Warren Avenue.
    - Parents should double queue once they are on-site, in the southwest parking lots off of Warren Avenue.
    - When the queue lanes in the Warren Avenue parking lot become full, parents should extend the queue onto Warren Avenue and Harwood Street, forming a single queue lane on Warren Avenue or Harwood Street in the lane adjacent to the school. Parents should not park on Warren Avenue and leave their vehicles; this would cause traffic congestion and block through traffic as other parents are waiting to pass those to reach the queue lane.
    - Parents should wait for staff to dismiss them from the queue line to ensure they are not conflicting with buses.
4. It is recommended that MLK administration encourage parents not arrive too early for dismissal time.

#### **Buses**

5. Buses currently pick up on Wendelkin Street, on the west side of the building. There is minimal traffic on Wendelkin Street. There is a high percentage of bus riders at this school.
6. Three (3) regular school buses and two (2) special education bus were observed at MLK, of which the peak at one time was three (3) buses. No more than four (4) buses are expected to be at the school at one time with the new school expansion project.
7. Bus loading/unloading should occur on Wenkelkin Street, north of the driveway which parents exit. Staff should load students into buses when buses are parked adjacent to the school and students have direct access to bus. Buses waiting to load should wait adjacent to school, to the south.
8. **Staff should guide parents leaving the parking lot until all buses are dismissed.**

#### **Staff**

9. Lambeth observed several staff in the parking lots of the school assisting with the vehicular queue, loading, and unloading efforts. This activity is very helpful with the management of the traffic and the queue lines on campus.
  - The scattered dismissal times are helpful in minimizing congestion on campus.

- Staff should encourage parents not to arrive more than 10-15 minutes before dismissal.
- Staff should communicate via microphone (or walkie talkie) to announce which parents are arriving so that the corresponding student(s) can proceed to the loading area in the proper sequence.
- Staff should continue to assist students in parent vehicles.

#### ***Licensed Peace Officers***

10. There is no licensed peace officer assigned to MLK ES and one is not recommended.

#### ***Crossing Guards***

11. Currently, there is one (1) assigned crossing guard for MLK ES at the intersection of Pennsylvania Avenue and Wendelkin Street/Julius Schepps Freeway Service Road. Although Lambeth observed few pedestrians cross at this location, it is recommended the crossing guard remain at this location.

#### ***Parking Restrictions***

12. Parking is not currently restricted on the roadways adjacent to the school. It is recommended “NO PARKING” signs be installed on Pennsylvania Avenue adjacent to the school and “NO PARKING BUS LOADING ZONE” signs be installed on Wendelkin Street.
13. Parents should not park on the south side of Warren Avenue or the west side of Wendelkin Street. Parking restrictions are not recommended since this is an area available for residential parking. Staff should discourage parents from parking in these locations; all parents should use the queue lanes.

#### ***School Zones***

14. There is a school zone on Pennsylvania Avenue, starting at 180’ west of Holmes Street to 300’ west of Edgewood Street, operating in good condition.

#### ***Emergency Access***

15. The northern driveway on Harwood Street is provided as required by the fire department for emergency access only. The driveway will be gated and remain locked with lock box the emergency services may access. Vehicles should not park and block the driveway.

#### ***Off-Site Recommendations***

16. It is recommended that Warren Avenue be converted to one-way, westbound, between S. Harwood Street and Wendelkin Street during school zone hours. Warren Avenue is about 825 feet long, extending from the IH 45 northbound frontage road to S.M. Wright Freeway. There is not a grade separation at either of those intersecting roadways and background traffic is very light on Warren Avenue. Since MLK ES is an existing school being remodeled, there is limited space to accommodate parents on-site. Converting Warren Avenue to one-way will allow parents to queue adjacent to the school property without blocking through traffic. This also flows with Harwood’s existing, one-way flow.

