

**FILE NUMBER:** Z223-243(MP)                      **DATE FILED:** March 29, 2023  
**LOCATION:** North line of Colgate Avenue, between Westchester Drive and Preston Road  
**COUNCIL DISTRICT:** 13  
**SIZE OF REQUEST:** 3.46 acres                      **CENSUS TRACT:** 48113007301

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**REPRESENTATIVE:** Tommy Mann, Winstead PC

**OWNER/APPLICANT:** CKCP-RC

**REQUEST:** An application for a new subarea on property zoned Tract IV within Planned Development District No. 314, the Preston Center Special Purpose District.

**SUMMARY:** The purpose of the request is to allow for modified development standards primarily related to allowable uses, parking, and sidewalks to allow the replacement of a building for a private school use.

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

**PD No. 314:**

<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=314>

**PD No. 314 Tract Map**

<https://dallascityhall.com/departments/city-attorney/articles/Exhibits/314C.pdf>

**BACKGROUND INFORMATION:**

- On July 26, 1989, City Council approved Planned Development District No. 314, Preston Center Special Purpose District. The PD is comprised of approximately 68.534 acres. PD No. 314 is divided into eight tracts.
- The area of request is currently zoned Tract IV within PD No. 314 and is currently developed with a church and private school uses. Tract IV generally defaults to an MU-2 Mixed Use District for purposes of permitted uses. The use of a private school is not permitted by right in an MU-2 district.
- The applicant proposed standards would permit the existing private school use by right, while including provisions typical of schools such as improved sidewalks, provision of a traffic management plan, and street furniture.

**Zoning History:**

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

1. **Z190-238:** On October 28, 2020, the City Council approved an application for a new tract for mixed uses on property zoned Tract III and Tract IV within Planned Development District No. 314, the Preston Center Special Purpose District, located on the Southwest corner of Luther Lane and Westchester Drive Street.
2. **Z178-358:** On April 22, 2020, the City Council approved Planned Development District No. 1025, on property zoned Planned Development District No. 314, the Preston Center Special Purpose District; an MF-1(A) Multifamily District; and an R-7.5(A) Single Family District with Specific Use Permit No. 1172, located on the north side of Colgate Avenue, between Lomo Alto Drive and Douglas Avenue

**Thoroughfares/Streets:**

<b>Thoroughfare/Street</b>	<b>Type</b>	<b>Existing ROW</b>
Colgate Avenue	Local Street	50 feet
Westchester Drive	Local Street	50 feet
Preston Road	Local Street	100 feet

**Traffic:**

The Transportation Development Services Division of the Transportation Department has reviewed the request and determined that it will not significantly impact the surrounding roadway system. The school has existed onsite before the practice of traffic management plans became typical. With the replacement of one of the school buildings, the applicant proposes to include a traffic management plan. The traffic management plan as proposed anticipates projected vehicle queues will operate within the two loading areas without overflow stacking. As the property owner also owns the remote community center to the northwest, a significant portion of the school's queuing will occur off street on that site as well as the subject site. As called for by the traffic management plan conditions, queuing may not occur on City of Dallas streets. Queueing on City of University Park streets would likely entail an agreement between the school and the City of University Park.

**STAFF ANALYSIS:**

**Comprehensive Plan:**

The *forwardDallas!* Comprehensive Plan was adopted by the City Council in June 2006, outlining several goals and policies which serve as a framework for assisting in evaluating the applicant's request. The request complies with the following land use goals and policies of the Comprehensive Plan:

**LAND USE ELEMENT**

**GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT 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

**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.

**Policy 4.2.3** Promote efficient, cost-effective and environmentally friendly movement of vehicles.

**URBAN DESIGN ELEMENT**

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

**Policy 5.1.1** Promote pedestrian friendly streetscapes.

**Policy 5.1.4** Enhance visual enjoyment of public space.

**GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE**

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

**Comprehensive Environmental and Climate Action Plan (CECAP)**

**Goal 3: Dallas' communities have access to carbon-free, affordable, transportation options.**

**T10** Adopt a target corridor, district, or city-wide mode split goals to help reinforce policies aimed at reducing single-occupancy vehicle use

**T14** Adopt a revised parking ordinance strategy that supports new mode split goals and land use strategy that minimizes available parking in transit-oriented districts.

**T15** Implement green infrastructure programs that sets specific design and performance standards that treat the Right of way (ROW) as both a mobility and green infrastructure asset

The proposed conditions which include reduced minimum parking requirements and ROW design standards support the low carbon and mode split goals of CECAP.

**Area Plan:**

**Northwest Highway and Preston Road Area Plan**

The Northwest Highway and Preston Road Area Plan was approved by Council on January 25, 2017. The community vision statement includes a reference to Preston Center as a renewed, walkable center that will serve as an urban core for the surrounding neighborhoods, with a balanced mixture of office, retail, residential, hospitality and entertainment facilities, making it possible to live, work and play without getting into your automobile.

The area of request is located within Zone 1 (Preston Center) of the Northwest Highway and Preston Road Area Plan.

“The Preferred Vision would encourage the development of multi-story buildings that feature retail space on the ground floor and residential and/or office uses on the upper floors, particularly on the sites that surround the parking garage. Recognizing that not all developments will be mixed use, the ultimate build out would undoubtedly include additional residential, retail, office and hospitality.”

The Plan was comprised of seven study areas and approximately 1,370 acres. The area of request is located within Zone 1, Preston Center. In Preston Center, the Plan envisions the core of Preston Center as a vibrant, mixed-use concept with retail space located on the ground floor and office or residential spaces located on the upper floors. The Plan recommends the City of Dallas to support more density, building height, floor to area ratios (FAR) and other land use concessions through the zoning process to encourage Zone 1 property owners to develop residential projects where commercial office could be built by right. This should be done without compromising proximity slope protections for surrounding neighborhoods.

Furthermore, the Plan includes pedestrian recommendations for Zone 1, among them being:

- Provide publicly accessible open space areas integrated into development;
- Provide public realm enhancements including seating areas, small planting areas, etc.;
- Provide streetscape enhancements such as outdoor seating areas, landscape zones, street trees, shade structures and lighting;
- Provide bicycle parking and bicycle rack zones.

The proposed subarea would add an additional use, contributing variety to the 24 hour use of the Preston Center area and promoting a healthy mix of land uses. The proposed conditions include wide unobstructed sidewalks, pedestrian amenities, and streetscape enhancements to meet the urban design goals for Zone 1. As a result, staff finds the proposal is consistent with the vision established by the Area Plan.

**Land Use:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	Tract IV within Planned Development District No. 314	Private school / church
<b>North</b>	Subarea A, Tract IV within Planned Development District No. 314	Office (high rise)
<b>East</b>	City of University Park	Outside city limit
<b>South</b>	City of University Park	Outside city limit
<b>West</b>	City of University Park, Tract 7 within Planned Development District No. 314	Outside city limit, Remote community center

**Land Use Compatibility:**

The area of request is currently developed with a church and a private school. Property north of the site is developed with a high rise office complex. Properties east, south, and west of the site are outside city limits. The portion of property within city limits to the west-northwest is developed with a remote community center, which is currently associated with the operator of the subject property. The proposed use would be compatible with surrounding uses in the area, built out as a regional scale commercial center.

The existing Tract generally allows by right development per the uses of MU-2 as well as the church use, which is allowed by right in all districts. A private school typically requires a specific use permit in most zoning districts. The private school on site today has been in operation since before the requirement for an SUP. However, the authorization of the school use through this zoning change would allow them to replace one of their existing buildings, but with additional limits on the use including adherence to a traffic management plan and the provision of improved sidewalks.

The proposed development plan provides a similarly sized building in the same approximate location as the existing school building, but will allow for modernized facilities.

**Development Standards**

<u>DISTRICT</u>	SETBACKS		FAR	Height	Unit Density	Lot Coverage	Special Standards	Primary Uses
	Front	Side/ Rear						
Existing Tract IV, PD 314	15' min Preston 0' Min No max	0' adj non-res 20' adj res or res alley	2.0	120'	No MUP: 50 duac MUP 2: 75 duac MUP 3: 100 duac	100%	RPS Preston Road slope	Retail, Office, Multifamily, Lodging
Proposed Subarea B, Tract IV PD 314 <b>(No changes)</b>	15' min Preston 0' Min No max	0' adj non-res 20' adj res or res alley	2.0	120'	No MUP: 50 duac MUP 2: 75 duac MUP 3: 100 duac	100%	RPS Preston Road slope	Retail, Office, Multifamily, Lodging <b>Private school</b>

\*Preston Road slope: If any portion of a structure is over 45 feet in height, that portion may not be located above the plane projecting upward and outward from Preston Road at an angle of 26.5° (1 to 2 slope) through the line formed by the intersection of:

- (i) the vertical plane extending through the Preston Road front yard setback line; and
- (ii) the horizontal plane 45 feet above grade.

The applicant does not request any alterations to the basic yard, lot, and space standards of the existing Tract, which generally default to MU-2.

**Design Standards**

- Sidewalks: On Colgate Avenue and Preston Road, where the property already has existing eight foot sidewalks, the applicant must either maintain eight unobstructed feet or reconstruct sidewalks with a minimum of six unobstructed feet and must have five-foot landscape buffers between the sidewalk and curb. On Westchester Drive, where there currently exists a sidewalk less than five feet wide, the applicant must provide a minimum of six unobstructed feet with a five foot buffer.
- Street furniture: A minimum of one of the following street furniture types is required on the Westchester Drive frontage near the intersection with Colgate, the corner closest to the building reconstruction.

**Landscaping:**

The proposed subarea requires that landscaping and tree preservation be provided in accordance with both Article X and the landscaping requirements of PD No. 314. Unless the project involves a front yard of less than 15 feet, the requirements default to Article X.

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The proposed development plan includes front yards of more than 15 feet, so this plan would be required to meet the standard Article X requirements. Were the applicant to build a project with reduced front yards, they would have to comply with the special landscaping and design standards of PD No. 314.

**Parking:**

In general, the parking requirements in the proposed subarea default to Chapter 51A.

Previously, the Tract allowed sharing of parking of uses on the property with adjacent properties in Tract IV and Tract VII. The applicant requests to reduce the required minimum spaces for church and private school uses within the subarea to match their existing on-site parking supply, which is 56 on site spaces. This would allow the school to remodel, continue its existing use without constructing additional parking facilities, and allow them to maintain the current property layout and its parking facilities as they exist today.

The private school currently has 24 total classrooms. The applicant states there would be 27 total classrooms in the facility after the building replacement. The addition of three classrooms which are not core classroom areas would not typically be counted for the purposes of required parking.

The updated shared parking is appropriate as the site is within walking distance to high frequency transit and dense residential housing and would minimize impact on nearby properties by not requiring additional construction of parking facilities.

**Market Value Analysis:**

Market Value Analysis (MVA), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to more precisely target intervention strategies in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets (A through C) to orange, representing the weakest markets (G through I). The area of request is located with an "A" MVA category.

