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<b>FILE NUMBER:</b>	Z190-263(CT)	<b>DATE FILED:</b>	May 15, 2020
<b>LOCATION:</b>	South corner of Martin Luther King Jr. Boulevard and Meadow Street		
<b>COUNCIL DISTRICT:</b>	7	<b>MAPSCO:</b>	46 T
<b>SIZE OF REQUEST:</b>	±7.245 acres	<b>CENSUS TRACT:</b>	203.00

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**REPRESENTATIVE:** Rob Baldwin, Baldwin Associates

**APPLICANT/OWNER:** Dallas Independent School District

**REQUEST:** An application for a Planned Development District for R-5(A) Single Family District uses and a public school other than an open-enrollment charter school on property zoned an R-5(A) Single Family Subdistrict within Planned Development District No. 595, the South Dallas/Fair Park Special Purpose District, with an H/62 Historic Overlay for James Madison High School.

**SUMMARY:** The purpose of the request is to allow an expansion to the existing public school to include a competition gym and storm shelter and the addition of a traffic management plan. [James Madison High School]

**CPC RECOMMENDATION:** Approval, subject to a development plan, traffic management plan, and conditions with the retention of H/62 Historic Overlay.

**STAFF RECOMMENDATION:** Approval, subject to a development plan, traffic management plan, and conditions with the retention of H/62 Historic Overlay.

## **BACKGROUND INFORMATION:**

- The request site is developed with a high school use and contains approximately 182,550 square feet.
- The applicant is proposing a 31,645-square-foot building addition to the existing school, for a total floor area of 208,305 square feet. The addition will accommodate a competition gymnasium/storm shelter. The amendment also includes a Traffic Management Plan for the school.
- Recent state regulations requiring schools to provide storm shelters is the basis for this request.

**Zoning History:** There have been no recent zoning change requests in the vicinity within the last five years.

## **Thoroughfares/Streets:**

Thoroughfare/Street	Type	Existing ROW
Martin Luther King Jr. Boulevard	Principal Arterial	100 ft.
Meadow Street	Local	50 ft.
Pennsylvania Avenue	Local	60 t.
Meyers Street	Local	60 ft.

## **Traffic:**

The applicant submitted a Traffic Management Plan with this request that includes recommended actions and strategies to manage vehicular traffic and parking, pedestrian activity and travel by all other modes during peak demand conditions for the high school use. The Engineering Division of the Sustainable Development and Construction Department reviewed the request and determined that the proposed request will not have a negative impact on the surrounding street system.

The TMP diagrams three scenarios should enrollment fluctuate. The first displays traffic flow at the most recent enrollment count of 514 and potential increase enrollment numbers of 760 students and 910 students respectively. With the site being an historical site and the difficulty of providing off-street parking, allowing the use of on-street parking will help to aid parking for the site.

## **COMPREHENSIVE PLAN:**

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

The proposed zoning request meets the following goals and objectives 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. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

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

**URBAN DESIGN ELEMENT**

**GOAL 5.3 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 No. 595 (R-5(A)), H/62	High School
<b>North</b>	PD No. 595 (CC)	Retail/Personal Service
<b>South</b>	PD No. 595 (R-5(A))	Single Family
<b>East</b>	PD No. 595 (R-5(A))	Single Family Church
<b>West</b>	PD No. 320 PD No. 595 (CC)	Community Center Retail/Personal Service

**Land Use Compatibility**

The request site is the location of a public-school use and developed with four-story structure with a total floor area of 182,550-square-feet. The applicant's request is to create a Planned Development District for R-5(A) Single Family Subdistrict Uses and a public school use other than an open-enrollment charter school. The development plan and conditions will facilitate the following: 1) a 31,645-square-foot building addition to accommodate a competition gymnasium/storm shelter and 2) the addition of a traffic management plan. Recent state regulations requiring schools to provide storm shelters is the basis for this request. Surrounding land uses consist of single family to the south and east of the subject site. West of the site is a community center and north are retail and personal service uses.

The applicant is seeking five-yard front setback with game courts, fencing, and parking permitted in the required setback as depicted on the development plan and no side and rear setbacks for the public school other than open-enrolment charter. The setbacks proposed allow for the site to remain in its current state. The proposed regulations for the planned development district allow for a public school other than an open-enrollment charter school use and include other allowable uses within the R-5(A) District. This protects the neighborhood by in the event of a possible replat or change of use in the property. There are no new classrooms being added as a part of the addition. A Certificate of Appropriateness for the addition has been approved.