## **Summary**

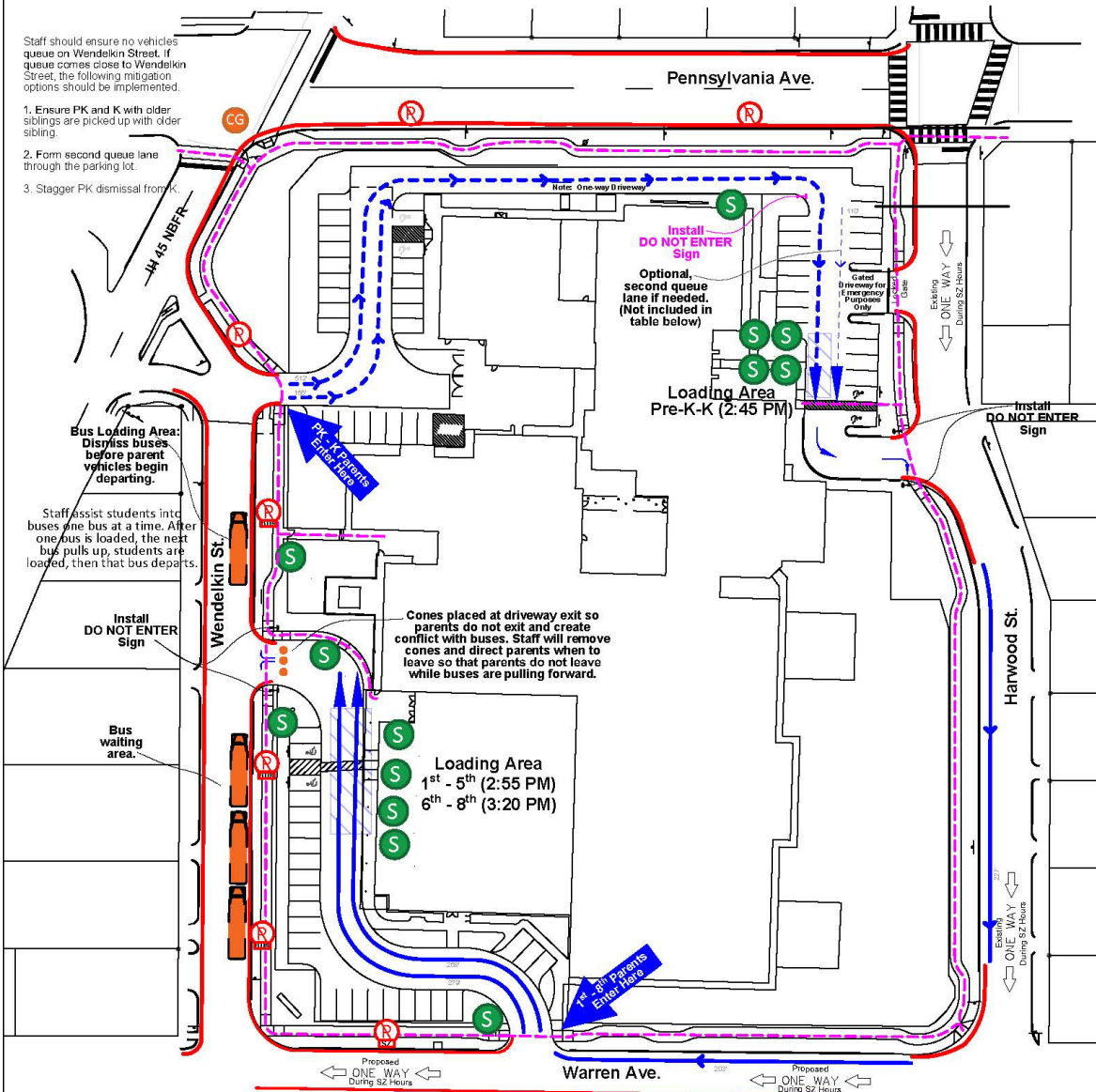
The MLK ES Traffic Management Plan is designed to provide safe vehicular and pedestrian movement to and from school and can accommodate the projected vehicular queues on campus and on-street, adjacent to the school, without blocking through traffic.

# Dr. Martin Luther King Jr. Arts Academy

1817 Warren Ave, Dallas, Texas

Staff should ensure no vehicles queue on Wendelkin Street. If queue comes close to Wendelkin Street, the following mitigation options should be implemented.

1. Ensure PK and K with older siblings are picked up with older sibling.
2. Form second queue lane through the parking lot.
3. Stagger PK dismissal from K.



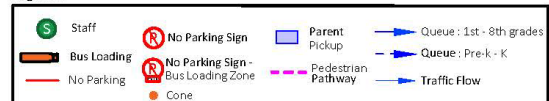
Student Capacity	Travel Modes	Loading Zone	Projected Parent Vehicles	Provided Spaces for Parents On-Site	Provided Spaces for Parents On-Street, Adjacent to School	Surplus Availability for Parents
656 Students	Parents 62% Walkers 2% Buses 36%	Pre-K - K	10 Veh. (225 Feet)	28 Veh.* (89 Feet)	---	18 Veh. (54 Feet)
Grades	School Times	1 <sup>st</sup> - 5 <sup>th</sup>	31 Veh. (720 Feet)	23 Veh. (544 Feet)	19 Veh. (430 Feet)	10 Veh. (245 Feet)
Pre-K - 8th	Beginning: 7:45 AM Dismissal Pre-K: 2:45 PM Dismissal 1 <sup>st</sup> - 5 <sup>th</sup> : 2:55 PM Dismissal 6 <sup>th</sup> - 8 <sup>th</sup> : 3:20 PM	Total (Pre-K - 5 <sup>th</sup> )	41 Veh. (864 Feet)	51 Veh. (1,213 Feet)	18 Veh. (430 Feet)	28 Veh. (677 Feet)
		6 <sup>th</sup> - 8 <sup>th</sup>	15 Veh. (353 Feet)	23 Veh. (544 Feet)	18 Veh. (430 Feet)	26 Veh. (621 Feet)

Provided space for parent vehicles: 667 LF (38 vehicles) queue space provided in the front parking lot off of Pennsylvania Avenue for Pre-K - K  
 \* Optional, second queue lane for PK-K pick up area can accommodate 5 vehicles, for a total of 34 vehicles in the PK-K area.

**1 Traffic Management Plan**  
 Not to Scale

Parking restrictions are not recommended on the south side of Warren Avenue or on the west side of Wendelkin Street since may be used for residential parking. School staff should direct parents to not park on Warren Avenue or Wendelkin Street.