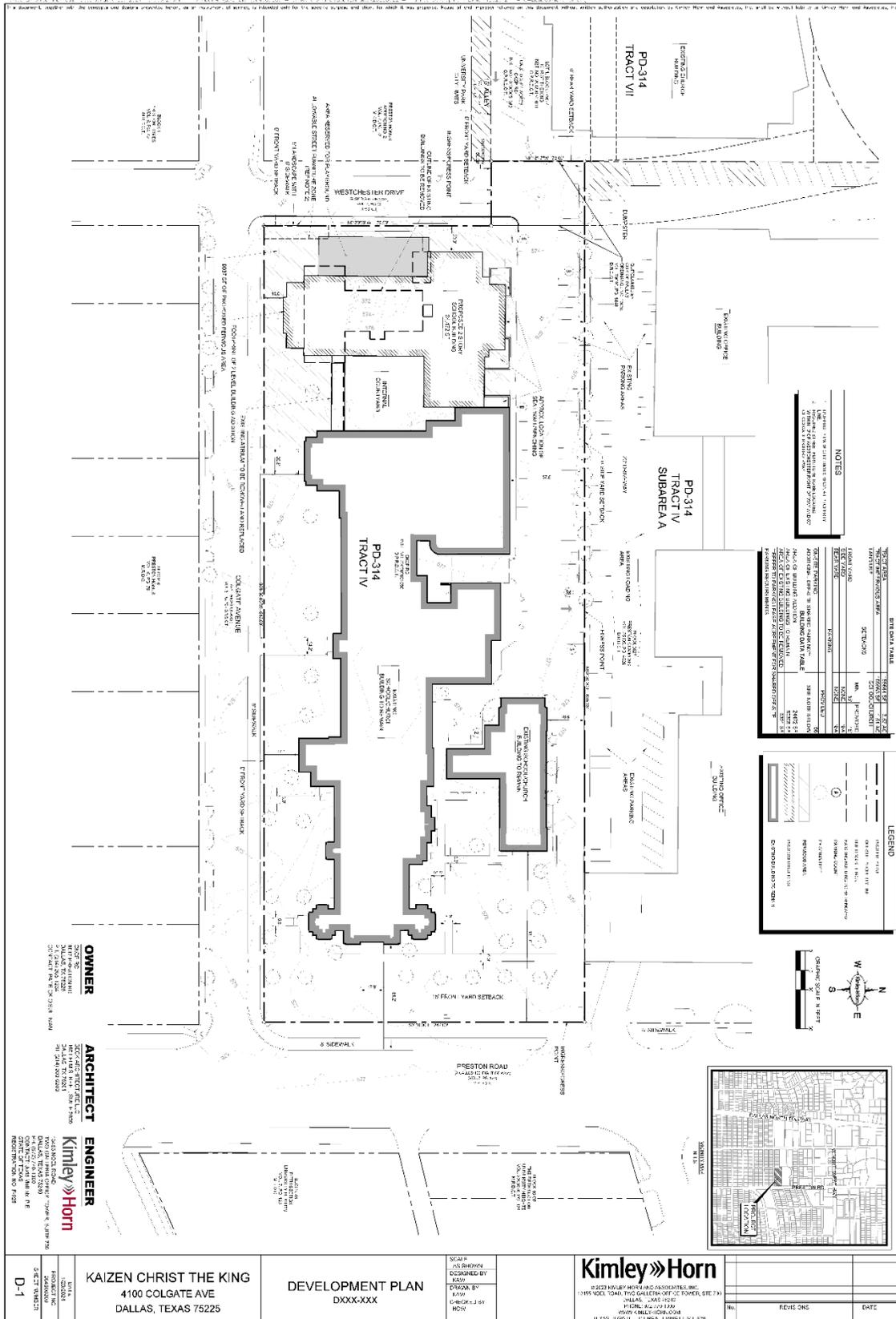
Z223-243(MP)

### List of Officers

CKCP-RC

Pastor: Father Tony Lackland  
President: Patrick O'Sullivan  
Principal: Dr. Lisa Bosco

# PROPOSED DEVELOPMENT PLAN



**NOTES**

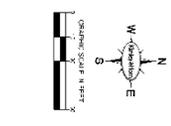
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3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.

**DATA TABLE**

NO.	DESCRIPTION	DATE
1	PRELIMINARY PLAN	10/15/2020
2	FINAL PLAN	10/15/2020

**LEGEND**

SYMBOL	DESCRIPTION
(Symbol)	EXISTING BUILDING
(Symbol)	PROPOSED BUILDING
(Symbol)	EXISTING DRIVEWAY
(Symbol)	PROPOSED DRIVEWAY
(Symbol)	EXISTING PARKING
(Symbol)	PROPOSED PARKING
(Symbol)	EXISTING EASEMENT
(Symbol)	PROPOSED EASEMENT
(Symbol)	EXISTING UTILITY
(Symbol)	PROPOSED UTILITY



**OWNER**  
 KAIZEN CHRIST THE KING  
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**ARCHITECT**  
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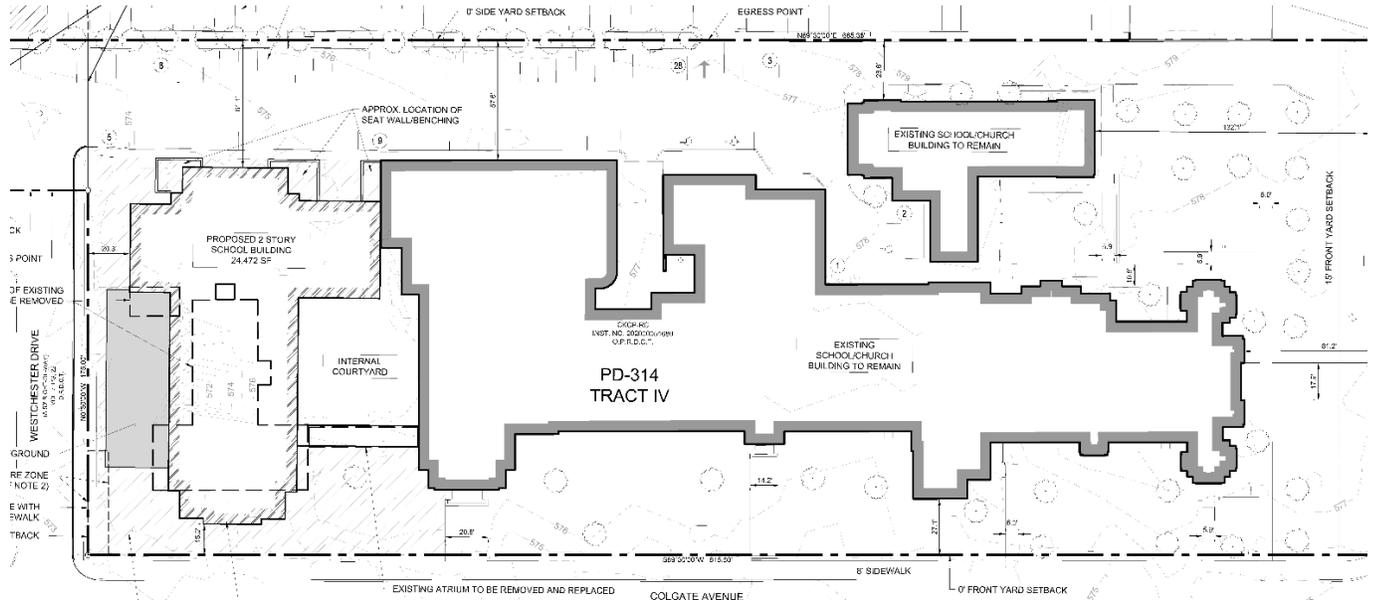
**DEVELOPMENT PLAN**  
 DXXX-XXX

**SCALE**  
 1/8" = 1'-0"

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NO.	REVISED	DATE

### PROPOSED DEVELOPMENT PLAN (ENLARGED)



**PROPOSED TRAFFIC MANAGEMENT PLAN**

**■ School Traffic Management Plan**

**Christ the King Catholic School**  
Dallas, Texas

December 19<sup>th</sup>, 2023  
**Revised:** February 5<sup>th</sup>, 2024

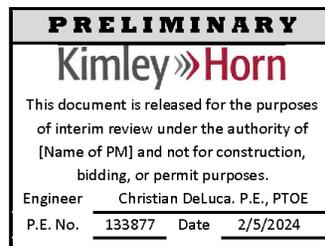
Kimley-Horn and Associates, Inc.  
Richardson, Texas

Project # 064606200  
Registered Firm F-928



**School Traffic Management Plan**

**Christ the King Catholic School  
Dallas, Texas**



**Prepared by:**

Kimley-Horn and Associates, Inc.  
2600 N Central Expressway, Suite 400  
Richardson, Texas 75080  
Registered Firm F-928  
Project Number: 064606200

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February 5<sup>th</sup>, 2024

## I. SCHOOL TRAFFIC MANAGEMENT PLAN

### A. Introduction

This memorandum outlines the development of a Traffic Management Plan (TMP) for Christ the King Catholic School. Situated west of Preston Road, bordered to the north by Colgate Avenue and to the east by Douglas Avenue, the institution is undergoing a building reconstruction project. The current endeavor anticipates no substantive alterations to school operations or student population from its existing capacity. A TMP, formulated in 2022, serves as the base for the current proposal.

The objective of this document is to detail methodologies for effective traffic management and circulation and maintain the safety of students. It includes an exhibit of the existing TMP, and an updated PM pick-up plan that outlines proposals for enhanced vehicular circulation, as well as modification to the designated zones for student pick-up at the school premises.

### B. Existing Conditions

Christ the King Catholic School facilitates the education of 472 students across Pre-K to 8th grade and utilizes a Traffic Management Plan (TMP) revised in 2022. This plan updated locations for student loading and unloading zones and made modifications to vehicular circulation patterns.

The school's operations commence with doors opening at 7:30 AM, followed by a start-of-day bell at 7:50 AM. The school day concludes with student dismissal at 3:15 PM.

#### Drop-Off Procedures:

The school has established three drop-off points, with two positioned on Colgate Avenue, including a dedicated area for Kindergarten students. These locations facilitate a traffic flow from Preston Road to Douglas Avenue on Colgate Avenue's north side. In collaboration with the City of University Park, Colgate Avenue from Preston Road to Westchester Drive is designated as a loading zone on the public street. The main drop-off is situated on the school's north side, which has vehicles arriving from Douglas Avenue and exiting onto Preston Road. The locations are well staffed with staffers having stop/slow paddles and PPE.

#### Pick-Up Procedures:

Two pick-up areas are designated on the school's north side, each allocated to handle an equal number of students, supported by comparable queuing capacities. The community center features a double-stacked queue extending from Douglas Avenue to Westchester Drive. In contrast, the main loading zone employs a single queue system, with vehicles entering from Preston Road and proceeding clockwise around the campus via Westchester Drive and the north driveway.

Field observations were made on April 5, 2023. The observations were made at arrival and dismissal periods.

**Table 1 – Observed AM Drop-Off Queuing Summary**

Drop-Off Queuing Summary - Observed Existing - 472 Students								
Group	Start Time	Students Arriving	Bus / Bike / Walk	Student Drivers	Parent Drop-Off	Maximum Queue Accumulation	Available Stacking	Surplus (Deficiency)
Main Dropoff	7:50 AM	236	30	0	206	7 Vehicles 158'	42 Vehicles 950'	35 Vehicles 793'
Colgate Dropoff Kindergarten Dropoff	7:50 AM	236	30	0	206	9 Vehicles 203'	33 Vehicles 745'	24 Vehicles 543'

Based on CTKCS observations

In the AM drop-off period, the queuing was not significant. Queues on Colgate Avenue were maintained within the designated loading zone on public right-of-way designated by the City of University Park. The queues for the loading zone at the main drop-off were contained within the private north drive and on the alley between Westchester Drive and Douglas Avenue. The existing TMP operations are shown in **Exhibit 1** for the drop-off period.

**Table 2 – Observed PM Pick-Up Queuing Summary**

Pick-Up Queuing Summary - Observed Existing - 472 Students								
Group	Dismissal Time	Students Departing	Bus / Bike / Walk	Student Drivers	Parent Pick-Up	Maximum Queue Accumulation	Available Stacking	Surplus (Deficiency)
Main Loading Area	3:10 PM	236	30	0	206	60 Vehicles 1,350'	44 Vehicles 1,000'	-16 Vehicles -350'
Community Center Loading	3:10 PM	236	30	0	206	32 Vehicles 720'	42 Vehicles 950'	10 Vehicles 230'

Based on CTKCS observations

In the PM pick-up period, the queuing was more significant, as is expected when students must be matched with the arriving vehicles. The school uses traffic staffers to communicate the order of the arriving vehicles back to the loading area, aided by the signs displayed in each vehicle.

At its peak, the pick-up queue reached 93 vehicles, averaging one vehicle per 5.1 students. The queue for the Community Center loading area was contained within the provided loading zone by the City of University Park. However, the max observed queue for the Main Loading Area exceeded the available storage of the alley between Westchester Drive and Douglas Avenue, and a queue of 10 cars extended onto Douglas Avenue. The vehicle queuing impeded traffic on Douglas Avenue from 3:05 PM to 3:25 PM. Changes to the Pick-Up operations are recommended. The existing TMP operations are shown in **Exhibit 2** for the drop-off period.

**C. Proposed TMP**

Despite the stable student population, proposed alterations to the pick-up component of the TMP are suggested to mitigate congestion on Douglas Avenue. **Table 3** outlines the revised distribution of students by grade and designated pick-up location. The proposed TMP plan sheet is shown in **Exhibit 3**.

The two groups are still divided into two drop-off locations, but the school will modify the student assignment at each location. The new pick-up locations include the Main Loading

area on the north side of the school and a Colgate Loading area on the south side of the school. **Table 3** shows the recommended division of students and grades.