Legend:



**L.A.M.B.E.T.H.**  
 ENGINEERING  
 LEARN FROM BEST ENGINEERING PRACTICES

Drawn/Revised from: 10/10/2019  
 Added Wendelkin to Pennsylvania to Harwood Driveway. Needs to be confirmed with engineering.

**REVIEW AND COMMITMENT**

The **Dr. Martin Luther King Jr. Arts Academy** traffic management plan (TMP) was developed with the intent of optimizing safety and accommodating vehicular traffic queues generated during school peak hours. A concerted effort and full participation by the school administration are essential to maintain safe and efficient traffic operations.

By consent of this TMP submittal, the school administration agrees to the strategies presented herein for which the school is held responsible unless the City of Dallas deems further measures are appropriate.

The school is also committed to continually reviewing and accessing the effectiveness of this plan and if warranted, implementing changes in the interest of increasing safety and minimizing impacts on the surrounding community.

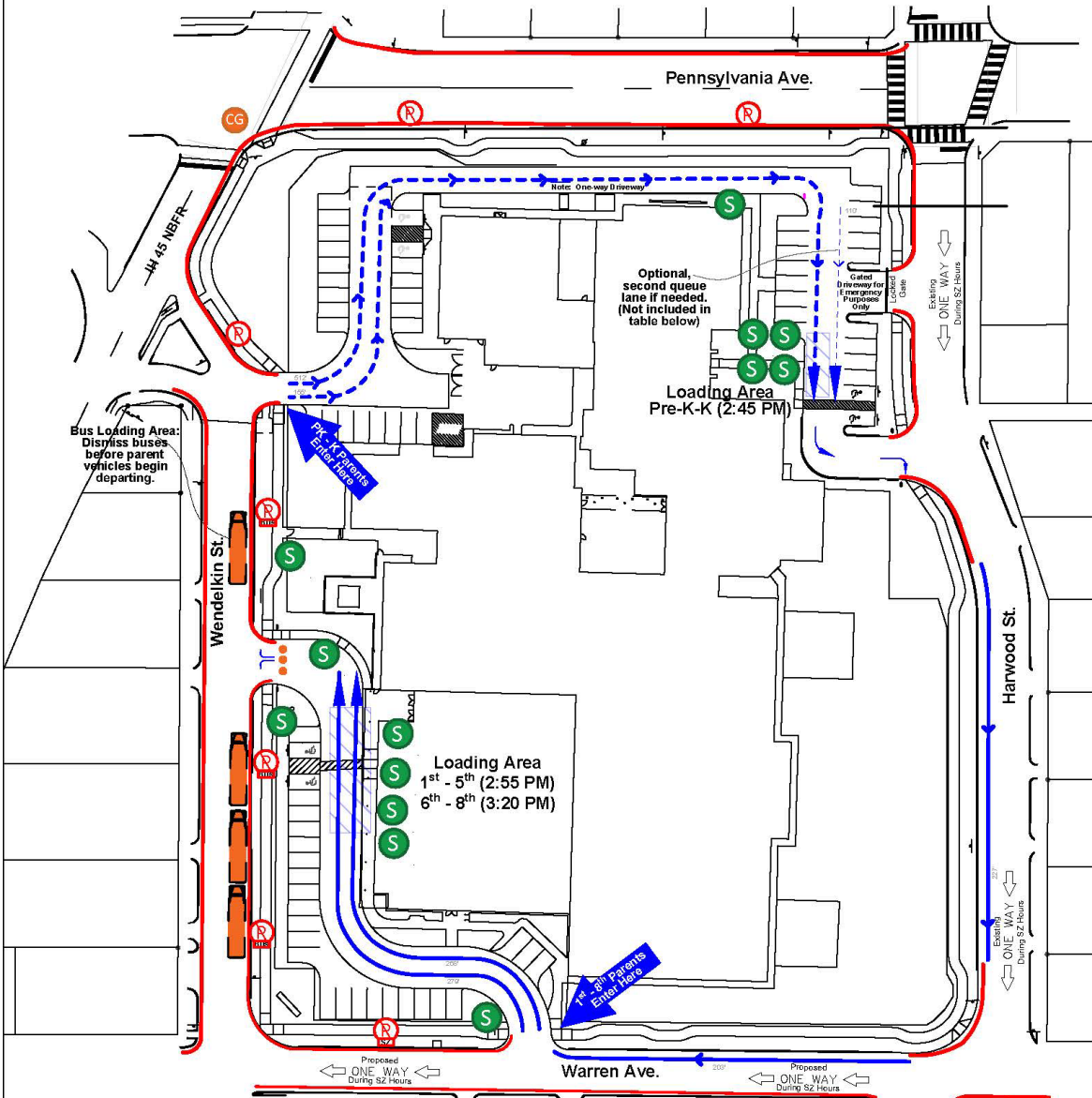
  
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Signature  
  
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Name

  
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Date  
  
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Title

# Appendix

## Dr. Martin Luther King Jr. Arts Academy

1817 Warren Ave, Dallas, Texas













Student Capacity	Travel Modes	Loading Zone	Projected Parent Vehicles	Provided Spaces for Parents On-Site	Provided Spaces for Parents On-Street, Adjacent to School	Surplus Availability for Parents
856 Students	Parents 62% Walkers 2% Buses 30%	Pre-K - K	10 Veh. (251 Seats)	26 Veh.* (622 Seats)	—	18 Veh. (432 Seats)
Grades	School Times	1 <sup>st</sup> - 5 <sup>th</sup>	31 Veh. (774 Seats)	23 Veh. (554 Seats)	18 Veh. (438 Seats)	10 Veh. (245 Seats)
Pre-K - 8 <sup>th</sup>	Beginning 7:45 AM Dismissal Pre-K - 2:45 PM Dismissal 1 <sup>st</sup> - 5 <sup>th</sup> 2:55 PM Dismissal 6 <sup>th</sup> - 8 <sup>th</sup> 3:29 PM	Total (Pre-K - 8 <sup>th</sup> )	41 Veh. (1,011 Seats)	51 Veh. (1,211 Seats)	18 Veh. (438 Seats)	28 Veh. (677 Seats)
		6 <sup>th</sup> - 8 <sup>th</sup>	15 Veh. (363 Seats)	23 Veh. (554 Seats)	18 Veh. (438 Seats)	26 Veh. (616 Seats)

\* Optional, second queue lane for PK-K pick up area can accommodate 5 vehicles, for a total of 34 vehicles in the PK-K area.

  **Traffic Management Plan - Clean**  
Not to Scale

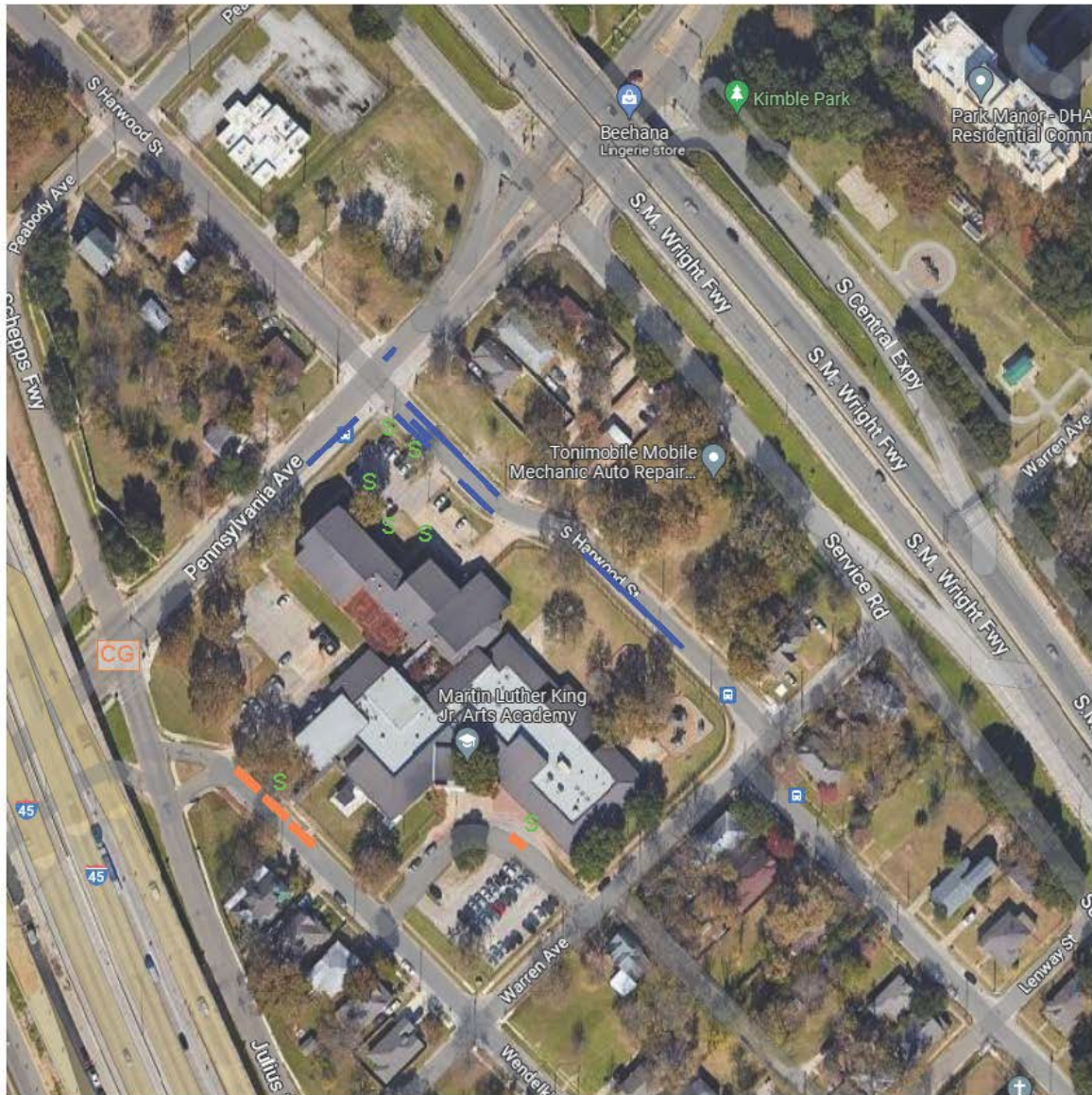
Parking restrictions are not recommended on the south side of Warren Avenue or on the west side of Wendelkin Street since they may be used for residential parking. School staff should direct parents to not park on Warren Avenue or Wendelkin Street.