**Table 3 – Proposed Student Distribution and Schedule**

Grade	Approximate Students	Drop-Off Time & Location	Dismissal Time & Location
Pre-Kindergarten to 1 <sup>st</sup> Grade	142	7:30-7:50 AM Colgate Loading Area	3:15 PM Main Loading Area
8 <sup>th</sup> Grade	330	7:30-7:50 AM	3:15 PM
<b>Total</b>	<b>472</b>		

The recommended modification to the TMP optimizes the utilization of available space by facilitating double stacking in the north drive and adjacent alley for an extended segment. This reconfiguration is designed to maximize queue storage capacity, thereby reducing the likelihood of encroachment onto Douglas Avenue. Additionally, the adjustment decreases the instances of bi-directional traffic flow on Westchester Drive, enhancing overall traffic management and safety.

By implementing these changes, the school’s available storage will be better equipped to accommodate the peak queue of 93 vehicles observed during the pick-up period. This approach creates a more orderly dismissal process and minimizes the impact on surrounding thoroughfares.

**D. Proposed TMP Queuing Analysis**

The school has been observed to generate 1 car in queue for each 29 students arriving in the AM drop-off period, and 1 car for each 5.7 students departing in the PM pick-up period. With the 472 students, this translates to 16 vehicles in the AM drop-off queue and 83 vehicles in the PM pick-up queue. **Table 4** shows the expected queue distance and comparison to the available queue supply for the proposed TMP Pick-Up.

**Table 4 – Proposed Pick-Up Queuing Summary at Buildout**

Drop-Off Queuing Summary - Observed Existing - 472 Students								
Group	Dismissal Time	Students Departing	Bus / Bike / Walk	Student Drivers	Parent Pick-Up	Projected Queue Accumulation	Available Stacking	Surplus (Deficiency)
Main Loading Area	3:10 PM	330	50	0	280	81 Vehicles 1,823'	88 Vehicles 1,980'	7 Vehicles 158'
Colgate Loading Area	3:10 PM	142	10	0	132	12 Vehicles 270'	22 Vehicles 500'	10 Vehicles 230'

Based on CTKCS observations

In all cases, the available queue length on the campus exceeds the expected queue that would be generated. There is no concern about the queue extending off the campus to obstruct the City roadways.

**E. Summary**

The Traffic Management Plan (TMP) assessment for Christ the King Catholic School, indicates the existing storage areas can accommodate the school's traffic without overflow onto city streets.

The field observations conducted on April 5, 2023, have validated the efficiency of the current TMP. With the implementation of the proposed modifications to the pick-up procedure, there is a clear pathway to alleviate the congestion observed on Douglas Avenue during peak pick-up times. The recommended adjustments include the reassignment of student distribution and the facilitation of double stacking in queuing areas on the north side of the school.

Furthermore, the proposed TMP queuing analysis demonstrated that the expected vehicle queue can be adequately accommodated within the designated areas, ensuring no interference with public roadways and minimal impact on the surrounding neighborhood. This reinforces the school's commitment to maintaining an organized and safe environment for its students, faculty, and the traveling public.

Given the analysis and findings, it is recommended that Christ the King Catholic School proceed with the implementation of the proposed TMP. This should include the reevaluation of the queue capacities in light of the construction project completion and continuous monitoring of traffic patterns to ensure the ongoing effectiveness of the TMP.

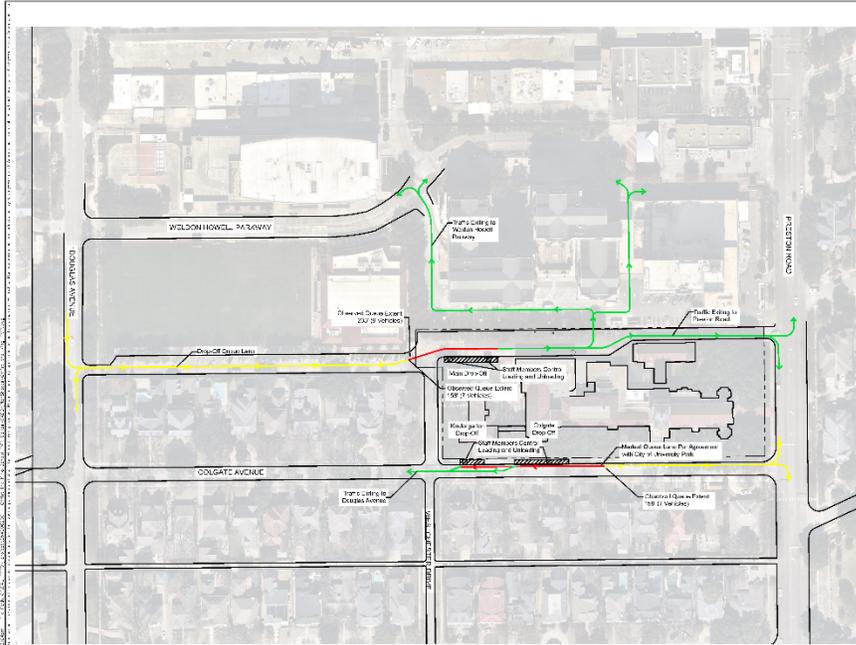
Attachments, which include site visit photos and TMP exhibits, provide additional context and details for the recommendations provided.

By adopting these recommendations, Christ the King Catholic School will continue to provide a safe and efficient traffic environment for its students and the larger community, even amidst infrastructural changes.

Attachments:

- Traffic Management Plan – Existing Drop-Off
- Traffic Management Plan – Existing Pick-Up
- Traffic Management Plan – Proposed Pick-Up
- Site Visit Photos

**Traffic Management Plans**



**Drop-Off Queuing Summary - Observed Existing - 472 Students**

Group	Start Time	Students Arriving	Bus / Bike / Walk	Student Drivers	Parent Drop-Off	Maximum Queue Accumulation	Available Stacking	Surplus (Deficiency)
Main Dropoff	7:50 AM	236	30	0	206	7 Vehicles 158'	42 Vehicles 950'	35 Vehicles 703'
Colgate Dropoff	7:50 AM	236	30	0	206	9 Vehicles 203'	33 Vehicles 745'	24 Vehicles 543'

Based on CTKCS observations



Buildout Enrollment: 472 Students K-8  
 School Starts: 7:50 AM  
 School Dismissal: 3:10 PM  
 Drop-off/pick-up assignments and times should be actively managed in response to conditions.  
 In order to ensure that all queuing of vehicles is completely accommodated on school property, CTKCS administrative officials should implement the Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

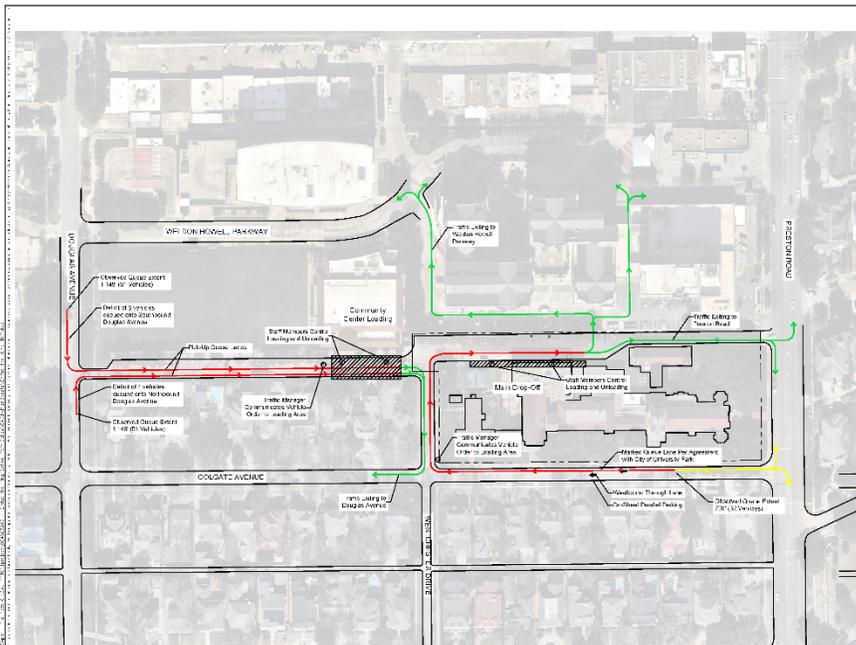
**EXHIBIT 1**  
 Traffic Management Plan (TMP)  
 2022 Existing - AM Drop-Off Plan

Kimley-Horn  
 CONSULTING ENGINEERS, ARCHITECTS, PLANNERS  
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TRAFFIC MANAGEMENT PLAN (TMP) EXISTING CONDITIONS

CHRIST THE KING CATHOLIC SCHOOL CITY OF DALLAS, TEXAS

TMP 01



**Pick-Up Queuing Summary - Observed Existing - 472 Students**

Group	Dismissal Time	Students Departing	Bus / Bike / Walk	Student Drivers	Parent Pick-Up	Maximum Queue Accumulation	Available Stacking	Surplus (Deficiency)
Main Loading Area	3:10 PM	236	30	0	206	39 Vehicles 878'	61 Vehicles 1,390'	22 Vehicles 513'
Community Center Loading	3:10 PM	236	30	0	206	32 Vehicles 720'	65 Vehicles 1,465'	33 Vehicles 745'

Based on CTKCS observations



Buildout Enrollment: 472 Students K-8  
 School Starts: 7:50 AM  
 School Dismissal: 3:10 PM  
 Drop-off/pick-up assignments and times should be actively managed in response to conditions.  
 In order to ensure that all queuing of vehicles is completely accommodated on school property, CTKCS administrative officials should implement the Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

**EXHIBIT 2**  
 Traffic Management Plan (TMP)  
 2022 Existing - PM Pick-Up Plan

Kimley-Horn  
 CONSULTING ENGINEERS, ARCHITECTS, PLANNERS  
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 TEL: 303.733.8900 FAX: 303.733.8901  
 WWW.KIMLEY-HORN.COM

TRAFFIC MANAGEMENT PLAN (TMP) EXISTING CONDITIONS

CHRIST THE KING CATHOLIC SCHOOL CITY OF DALLAS, TEXAS

TMP 02



**Site Visit Photos**



**Photo 1 – Maximum Traffic Queue on Douglas Avenue**



Photo 2 – Pick-Up at Community Center Loading Area



Photo 3 – City of University Park Loading Zones on Colgate Avenue

**PROPOSED CONDITIONS**

**ARTICLE 314.**

**PD 314.**

**Preston Center Special Purpose District**

**SEC. 51P-314.101. LEGISLATIVE HISTORY.**

PD 314 was established by Ordinance No. 20397, passed by the Dallas City Council on July 26, 1989. Ordinance No. 20397 amended Ordinance Nos. 10962 and 19455, Chapters 51 and 51A of the Dallas City Code, as amended. Subsequently, Ordinance No. 20397 was amended by Ordinance No. 20619, passed by the Dallas City Council on May 9, 1990; Ordinance No. 22689, passed by the Dallas City Council on February 28, 1996; and Ordinance No. 23277, passed by the Dallas City Council on September 24, 1997. (Ord. Nos. 10962; 19455; 20397; 20619; 22689; 23277; 24914)

**SEC. 51P-314.102. PROPERTY LOCATION AND SIZE.**

PD 314 is established on property generally bounded by Northwest Highway on the north, Preston Road on the east, Colgate Avenue on the south, and the Dallas North Tollway on the west. The size of PD 314 is approximately 66.884 acres. (Ord. Nos. 20397; 24914; 27859; 31519)

**SEC. 51P-314.103. DEFINITIONS AND INTERPRETATIONS.**

(a) Unless the context clearly indicates otherwise, in this article:

(1) BAR, LOUNGE, OR TAVERN USE means the "bar, lounge, or tavern" use defined in Section 51A-4.210.

(2) BLANK WALL means a ground floor portion of the exterior of a building that fronts on and is within 50 feet of a street that does not include a material change, windows, doors, or columns, pilaster, or other articulation greater than 12 inches in depth. Blank wall area is measured horizontally.

(3) DIR means development impact review pursuant to Division 51A-4.800.

(4) FORMER PLANNED DEVELOPMENT DISTRICT NO. 6 means the planned development district established and governed by Ordinance No. 7059, passed by the Dallas City Council on September 10, 1956, as amended by Ordinance Nos. 14320 and 19221, passed by the Dallas City Council on November 5, 1973, and July 16, 1986, respectively. Copies of Ordinance Nos. 7059, 14320, and 19221 are included in this article as Exhibit 314A.