Legend:

-  Staff  
 Bus Loading  
 No Parking  
 No Parking Sign - Bus Loading Zone  
 Parent Pickup  
 Pedestrian Pathway  
 Cone  
 Queue: 1st - 8th grades  
 Queue: Pre-K - K  
 Traffic Flow

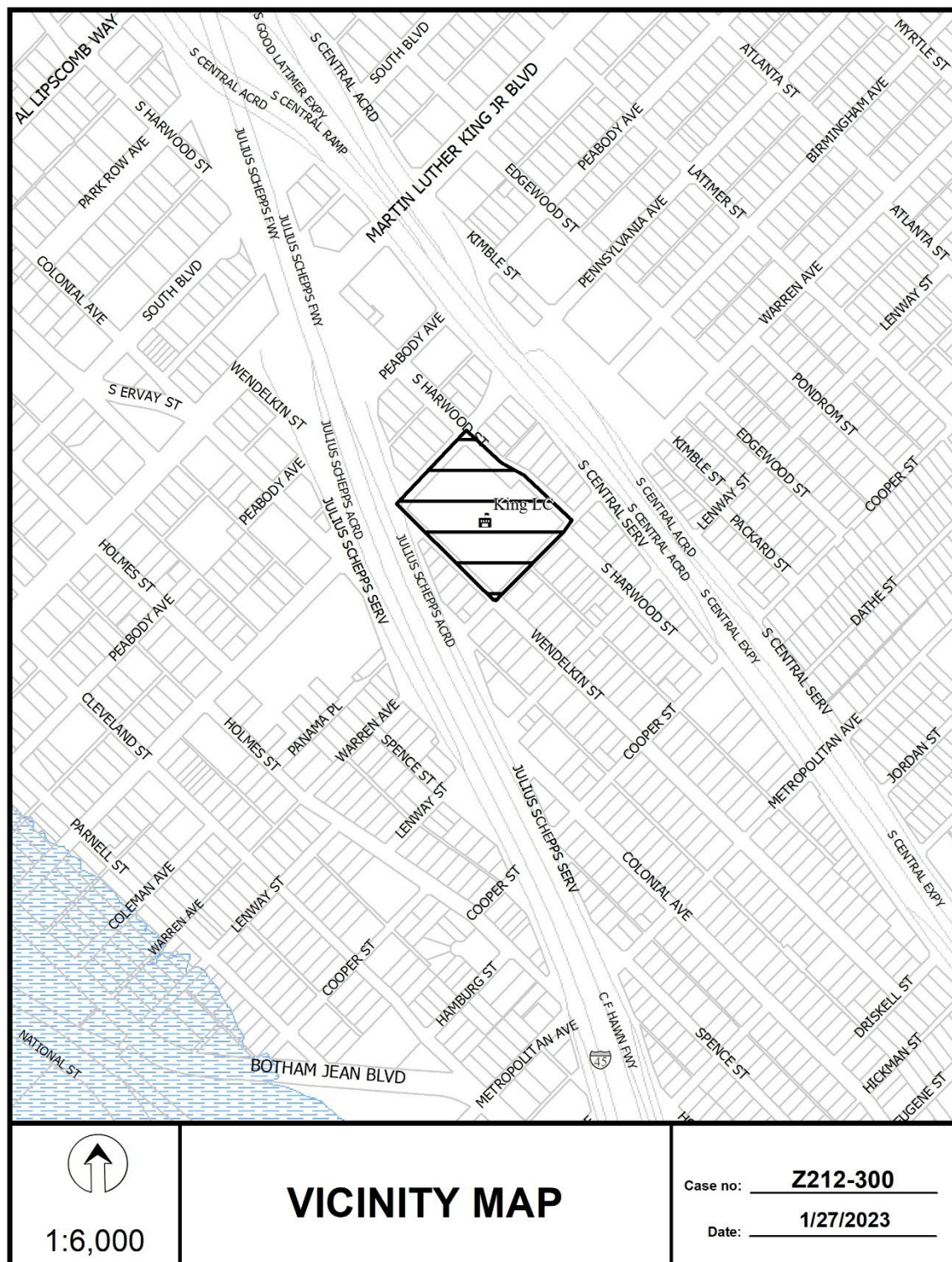