(5) LANDSCAPE TERRACE is an outdoor occupiable space lying upon a portion of the building's roof, that contains landscaping, vegetated pots, or plantings. The landscape terrace may contain decks, pavers, furniture, pool, shade structures or pool amenities, and associated structures or fixtures.

(6) NEARBY INTERSECTIONS means those street intersections within a one-quarter (1/4) mile radius of the building site.

- (7) NEW DEVELOPMENT means any work that increases the total floor area on a building site.
- (8) OFFICE USES means those uses defined in Section 51A-4.207.
- (9) OWNER means the owner or owners, from time to time, of property in this district.
- (10) PARAGRAPH means the first division of a subsection. Paragraphs are designated by Arabic numerals in parentheses, e.g. "(1)."
- (11) PRIMARY BUILDING ENTRIES means entrance to a building primarily for pedestrian use from public or private sidewalks.
- (12) PRIVATE PROPERTY means any property not dedicated to public use, except that "private property" does not include the following:
- (A) A private street or alley.
  - (B) Property on which a utility and public service use listed in Section 51A-4.212 is being conducted as a main use.
  - (C) A railroad right-of-way.
  - (D) A cemetery or mausoleum
- (13) RAR means residential adjacency review pursuant to Division 51A-4.800.
- (14) REMOTE COMMUNITY CENTER means a multi-functional facility sponsored or operated by a church as an accessory use to the church use where a combination of social, recreational, or educational activities are provided to church members and their families.
- (15) RESIDENTIAL PROXIMITY SLOPE means the "residential proximity slope" defined in Section 51A-4.412.
- (16) RETAIL AND PERSONAL SERVICE USES means those uses defined in Section 51A-4.210.
- (17) SECTION means a section of this article.
- (18) STREET ACTIVATING USES means uses offering products or services to the general public, including but not limited to, uses in the retail and personal service use category and lodging use category.
- (19) SUBAREA A means Subarea A in Tract I, Subarea A in Tract II, Subarea A in Tract IV, or Subarea A in Tract VIII.
- (20) SUBAREA B means Subarea B in Tract II, Subarea B in Tract IV, or Subarea B in Tract VIII.
- (21) SUBPARAGRAPH means a division of a paragraph. Subparagraphs are designated by capital letters in parentheses, e.g. "(A)." A division of a subparagraph is also referred to as a subparagraph.

(22) SUBSECTION means the first division of a section. Subsections are designated by lower case letters in parentheses, e.g. "(a)".

(23) SUP means specific use permit.

(24) THIS DISTRICT means the entire planned development district created by Ordinance No. 20397, as amended.

(25) TRACT means one of the tracts referred to in Section 51P-314.105 of this article.

(26) TRANSPARENCY means the total area of windows and door openings or other openings, expressed as a percentage of a specified facade area, excluding facade openings for garage entrances and service area access, by street frontage.

(27) UNACCEPTABLE LEVEL-OF-SERVICE means a level-of-service "E" or "F" as defined in the Highway Capacity Manual, Transportation Research Board of the National Research Council, Washington, D.C.

(28) USE CATEGORY means the group of uses defined in any one of the following sections: Sections 51A-4.201 through 51A-4.217. The name of the use category corresponds to the section title. For example, "Retail and Personal Service" is a use category consisting of those uses defined in Section 51A-4.210, which is entitled "Retail and Personal Service Uses."

(b) Unless otherwise stated, the definitions contained in CHAPTER 51A apply to this article. In the event of a conflict, this section controls.

(c) Unless otherwise stated, all references to code sections in this article refer to sections in CHAPTER 51A.

(d) The interpretations in CHAPTER 51A, including Section 51A-2.101, "Interpretations," apply to this article.

(e) The phrase "the only uses permitted are those permitted in the ... district" means that the uses indicated are permitted in this district under precisely the same conditions (e.g. SUP, DIR, RAR, etc.) as permitted in the referenced district.

(f) In the event of a conflict between this article and Ordinance No. 7059, passed by the Dallas City Council on September 10, 1956, as amended by Ordinance Nos. 14320 and 19221, passed by the Dallas City Council on November 5, 1973, and July 16, 1986, respectively (see Exhibit 314A), this article controls.

(g) For purposes of determining the applicability of regulations in this article and in Chapter 51A triggered by adjacency or proximity to another zoning district, and for purposes of interpreting the DIR and RAR requirements of Division 51A-4.800, this district and each tract within this district is considered to be a "nonresidential zoning district." (Ord. Nos. 20397; 23277; 24914; 26807; 27859; 28089; 28788; 31684)

**SEC. 51P-314.103.1. EXHIBITS.**

The following exhibits are incorporated into this article:

(1) Exhibit 314A: copies of Ordinance Nos 7059, 14320, and 19221.

- (2) Exhibit 314B: Preston Center Special Purpose District tract boundary descriptions.
- (3) Exhibit 314C: tract map.
- (4) Exhibit 314D: Tract V development plan.
- (5) Exhibit 314E: Tract I, Subarea B development plan.
- (6) Exhibit 314F: Tract I, Subarea B landscape plan.
- (7) Exhibit 314G: Tract 1, Subarea C development plan.
- (8) Exhibit 314H: Tract I, Subarea C landscape plan.
- (9) Exhibit 314I: Tract VIII development plan.
- (10) Exhibit 314J: Tract VIII landscape plan.
- (11) Exhibit 314K: Tract IV, Subarea B traffic management plan.
- (12) Exhibit 314L: Tract IV, Subarea B development plan. (Ord. Nos. 28068; 28788; 30814; 31684).

31684)

**SEC. 51P-314.103.2. DEVELOPMENT PLANS.**

(a) In general. Except as provided in this section, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, and development schedule do not apply.

(b) Tract I, Subarea B. Development and use of the Property must comply with the Tract I, Subarea B development plan (Exhibit 314E). If there is a conflict between the text of this article and the Tract I, Subarea B development plan, the text of this article controls.

(c) Tract V. Development and use of the Property must comply with the Tract V development plan (Exhibit 314D). If there is a conflict between the text of this article and the Tract V development plan, the text of the article controls.

(d) Tract VIII. Development and use of the Property must comply with the Tract VIII development plan (Exhibit 314I). If there is a conflict between the text of this article and the Tract VIII development plan, the text of the article controls

(e) Tract IV, Subarea B. For a private school use, development and use of the Property must comply with the Tract IV, Subarea B development plan (Exhibit 314L). For all other uses, no development plan is required. If there is a conflict between the text of this article and the Tract IV, Subarea B development plan, the text of this article controls. (Ord. Nos. 28788; 31684)

**SEC. 51P-314.104. ZONING CLASSIFICATION CHANGE AND DISTRICT NAME.**

PD 314 is to be known as the Preston Center Special Purpose District. The boundaries of this district are described in Exhibit A of Ordinance No. 20397. (Ord. Nos. 20397; 24914)

**SEC. 51P-314.105. CREATION OF SEPARATE TRACTS.**

This district is divided into eight tracts: Tracts I, II, III, IV, V, VI, VII, and VIII. In addition, Tract I contains a designated "Subarea A," a designated "Subarea B," and a designated "Subarea C," Tract II contains a designated "Subarea A," a designated "Subarea B," a designated "Subarea C," and a designated "Subarea D," Tract IV contains a designated "Subarea A," ~~Tract VII contains a designated "Subarea A"~~ and a designated "Subarea B," and Tract VIII contains a designated "Subarea A," and a designated "Subarea B," which may be developed independently of each other without affecting the development rights of the other. The boundaries of all tracts, including Subareas A in Tracts I, II, IV, and VIII, Subareas B in Tracts I, II, and VIII, Subareas C in Tracts I and II, and Subarea D of Tract II, are verbally described in Exhibit 314B. A map showing the boundaries of the various tracts, including Subareas A in Tracts I, II, IV, and VIII, Subareas B in Tracts I, II, and VIII, Subareas C in Tracts I and II, and Subarea D in Tract II, is labeled Exhibit 314C. If there is a conflict, the verbal descriptions in Exhibit 314B control over the graphic description in Exhibit 314C. (Ord. Nos. 23277; 24914; 27859; 28089; 28788; 30698; 30814; 31684; 32101)

**SEC. 51P-314.106. USE REGULATIONS AND DEVELOPMENT STANDARDS FOR TRACTS I AND V.**

[Omitted for brevity]

**SEC. 51P-314.107. USE REGULATIONS AND DEVELOPMENT STANDARDS FOR TRACT II.**

[Omitted for brevity]

**SEC. 51P-314.108. USE REGULATIONS AND DEVELOPMENT STANDARDS FOR TRACT III.**

[Omitted for brevity]

**SEC. 51P-314.109. USE REGULATIONS AND DEVELOPMENT STANDARDS FOR TRACTS IV AND VII.**

(a) Use regulations. The following use regulations apply in Tracts IV and VII:

(1) Except as provided in this subsection, the only uses permitted are those permitted in the MU-2 district.

(2) The "bar, lounge, or tavern" use is prohibited.

(3) When a special events permit has been issued under Chapter 42A of the Dallas City Code, outside sales and display of merchandise in conjunction with that special event may occur in any area authorized by the permit. Otherwise:

(A) the "outside sales" main and accessory uses are prohibited; and

(B) accessory outside display of merchandise is subject to the following restrictions:

(i) All merchandise displayed must be located within 10 feet of a building facade of the business making the display.

(ii) No merchandise may be displayed in that portion of a street or alley improved, designed, or ordinarily used for vehicular travel, or on a parking space located on a public street or alley.

(iii) If merchandise is placed on a sidewalk, the sidewalk must have a minimum unobstructed width of five feet at all times.

(4) A remote community center is allowed in Tract VII. A remote community center is not required to be located on the same lot as the church, but the lot containing a remote community center must be within 100 feet of the lot containing the church.

(5) A private school use is allowed in Subarea B of Tract IV by right.

(b) Yard, lot, and space regulations. The following yard, lot, and space regulations apply in Tracts IV and VII:

(1) Front yard. Minimum front yard is:

(A) 15 feet where adjacent to Preston Road, Douglas Avenue, or Weldon Howell Parkway; and

(B) no minimum in all other cases.

(2) Side and rear yards.

(A) In Tract IV, minimum side and rear yards are the same as those for the MU-2 district.

(B) In Tract VII, minimum side and rear yards are five feet.

(3) Floor area ratio.

(A) In Tract IV, maximum floor area ratio is 2.0.

(B) In Tract VII, maximum floor area ratio is 1.0.

(4) Height.

(A) Residential proximity slope. If any portion of a structure is over 26 feet in height, that portion may not be located above a residential proximity slope.

(B) Preston Road slope. If any portion of a structure is over 45 feet in height, that portion may not be located above the plane projecting upward and outward from Preston Road at an angle of 26.5° (1 to 2 slope) through the line formed by the intersection of:

(i) the vertical plane extending through the Preston Road front yard setback line; and

(ii) the horizontal plane 45 feet above grade.

(C) Exception to slope restrictions. Structures listed in Section 51A- 4.408(a)(2) may project through the slopes described in Subparagraphs (A) and (B) to a height not to exceed the maximum structure height, or 12 feet above the slopes, whichever is less.

(D) Maximum structure height.

(i) Unless further restricted under Subparagraphs (A) and (B), in Subdistrict IV, maximum structure height is 120 feet.

(ii) In Tract VII, maximum structure height is 45 feet.

(5) Lot coverage.

(A) In Tract IV, maximum lot coverage is 100 percent.

(B) In Tract VII, maximum lot coverage is 80 percent.

(6) Stories. Maximum number of stories above grade is nine. Parking garages are exempt from this requirement, but must comply with the height regulations in Paragraph (4).

(7) Floor area.

(A) In Tract IV, subarea A may not have more than 30,000 square feet of retail and personal service uses.

(B) In Tract VII, maximum floor area is 42,000 square feet.

(c) Required off-street parking. The following off-street parking regulations apply in Tracts IV and VII:

(1) Except as otherwise provided in this subsection, required off-street parking must be provided for each use in accordance with Chapter 51A.

(2) In Subarea A, the off-street parking requirement is 1,306 spaces. Subsection (e), "Off-Street Parking Reduction Option," of Section 51P-314.111 of this article does not apply to property located in Subarea A.

(3) No parking spaces are required for a remote community center.