Martin Luther King Jr. Arts Academy  
Existing Conditions



### B. Existing Traffic Conditions

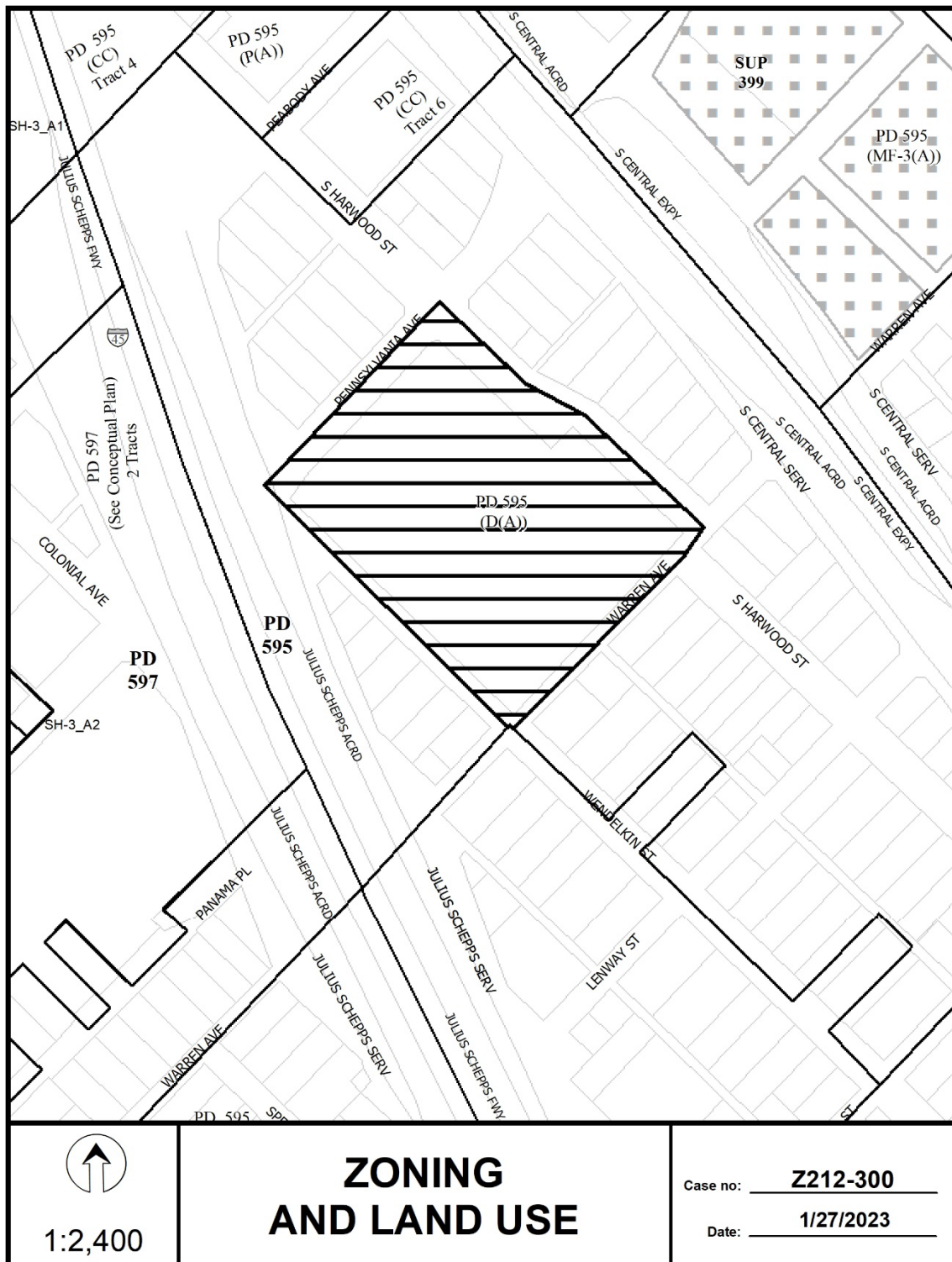






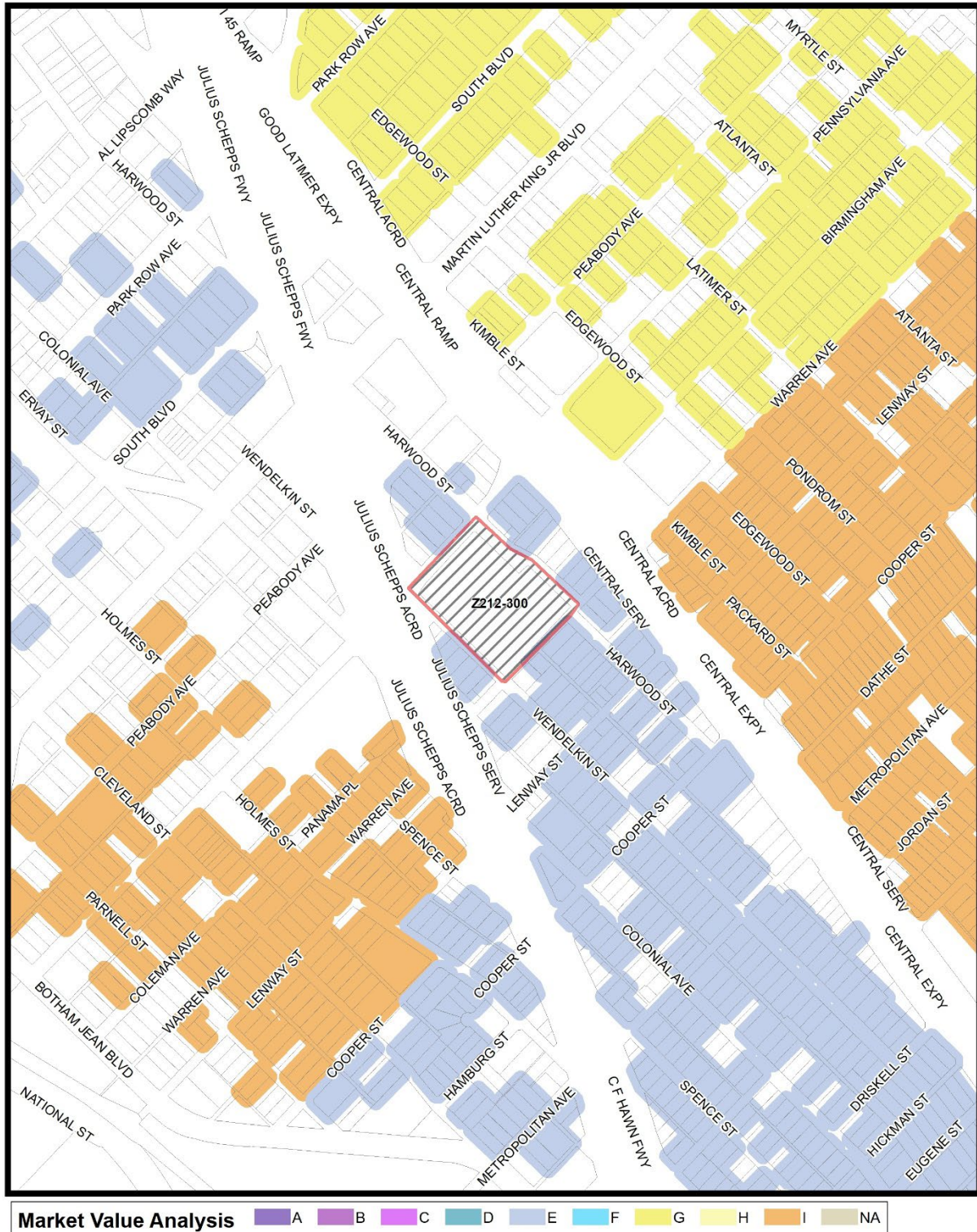






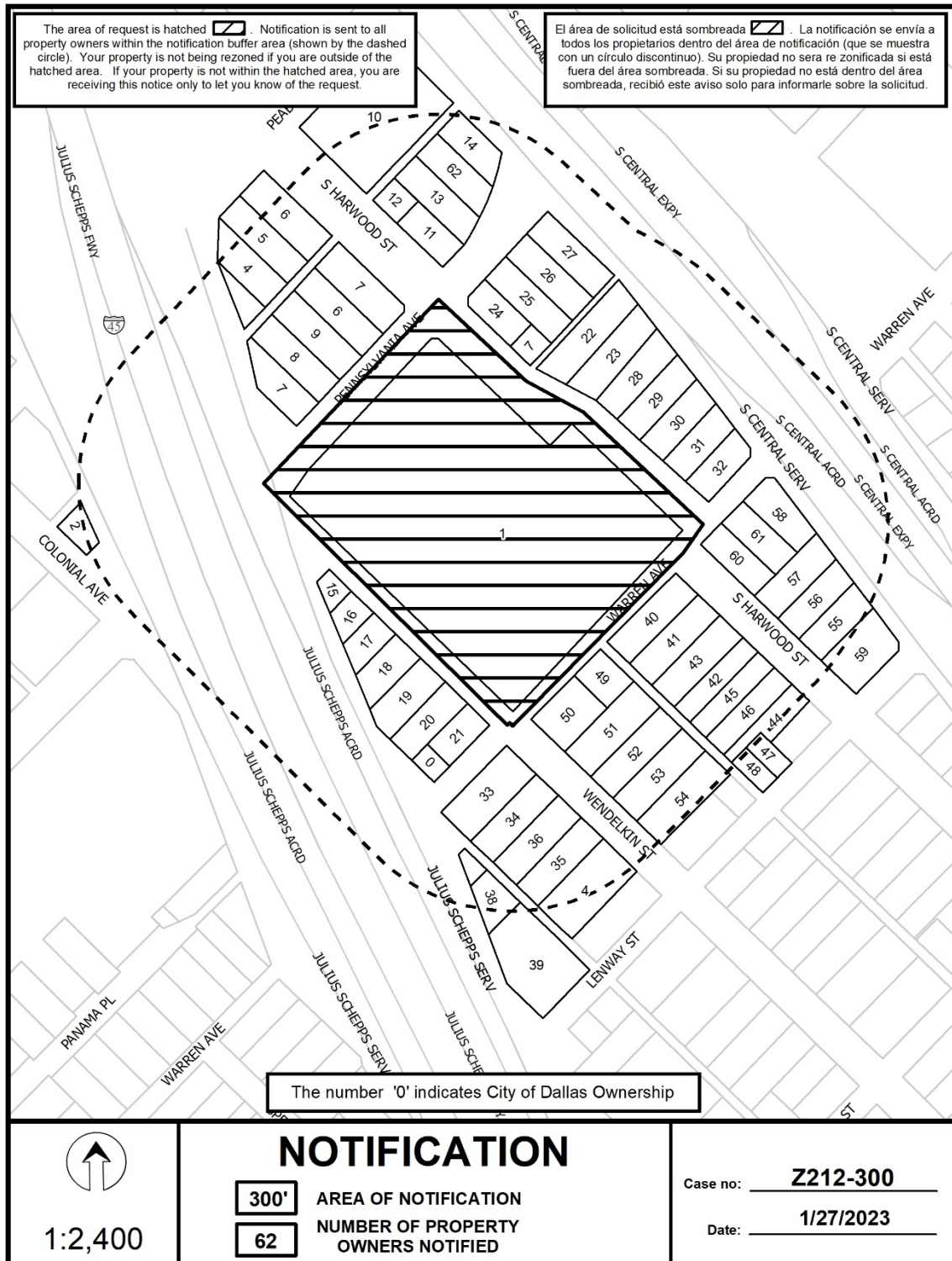






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## Market Value Analysis



04/19/2023

***Reply List of Property Owners******Z212-300******62 Property Owners Notified 1 Property Owners in Favor 0 Property Owners Opposed***

<b><i>Reply</i></b>	<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
	1	1817 WARREN AVE	Dallas ISD
	2	3112 COLONIAL AVE	ST PHILLIPS SCHOOL &
	3	1808 PEABODY AVE	CONRAD ELEANOR
	4	1812 PEABODY AVE	DALLAS CITY OF COUNTY OF
	5	1814 PEABODY AVE	SIMPSON MARCUS R & MICHELLE D
	6	1816 PEABODY AVE	HAROLD & LOIS LLC
	7	1805 PENNSYLVANIA AVE	FOREST FORWARD
	8	1809 PENNSYLVANIA AVE	DESERTCALI LLC
	9	1813 PENNSYLVANIA AVE	BRADFORD ETHEL
	10	1906 PEABODY AVE	CITY SQUARE ARTS OPPORTUNITY CENTER LLC
	11	1901 PENNSYLVANIA AVE	SMITH LYDIA SUE
	12	3116 SHARWOOD ST	FOREST FORWARD
	13	1905 PENNSYLVANIA AVE	FOREST FORWARD
	14	1909 PENNSYLVANIA AVE	HARRIS & HARRIS PROPERTIES LLC
	15	3213 WENDELKINST	HAROLD & LOTS LLC
	16	3217 WENDELKINST	RAMIREZ JORGE &
	17	3221 WENDELKINST	BENIGNO ZAMUDIO
	18	3303 WENDELKINST	Taxpayer at
	19	3305 WENDELKINST	ROBERTS ALFREY LYNN
	20	3309 WENDELKINST	WALLACE GENEVA B
	21	3317 WENDELKINST	ASHIOFU STEPHANIE
	22	3214 SHARWOOD ST	ACOSTA BERNABE J &
	23	3216 SHARWOOD ST	Taxpayer at
	24	1900 PENNSYLVANIA AVE	WILLIAMS TIFFANY
	25	1902 PENNSYLVANIA AVE	APARICIO BLANCA V
	26	1906 PENNSYLVANIA AVE	WORKS G W JR



04/19/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	1914 PENNSYLVANIA AVE	Taxpayer at
	28	3302 SHARWOOD ST	MARSH ROSIE LEE EST OF
	29	3304 SHARWOOD ST	MORNING ALLEAN
	30	3308 SHARWOOD ST	TAMEKA JOHNSON SP 1600 PENN
	31	3312 SHARWOOD ST	SALALHUDDIN ARDUR
	32	3316 SHARWOOD ST	Taxpayer at
	33	3401 WENDELKINST	CHAPMAN SHARON D & MARC
	34	3405 WENDELKINST	THOMAS SARAH
	35	3413 WENDELKINST	SEPULVEDA ANDREW
	36	3409 WENDELKINST	PROPEL FINANCIAL SERVICES LLC
	37	3408 JULIUS SCHEPPS FWY	THOMPSON DINO
	38	3412 JULIUS SCHEPPS FWY	UNLIMITED HEALTHCARE SERV
	39	3424 COLONIAL AVE	LUCKXMI ESTATES LLC
	40	3401 SHARWOOD ST	URIBE ISAI RAMIREZ &
	41	3405 SHARWOOD ST	MIRELES JORGE RAMIREZ &
	42	3411 SHARWOOD ST	DEAN BOOKER
	43	3409 SHARWOOD ST	JUAREZ GABITONIA MIRELES
	44	3419 SHARWOOD ST	BYRD JOHN ALLEN &
	45	3415 SHARWOOD ST	MITCHELL WILEY & STELLA EST OF
	46	3417 SHARWOOD ST	GSIPORTFOLIO LLC
	47	1819 LENWAY ST	TEFFERA BINIAM
	48	1817 LENWAY ST	CLAY ROSA MAE EST OF
	49	1808 WARREN AVE	BRIGGS CHRISTOPHER
O	50	3400 WENDELKINST	KOLLI SAISANKAR & RAJESWARIR
	51	3404 WENDELKINST	ST PHILIPS SCHOOL &
	52	3408 WENDELKINST	DEZHAMMAHDI
	53	3412 WENDELKINST	ERVIN PAULINE
	54	3416 WENDELKINST	REVELS DONALD
	55	3418 SHARWOOD ST	JHAWAR RITESH
	56	3412 SHARWOOD ST	Taxpayer at
	57	3408 SHARWOOD ST	MENDOZA BRUNO E DURAN

Z212-300(AU)

04/19/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	1906 WARRENAVE	WILLIAMS FLOYD V &
	59	3422 SHARWOOD ST	SPENCER MAE BELL
	60	1900 WARRENAVE	SPIRIT OF HOPE PRIMITIVE BAPTIST CHURCH
	61	1904 WARRENAVE	MASON LINDA C
	62	1909 PENNSYLVANIA AVE	FOREST FORWARD