(4) Tract VII is considered one lot for parking purposes.

(5) ~~Required~~ For a church or private school use in Subarea B of Tract IV, the off-street parking requirement is 56 spaces. Off-street parking for a church or private school may be provided on street adjacent to the lot containing use, ~~an adjacent lot within Subdistricts IV or VII.~~

(6) In Subarea B of Tract IV, a church and private school located on the same building site may share parking.

(d) Landscaping regulations. ~~Except as otherwise provided in this subsection,~~ landscaping in Tracts IV and VII must be provided on all property in accordance with Article X of Chapter 51A or Section 51P-314.112 of this article.

(e) Sidewalks and pedestrian amenities for a private school use in Subarea B of Tract IV. The following conditions must be built prior to the issuance of a new certificate of occupancy for a private school use:

(1) On the Colgate Avenue and Preston Road frontages, one of the following is required:

(A) An eight-foot unobstructed sidewalk.

(B) A six-foot unobstructed sidewalk with a five-foot buffer.

(2) On the Westchester Drive frontage, the following is required:

(A) A six-foot unobstructed sidewalk with a five-foot buffer.

(f) Street furniture. In Subarea B of Tract IV, a minimum of one bench, one trash receptacle, and one bicycle rack shall be located within the area that is 10 feet from the sidewalk along Westchester Drive frontage and 50 feet from the sidewalk along Colgate Avenue.

(g) Development impact review in Tracts IV and VII. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 6,000 trips per day and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation.

(h) Tract IV, Subarea B traffic management plan.

(1) In general. In Subarea B of Tract IV, the operation of a private school must comply with this section and the traffic management plan (Exhibit 314K).

(2) Queuing. Student drop-off and pick-up are not permitted within city rights-of-way.

(3) Traffic study.

(A) The property owner or operator shall prepare a biannual traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director on or before March 1, 2026. After the initial traffic study, the property owner or operator shall submit annual updates of the traffic study to the director by March 1 of each even numbered year.

(B) The traffic study must be in writing, 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:

(i) ingress and egress points;

(ii) queue lengths;

(iii) number and location of personnel assisting with loading and unloading of students;

(iv) drop-off and pick-up locations;

(v) drop-off and pick-up hours for each grade level;

(vi) hours for each grade level; and

(vii) circulation.

(C) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.

(i) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.

(ii) 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 and city council for consideration of appropriate zoning amendments, including reducing enrollment to a level that will be accommodated by the queuing system.

(4) Amendment process.

(A) The traffic management plan is part of the development plan. The traffic management plan may be amended by submitting the minor plan amendment fee in Section 51A-1.105(k)(3) and by following the public hearing process for a minor plan amendment in Section 51A-4.702(h).

(B) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation, eliminate traffic hazards, or decrease traffic congestion.

**SEC. 51P-314.110. USE REGULATIONS AND DEVELOPMENT STANDARDS FOR TRACT VI.**

[Omitted for brevity]

**SEC. 51P-314.110.1. USE REGULATIONS AND DEVELOPMENT STANDARDS FOR TRACT VIII.**

[Omitted for brevity]

**SEC. 51P-314.111. PROVISIONS OF GENERAL APPLICABILITY.**

(a) In general. The following subsections apply to all property in this district and are cumulative of the use regulations and development standards for individual tracts in the previous sections.

(b) Existing buildings conforming. All buildings lawfully existing at the time of passage of Ordinance No. 20397 shall be considered conforming.

(c) Illumination of buildings and structures.

(1) In this subsection:

(A) EXTERIOR ILLUMINATION means illumination provided for the primary purpose of attracting the attention of persons outside the premise on which it is located, regardless of whether the light source itself is physically located inside or outside of a building or structure. This definition includes illuminated holiday decorations.

(B) LIGHT SOURCE means a device such as a lamp, mantle, or bulb, or any portion thereof, which produces visible light.

(C) LUMINAIRE means a device or fixture containing a light source and means for directing and controlling the distribution of light from the source.

(2) The exterior illumination of buildings, structures, signs, and art is prohibited:

(A) above 30 feet in height when the item illuminated is located within 600 feet of private property in a residential district and the illumination is visible from that property; and

(B) above 45 feet in height in all other cases.

All exterior illumination in this district must be brought into full compliance with this paragraph on or before July 28, 1989. No person shall have nonconforming rights to exterior illumination as defined in this subsection.

(d) Noise.

(1) Except as otherwise provided in this subsection, the noise regulations in Article VI of Chapter 51A apply in this district. In the event of a conflict between this subsection and Article VI, this subsection controls.

(2) The use of an outside public address or paging speaker is prohibited in this district.

(3) The use of an outside speaker as part of an intercom system must be approved by the director of planning and development if the speaker is located within 250 feet of private property in a residential district. Review and approval of the speaker are governed by the procedures and standards for residential adjacency review in Division 51A-4.800.

(4) Paragraphs (2) and (3) do not apply to special events for which a special events permit is issued under Chapter 42A of the Dallas City Code.

(e) Off-street parking reduction option.

(1) A property owner may reduce the standard off-street parking requirement for office uses up to 20 percent in Tracts II and IV and up to 10 percent in Tract III and Tract VIII if the owner:

(A) submits a traffic impact study establishing that the reduction will not result in an unacceptable level-of-service at nearby intersections; and

(B) makes a "cash in lieu of parking" payment into a special city account, to be known as the Preston Center Parking and Transit Improvement Fund.

(2) The traffic impact study required under Paragraph (1) must be approved by the director of public works and transportation. The applicant may appeal the decision of the director to the board of adjustment.

(3) The amount of the "cash in lieu of parking" payment referred to in Paragraph (1) is calculated by taking 50 percent of the "cost of constructing a parking garage space" and multiplying that cost by the number of parking spaces that will not be required by reason of the payment. Until January 2, 1991, the cost of constructing a parking garage space is \$5,975.52. On January 2, 1991, and on January 2 of each odd-numbered year thereafter, the director of planning and development shall determine a new cost of constructing a parking garage space by using the following formula:

**National Median Cost x 320 sq. ft. x Dallas Cost  
Index Sq. Ft.**

where National Median Cost/Sq. Ft. is the national median cost per square foot of a parking space in a parking garage. Both the National Median Cost/Sq. Ft. and the Dallas Cost Index must be derived from the most recent issues of Building Construction Cost Data, published by the Robert Snow Means Company, Inc., of Kingston, Massachusetts, unless another publication is designated by the director of planning and development. In order for the off-street parking reduction to be considered in cases involving work for which a permit is required, the entire payment must be made to the building official before issuance of the permit.

(54) All money paid into the Preston Center Parking and Transit Improvement fund must be used for programs to promote new common area and shared use parking, ride sharing, van pooling, transit usage (including system improvements), and bike and walkway facilities. All programs on which the money is spent must directly benefit properties in this district.

(f) Parking structures. Parking structures located adjacent to or directly across a street or alley from private property in a residential district must have a facade treatment to ensure that vehicles parked are not visible from that property.

(g) Sanitation. Garbage storage areas, including dumpster, must:

- (1) be located behind the front building line;
- (2) be screened from all yards having frontage on Lomo Alto Drive, Preston Road, or Northwest Highway; and
- (3) comply in all other respects with Chapter 51A and all other applicable ordinances of the city.

(h) Visual intrusion. No portion of any balcony or opening that faces an R, R(A), D, D(A), TH, TH(A), CH, MF-1, MF-1(A), MF-2, or MF-2(A) district may penetrate or be located above a residential proximity slope originating in that district. For purposes of this section, the term "opening" means an open and unobstructed space or a transparent panel in an exterior wall or door from which there can be visual surveillance into the yard of a residential use.

(i) Sign regulations.

- (1) Non-premise signs, as defined in Article VII of the Dallas Development Code, as amended, are prohibited in this district.
- (2) Section 51A-7.209, "Signs Displaying Noncommercial Messages," of the Dallas Development Code, as amended, applies in this district. (Ord. Nos. 20397; 20619; 24914; 31684)

**SEC. 51P-314.112.**

**SPECIAL LANDSCAPING REGULATIONS.**

(a) Definitions. Except as otherwise provided in this subsection, the definitions in Article X of Chapter 51A apply to this section. In this section:

- (1) COURT OR PLAZA means a pedestrian area covered with a permeable or nonpermeable surface paving material.
- (2) FRONT YARD means the area extending across the lot between the roadway and any facade of the main building facing the roadway and lines parallel to and extending outward from that facade.

(3) FRONT YARD LANDSCAPE AREA means an area in the front yard, as defined in this section, at least 80 percent of which is covered by natural grass, ground cover, or other natural plant materials.

(4) FYLA means front yard landscape area.

(5) INTERNAL STREET means a street that is internal to, i.e. not on the perimeter of, this district.

(6) PARKWAY means the portion of a street right-of-way between the street curb and the front lot line.

(7) SPECIAL AMENITIES ZONE means that area parallel to and between three and six feet from the back of the street curb in Tracts II, III, and IV, and that area parallel to and between three and 25 feet from the back of the street curb in Tract V and Tract VIII.

(b) In general. Properties in Tracts II, III, IV, and VIII, with front yard setbacks of less than 15 feet may comply with these special landscaping regulations as an alternative to strict compliance with Article X of Chapter 51A. Properties in Tract V must comply with the mandatory special landscaping provisions in Subsection (e). This section partially modifies the requirements of Article X for qualifying properties. Those portions of Article X not expressly modified in this section continue to apply to all property in Tracts II, III, IV, V, and VIII. In the event of a conflict between this section and Article X, this section controls.

(c) Minimum point totals required. The minimum number of points needed for landscape plan approval varies depending on the tract the lot is in and the zoning district classification of adjacent properties as follows:

<b>LOT WITH RESIDENTIAL 25 points</b>	<b>LOT WITHOUT RESIDENTIAL ADJACENCY* 15 points</b>
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**\*As defined in Section 51A-10.101 (Definitions). The alternatives from which an applicant may select to achieve the minimum point score needed for approval are referred to in this section as "design standards" and contained in Subsection (d).**

(d) Design standards.

(1) Front yard landscape area.

(A) Five points are awarded when one square foot of front yard landscape area (FYLA) is provided for each linear foot of lot frontage. One additional point may be earned for each additional increment of one square foot of FYLA per linear foot of lot frontage, up to a maximum of three additional points (eight points total). [Example: Seven points would be awarded if three square feet of FYLA was provided for each linear foot of lot frontage.]

(B) FYLA credits may be substituted for actual front yard landscape area. FYLA credits are earned when trees or shrubs are placed in the front yard as follows:

<u>SIZE OF TREE OR SHRUB</u>	<u>FYLA CREDIT</u>
<b>1 tree: minimum 5 in. caliper</b>	<b>100 sq. ft.</b>
<b>          minimum 2.5 in. caliper</b>	<b>50 sq. ft.</b>
<b>          minimum 1 in. caliper</b>	<b>30 sq. ft.</b>
<b>1 shrub: minimum 4-foot height</b>	<b>30 sq. ft.</b>
<b>          minimum 2-foot height</b>	<b>15 sq. ft.</b>

(2) Pavement enhancement. Five points are awarded when at least 50 percent of all outdoor pedestrian and vehicular pavement area in the front yard consists of enhanced pavement. An additional one-half point may be earned for each additional increment of enhanced pavement constituting 10 percent of the total pedestrian and vehicular pavement area in the front yard.

(3) Pedestrian facilities.

(A) Courts or plazas. Three points are awarded when at least three square feet of courts or plazas are provided for each linear foot of lot frontage. One additional point is earned for each additional increment of one-half square foot of courts or plazas per linear foot of lot frontage, up to a maximum of two additional points (five points total).

(B) Covered walkways. Three points are awarded when walkways in the front yard are covered by awnings or canopies in accordance with this subparagraph. Coverage must be at least five feet in depth, and the total length of walkways covered must be equal to or greater than 25 percent of the length of the lot frontage. One additional point is awarded for each additional increment of walkway length covered that is equal to 25 percent of the lot frontage, up to a maximum of three additional points (six points total).

(C) Fountains, ponds, and sculpture. Three points are awarded when at least one-half square foot of front yard area for each linear foot of lot frontage is devoted to fountains, ponds, or sculpture. One additional point is earned for each additional increment of one-half square foot per linear foot of lot frontage, up to a maximum of two additional points (five points total).

(D) Seating area. Three points are awarded when at least 0.25 linear feet of seating is provided for each linear foot of lot frontage. One additional point is earned for each additional increment of 0.25 linear feet of seating per linear foot of lot frontage, up to a maximum of two additional points (five points total).

(e) Mandatory provisions.

(1) The following mandatory provisions must be complied with in addition to achieving the minimum number of points required by Subsection (c).

(2) Sidewalks must be provided and located in the special amenities zone.

(3) Any lot having frontage on an internal street or on Douglas Avenue must have:

(A) a minimum average sidewalk width of seven feet; and

(B) a minimum unobstructed sidewalk width of five feet.

(4) Any lot in Tract III having frontage on an internal street or on Douglas Avenue must have:

(A) a minimum average sidewalk width of ten feet; and

(B) a minimum unobstructed sidewalk width of seven feet. (4.1)

Tract VIII.

(A) The sidewalk must have a minimum unobstructed sidewalk width of 10 feet at all times.

(B) Sidewalks across driveways:

- (i) may not have a slope greater than the adjoining sidewalks; and
- (ii) must be constructed with a material, pattern, or color that contrasts with the driveway.

(5) Street trees must be provided and located in the special amenities zone. The street trees must have a caliper of at least two and one-half inches and, except in Tracts V and VIII, must be spaced no less than 25 feet apart, measured from trunk to trunk. The street trees in Tract V must be spaced no less than 15 feet apart and no more than 35 feet apart, measured from trunk to trunk, excluding driveways and required visibility triangles. The street trees in Tract VIII must be spaced no less than 15 feet apart and no more than 35 feet apart on Westchester Drive and no more than 65 feet apart on Luther Lane, measured from trunk to trunk, excluding driveways and required visibility triangles. In Tract V and Tract VIII, street trees planted in the right-of-way may be counted towards the site tree requirements.

(6) Except as provided in this paragraph, off-street loading and service areas must be screened from adjacent properties by a minimum six-foot-high screening wall or fence. No screening is required in Tract VIII for loading spaces adjacent to an alley.

(7) Surface off-street parking must be screened from all adjacent public streets and residential properties by a wall or evergreen hedge. In Tract V, drive lanes and structured parking adjacent to Douglas Avenue must also be screened by a wall or evergreen hedge. Screening from adjacent public streets must be at least three feet in height, while screening from adjacent residential properties must be at least six feet in height.

(8) Pedestrian scale lighting must be provided and located in the special amenities zone. The light standards must be no greater than 14 feet in height and be spaced no more than 50 feet apart. The intensity of light on the pedestrian surface must be at least 1.5 footcandles.

(9) Any lot in Tract V having frontage on Douglas Avenue must provide a minimum of 18 linear feet of seating area and a minimum of 200 square feet of courts or plazas in the front yard facing Douglas Avenue.

(f) Private license granted. The city council hereby grants a private license to the owners of all property in this district for the exclusive purpose of authorizing compliance with the landscaping requirements of this article. A property owner is not required to pay an initial or annual fee for this license, although a fee may be charged for issuance of a parkway landscape permit in accordance with Subsection (g) of this section. This private license shall not terminate at the end of any specific time period, however, the city council retains the right to terminate this license whenever in its judgment the purpose or use of this license is inconsistent with the public use of the right-of-way or whenever the purpose or use of this license is likely to become a nuisance.

(g) Parkway landscape permit.

(1) It is the responsibility of the property owner to apply for and obtain a parkway landscape permit before locating trees, landscaping, or pavement in the parkway. An application for a parkway landscape permit, if required, must be made to the director of public works and transportation before an application for a building permit is made for work on the lot. The application must be in writing on a form approved by the director and be accompanied by plans or drawings showing the area of the parkway affected and the construction and planting proposed.

(2) Upon receipt of the application and any required fees, the director shall circulate it to all affected city departments and utilities for review and comment. If, after receiving comments from affected city departments and utilities, the director determines that the construction and planting proposed will not be inconsistent with and will not unreasonably impair the public use of the right-of-way, he shall issue a parkway landscape permit to the property owner; otherwise, he shall deny the permit.

(3) A property owner is not required to comply with any mandatory landscaping requirement of this section if compliance is made impossible due to the director's denial of a parkway landscape permit.

(4) A parkway landscape permit issued by the director is subject to immediate revocation upon written notice if at any time the director determines that the use of the parkway authorized by the permits is inconsistent with or unreasonably impairs the public use of the right-of-way. The property owner is not required to comply with any parkway landscaping requirement of this section if compliance is made impossible due to the director's revocation of a parkway landscape permit.

(5) The issuance of a parkway landscape permit under this section does not excuse the property owner, his agents, or employees from liability in the installation or maintenance of trees, landscaping, or pavement in the public right-of-way. (Ord. Nos. 20397; 24914; 28068; 31684)

**SEC. 51P-314.112.1. MIXED-INCOME HOUSING**

[Omitted for brevity]

**SEC. 51P-314.113. COMPLIANCE DATES AND NONCONFORMING RIGHTS.**

(a) The compliance date of October 26, 1989, in Paragraph (5) of Subsection (c) of Section 11 of Ordinance No. 20397 applies only to light sources for the lighting of parking lots and garages [See Paragraphs (3) and (4) of that subsection].

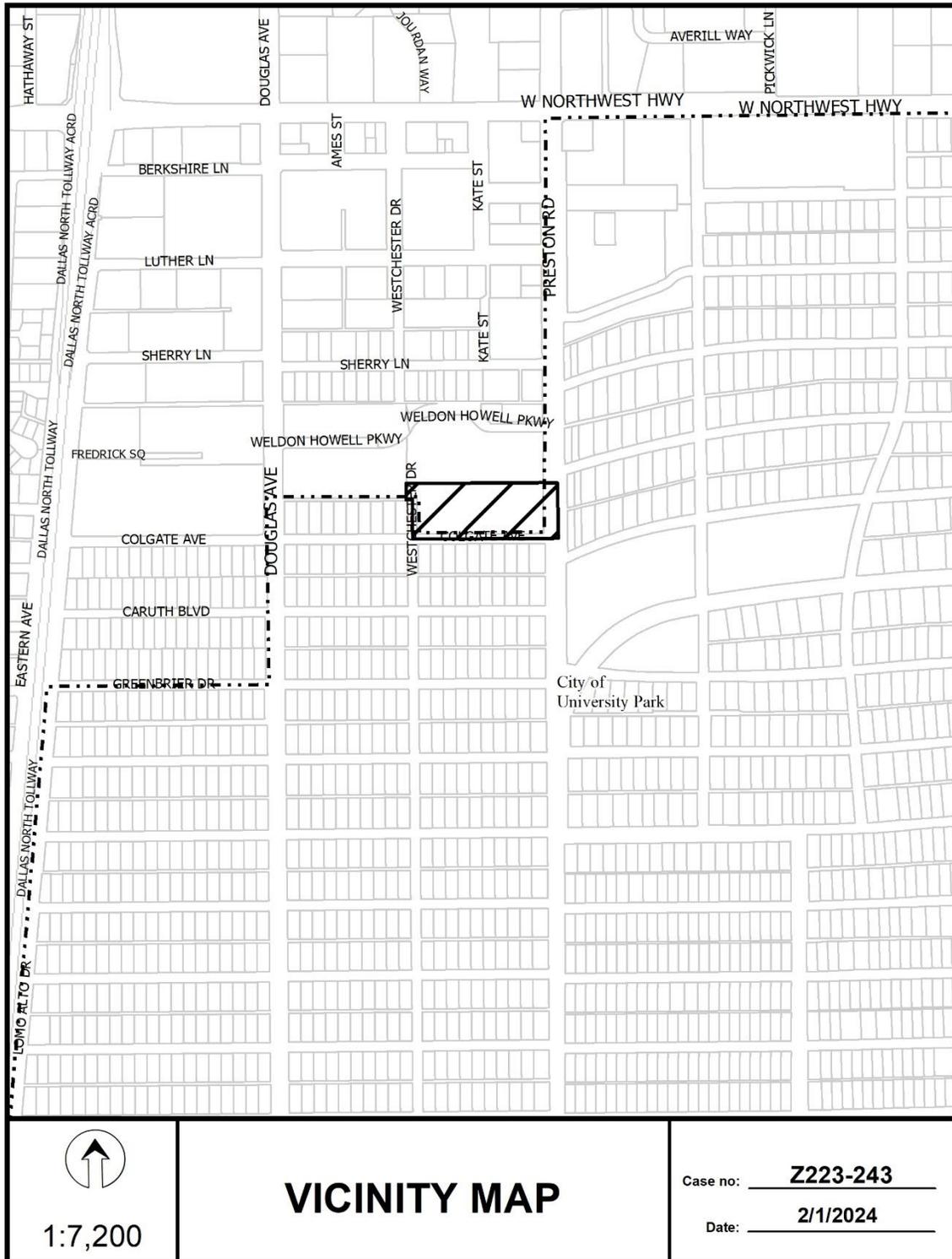
(b) The compliance date of July 28, 1989, in Section 3 of Ordinance No. 20619 is not ex post facto, but reflects, for informational purposes, the original effective date of Paragraph (2) of Subsection (c) of Section 11 of Ordinance No. 20397.

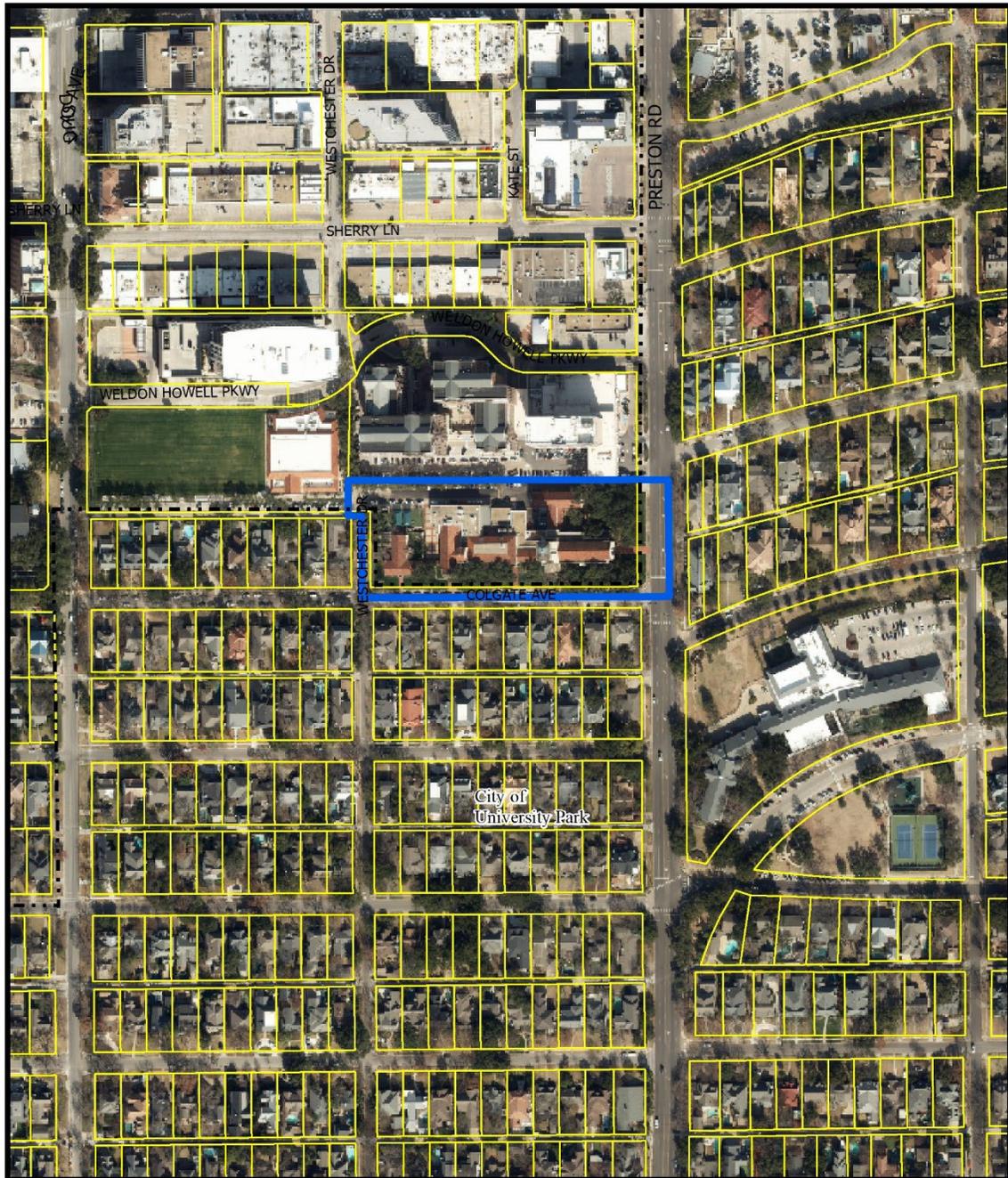
(c) The Dallas City Council did not grant, establish, or provide for nonconforming rights to illumination when it passed Ordinance No. 20397.

(d) For Tract VIII, structures existing on October 28, 2020 are subject to Section 51A-4.704. (Ord. Nos. 20619; 24914; 31684)

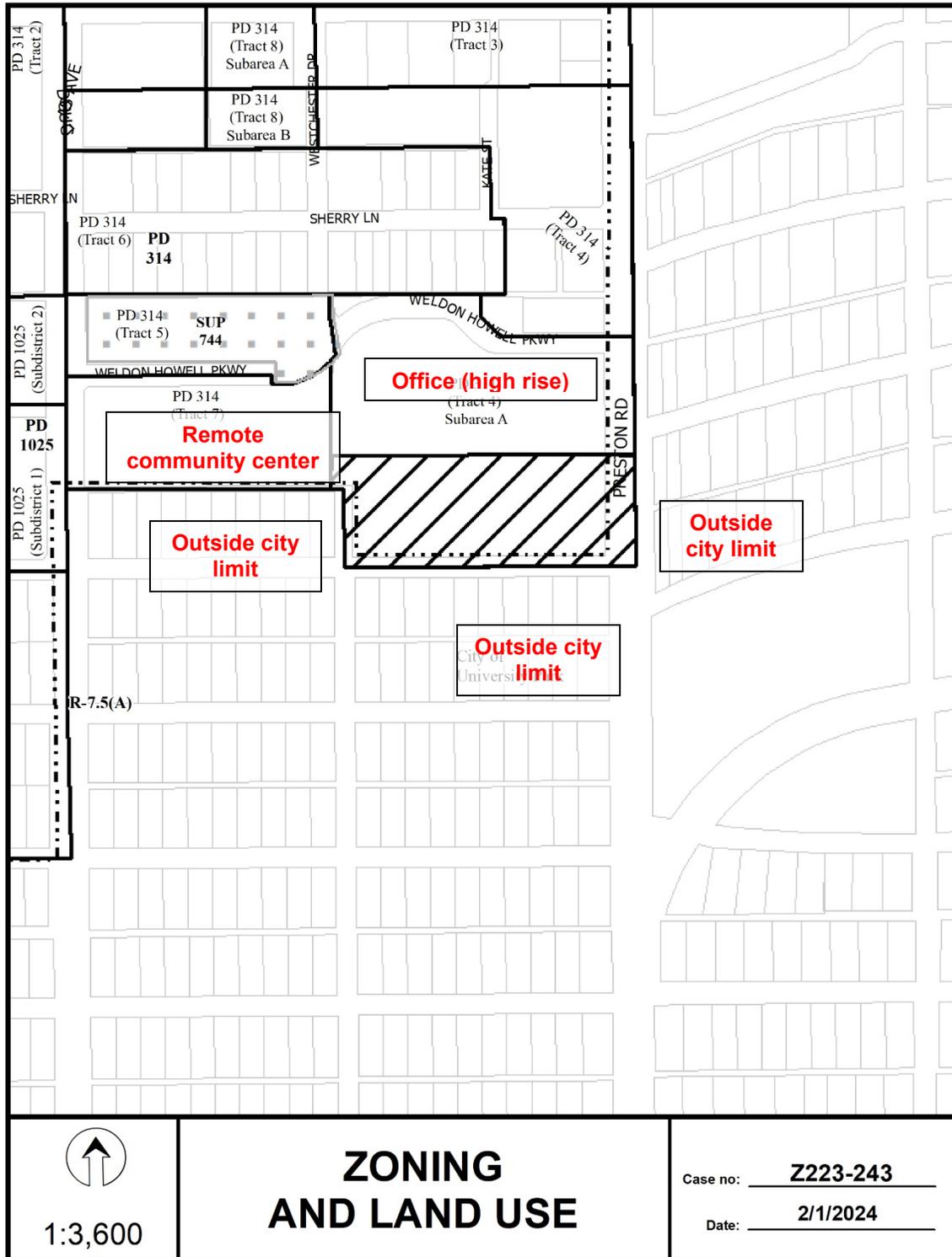
**SEC. 51P-314.114. CERTIFICATE OF OCCUPANCY CONDITIONED ON COMPLIANCE.**

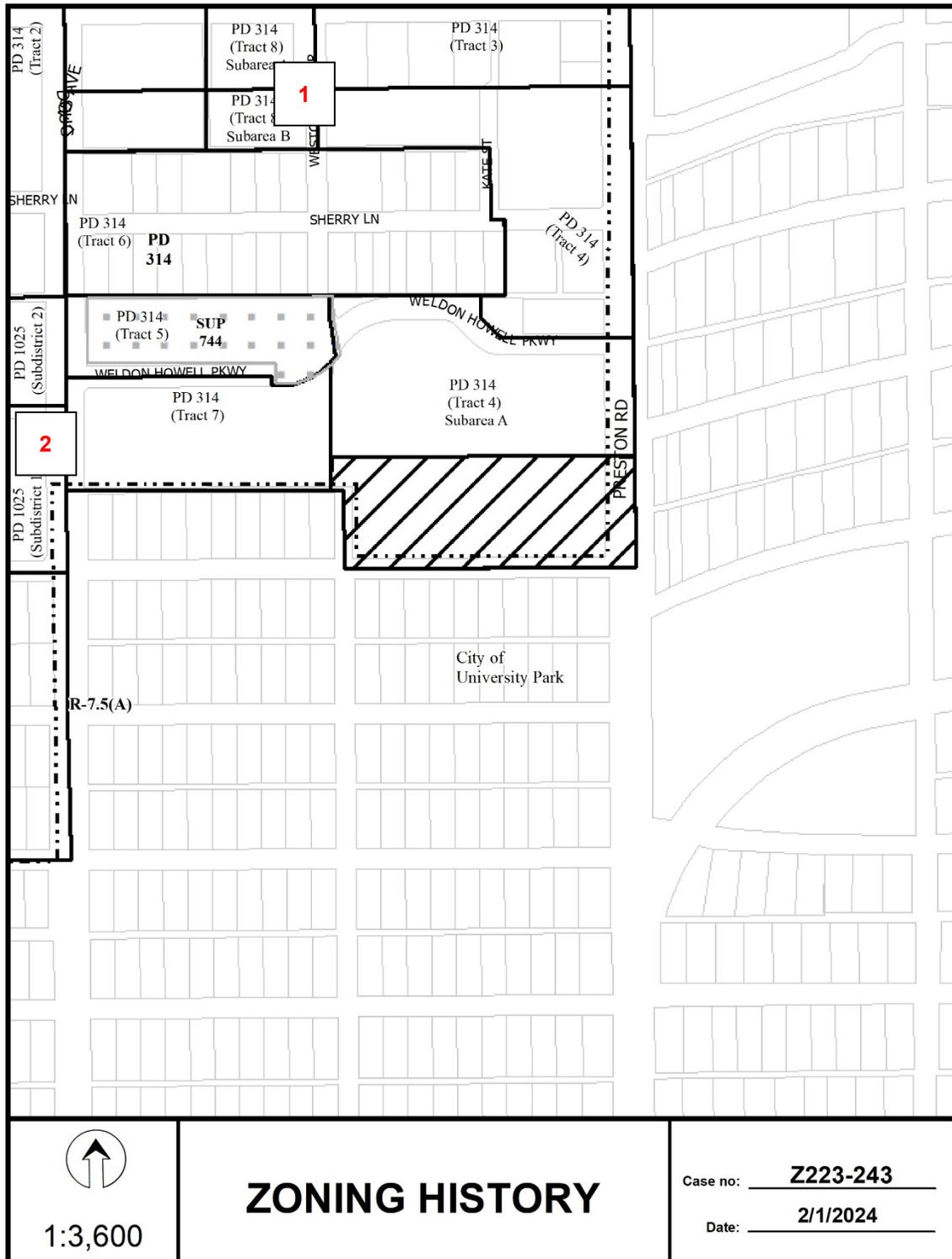
The building official shall not issue a certificate of occupancy for a use on the Property until there has been full compliance with this article and with the construction codes and all other applicable ordinances, rules, and regulations of the city. (Ord. Nos. 20397; 24914; 26102)

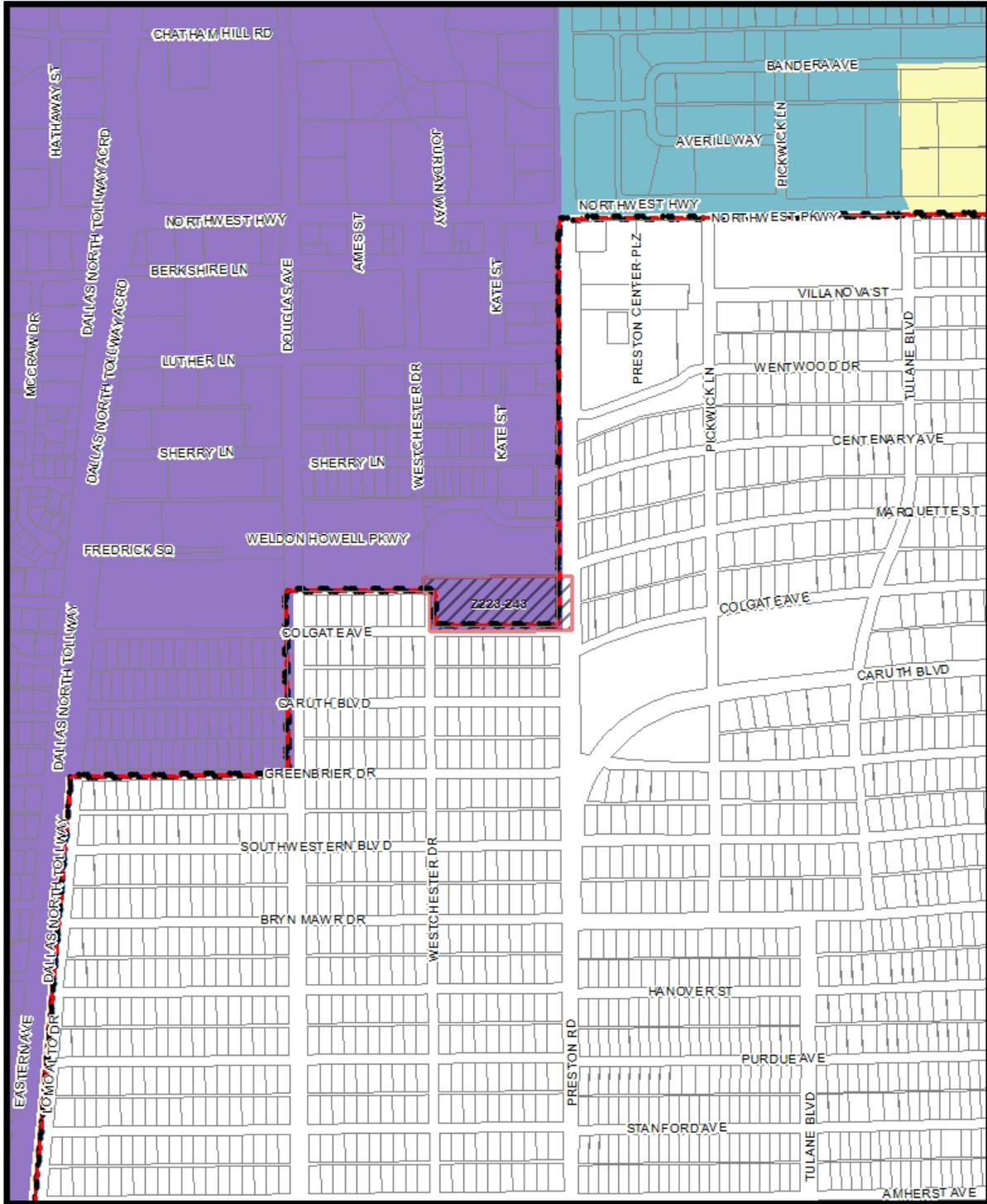




 1:3,600	<h1>AERIAL MAP</h1>	Case no: <u>Z223-243</u> Date: <u>2/1/2024</u>
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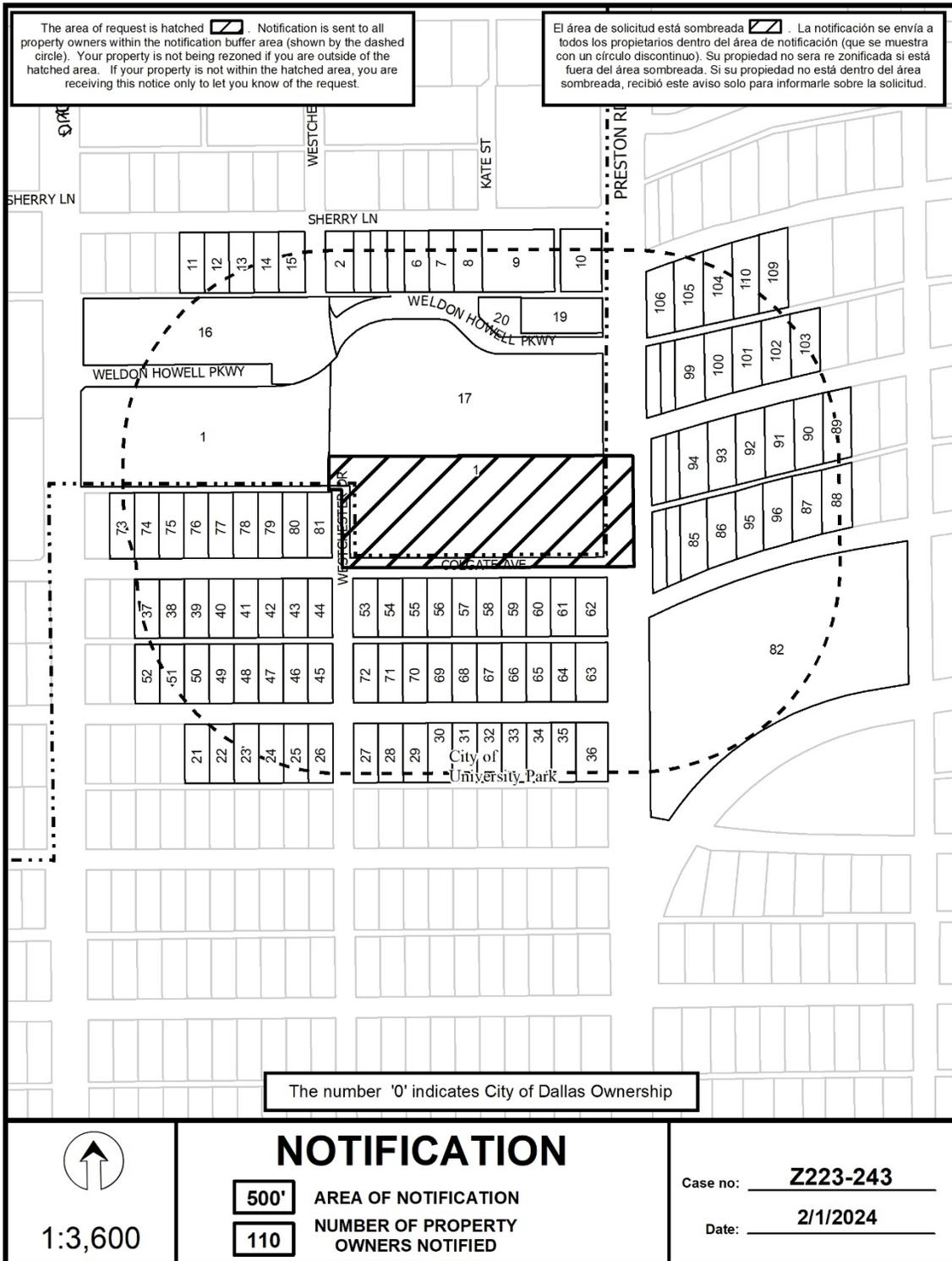






# Market Value Analysis

Printed Date: 2/1/2024



02/01/2024

***Notification List of Property Owners******Z223-243******110 Property Owners Notified***

<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
1	4100 COLGATE AVE	CKCP RC
2	6110 SHERRY LN	HIGHLAND PARK PLASTIC
3	6114 SHERRY LN	Taxpayer at
4	6120 SHERRY LN	LMVA PPTIES LLC
5	6128 SHERRY LN	Taxpayer at
6	6134 SHERRY LN	BECKMANN LAND LLC
7	6140 SHERRY LN	PHILLIPS INTEGRITAS REAL
8	6150 SHERRY LN	BV SHERRY LP
9	6160 SHERRY LN	ROSEBRIAR SHERRY LN LP
10	8127 PRESTON RD	REALTY DOCTOR LLC
11	6036 SHERRY LN	SRK SHERRY LLC
12	6044 SHERRY LN	PRESTON GRAND INC
13	6050 SHERRY LN	J & J AHN LP
14	6060 SHERRY LN	K & B SHERRY TX LTD &
15	6072 SHERRY LN	SHERRY LANE BUILDING LLC
16	8111 WESTCHESTER DR	BV CP PRESTON CENTER LP
17	8111 PRESTON RD	KBSIII PRESTON COMMONS LLC
18	8120 WESTCHESTER DR	KBSIII PRESTO COMMONS LLC
19	8123 PRESTON RD	8123 LP
20	8119 PRESTON RD	RB 8119 PRESTON LLC
21	4221 CARUTH BLVD	BHAKRI DREAMS REVOCABLE TR
22	4217 CARUTH BLVD	ROBERTS SARAH CATHERINE
23	4213 CARUTH BLVD	ADAMS CHARLES A III & KATHERINE V
24	4209 CARUTH BLVD	WIVAGG ELIZABETH
25	4205 CARUTH BLVD	SPENCER LEE
26	4201 CARUTH BLVD	PETERSON DONALD & KERRY

02/01/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	4137 CARUTH BLVD	COLLINS JOSEPH PAUL
28	4133 CARUTH BLVD	REDMAN CYNTHIA MORRIS &
29	4129 CARUTH BLVD	DICKSON MATTHEW & TARA
30	4125 CARUTH BLVD	GALLO MATTHEW J &
31	4121 CARUTH BLVD	DIETSCH BRIAN & JENNIFER
32	4117 CARUTH BLVD	BATY ROBERT G JR &
33	4115 CARUTH BLVD	PHILLIPS GORDON & ALEXANDRA
34	4109 CARUTH BLVD	HOLMES HARRISON DUANE &
35	4105 CARUTH BLVD	LACOUR THOMAS A &
36	4101 CARUTH BLVD	MILLER ANNA LYNN
37	4229 COLGATE AVE	MONTEJAS PARTNERS LLC
38	4225 COLGATE AVE	BLAKE BRIAN K & MARNEY L
39	4221 COLGATE AVE	OBRIEN SEAN C &
40	4217 COLGATE AVE	COUTU BRANDON & TAYLOR
41	4213 COLGATE AVE	WALZ MELANIE CALAHAN
42	4209 COLGATE AVE	SMITH HARRY & ADINA
43	4205 COLGATE AVE	HADDOCK DAVID & ALICIA
44	4201 COLGATE AVE	ELLIS DAVID WILLIAM &
45	4200 CARUTH BLVD	BLOUNT ROBERT & MANDY
46	4204 CARUTH BLVD	DAVIS PHILIP
47	4208 CARUTH BLVD	WHITE KATHLEEN BURNS
48	4212 CARUTH BLVD	OCONNOR ROBERT M & MARCY A
49	4216 CARUTH BLVD	DMT LIVING TRUST
50	4220 CARUTH BLVD	REGENBAUM DONNA
51	4224 CARUTH BLVD	WHITAKER SCOTT A &
52	4228 CARUTH BLVD	CHING PAUL D & BARBARA A
53	4137 COLGATE AVE	CONCES PHYLLIS JONES
54	4133 COLGATE AVE	ESQUIVEL JENNIFER &
55	4129 COLGATE AVE	COMANCHE PASS
56	4125 COLGATE AVE	VELASQUEZ ESTEBAN III
57	4121 COLGATE AVE	VELASQUEZ LILY

02/01/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	4117 COLGATE AVE	BOWLES LLOYD S III & TAYLOR L
59	4113 COLGATE AVE	MCINNIS ROGER & CATHERINE
60	4109 COLGATE AVE	GURLEY SARAH & RICHARD BRIAN
61	4105 COLGATE AVE	ROTHSCHILD JOY LESSER & HENRY
62	4101 COLGATE AVE	ADAM GILBERT & JOY
63	4100 CARUTH BLVD	CATHCART DAVID M &
64	4104 CARUTH BLVD	SPIKES CHRISTOPHER &
65	4108 CARUTH BLVD	CRAWFORD WILLIAM & COURTNEY
66	4112 CARUTH BLVD	TOVELL WILLIAM WHIDDEN JR &
67	4116 CARUTH BLVD	BACHHUBER CRAIG & ELIZA
68	4120 CARUTH BLVD	LAMOREAUX ROBERT
69	4124 CARUTH BLVD	DAVIS JACOB B & LAURA M
70	4128 CARUTH BLVD	MULFORD ROSS C JR & VICTORIA
71	4132 CARUTH BLVD	WEBB DAVID J & CAROL P
72	4136 CARUTH BLVD	SAMENI SAMAN F
73	4232 COLGATE AVE	MARTIN SUZANNE
74	4228 COLGATE AVE	PALMER BENJAMIN S & LAUREN B
75	4224 COLGATE AVE	POTTER JAKE WINSTON
76	4220 COLGATE AVE	NAIR MURALI & ANJALI REVOCABLE
77	4216 COLGATE AVE	DONAHOE JAMES S & DANA B
78	4212 COLGATE AVE	SHERER SCOTT D & BLAIRE B
79	4208 COLGATE AVE	DONAHOE JAMES S & DANA B
80	4204 COLGATE AVE	ELLIOTT FAMILY REVOCABLE TRUST
81	4200 COLGATE AVE	PATTERSON LUCAS C & LEA P
82	4024 CARUTH BLVD	UNIVERSITY PARK UNITED METHODIST CHURCH
83	4032 COLGATE AVE	STAVINOHA BRADLEY JAMES
84	4032 COLGATE AVE	LEDENEV VASILY A &
85	4028 COLGATE AVE	PROVAST STEVEN D &
86	4024 COLGATE AVE	PROVOST STEVEN D &
87	4012 COLGATE AVE	BLACK ROBERT W
88	4008 COLGATE AVE	PATTERSON GREGORY LAYNE & ET AL

02/01/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	4009 MARQUETTE ST	CAFFEY MICHAEL S & ANNE E
90	4013 MARQUETTE ST	KAIRIS MATTHEW & SUSAN
91	4017 MARQUETTE ST	PATTON GWEN EDEN
92	4021 MARQUETTE ST	SCOTT DANIEL J & SARAH R
93	4025 MARQUETTE ST	SLAUGHTER RANDY & ANNE LIVING
94	4029 MARQUETTE ST	4029 MARQUETTE LLC
95	4020 COLGATE AVE	MALONE CALEB J & BETHANY ANN
96	4016 COLGATE AVE	BELLOMY RYAN REX
97	4035 MARQUETTE ST	4035 MARQUETTE LLC
98	4033 MARQUETTE ST	4033 MARQUETTE LLC
99	4028 MARQUETTE ST	PEDIGO BRET L & KATIE B
100	4024 MARQUETTE ST	MENTESANA JONATHAN E &
101	4020 MARQUETTE ST	LISTON JACK D III &
102	4016 MARQUETTE ST	TAYLOR THOMAS A &
103	4012 MARQUETTE ST	MILLER SCOTT L & JULIE M
104	4025 CENTENARY AVE	THOTA PRAVEEN & ARCHANA
105	4029 CENTENARY DR	WONGLEE WINNIE & ANDY LEE
106	4033 CENTENARY DR	SHELTON MICHELLE ANN
107	4034 MARQUETTE ST	BATEMAN JEAN J
108	4032 MARQUETTE ST	TIGER LILLY TRUST NO 1
109	4017 CENTENARY AVE	ZIELENSKI JEFF &
110	4021 CENTENARY AVE	ORAND CHARLES E & BETTY KELLY