Staff supports the amendment because the school has operated within the community at this location for many years and the proposed addition will facilitate compliance with state laws. Staff considers the request to be compatible with the surrounding single-family neighborhood because compliance with the proposed PD conditions, a development plan, and a Traffic Management Plan requiring periodic updates will ensure the operation runs optimally in the future.

### **Parking:**

The requirement for off-street parking for the school is derived from three criteria: 1) the number of classrooms, 2) the type of institution that serves the students (e.g., elementary, middle or high school), and 3) the parking requirement established by the PD. The requirements for off-street parking requires nine and one-half spaces for each high school classroom. At this ratio, the school is required to provide 523 off-street spaces for the existing 55 classrooms. Currently, the site has 101 on-site parking spaces. Staff supports the reduction based on information provided within the Traffic Management Plan. The Traffic Management Plan states that 70% of the student population walk or are bussed to and from the school.

### **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 to orange, representing the weakest markets. While the area of request is not categorized as being within an MVA cluster, surrounding properties to the west, east, and south is located within an "H" Category and "I" Category to the south east.

**Landscaping**

During the City Plan Commission, staff supported the landscape plan provided by the applicant. Landmark Commission approved the site as depicted in the landscape plan. Based on that decision, staff has no objection the landscape plan.

<b>LIST OF OFFICERS</b>
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**Dallas Independent School District  
Board of Trustees**

Edwin Flores, District 1  
Dustin Marshall, District 2  
Dan Micciche, District 3  
Karla Garcia, District 4  
Maxie Johnson, District 5  
Joyce Foreman, District 6  
Ben Mackey, District 7  
Miguel Solis, District 8  
Justin Henry, District 9

**CPC ACTION**  
**AUGUST 20, 2020**

**Motion:** It was moved to recommend **approval** of Planned Development District for R-5(A) Single Family District uses and a public school other than an open-enrollment charter school, subject to a development plan, traffic management plan, and staff recommend conditions (as briefed) on property zoned an R-5(A) Single Family Subdistrict within Planned Development District No. 595, the South Dallas/Fair Park Special Purpose District, with an H/62 Historic Overlay for James Madison High School, on the south corner of Martin Luther King Jr. Boulevard and Meadow Street.

Maker: Jackson  
Second: Murphy  
Result: Carried: 14 to 0

For: 14 - MacGregor, Hampton, Stinson, Johnson,  
Shidid, Carpenter, Jackson, Blair, Jung,  
Schultz, Schwope, Murphy, Garcia, Rubin

Against: 0  
Absent: 0  
Vacancy: 1 - District 10

**Notices:** Area: 500 Mailed: 135  
**Replies:** For: 0 Against: 0

**Speakers:** For: None  
For (Did not speak): Rob Baldwin, 3904 Elm St., Dallas, TX, 75226  
Christy Lambeth, 8637 County Road 148, Kaufman, TX, 75142  
Against: None  
Staff: Philip Erwin, Chief Arborist, Building Inspection

**PROPOSED PD CONDITIONS**

**“ARTICLE \_\_\_\_.**

**PD \_\_\_\_.**

**SEC. 51P- \_\_\_\_.101. LEGISLATIVE HISTORY.**

PD \_\_\_\_ was established by Ordinance No.\_\_\_\_, passed by the Dallas City Council on \_\_\_\_.

**SEC. 51P- \_\_\_\_.102. PROPERTY LOCATION AND SIZE.**

PD \_\_\_\_ is established on property located at the south corner of Martin Luther King, Junior Boulevard and Meadow Street. The size of PD \_\_\_\_ is approximately 7.245 acres.

**SEC. 51P- \_\_\_\_.103. DEFINITIONS AND INTERPRETATIONS.**

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a residential zoning district.

**SEC. 51P- \_\_\_\_.104. EXHIBITS.**

The following exhibits are incorporated into this article:

- (1) Exhibit \_\_\_\_A: development plan.
- (2) Exhibit \_\_\_\_B: landscape plan.
- (3) Exhibit \_\_\_\_C: traffic management plan

**SEC. 51P- \_\_\_\_.105. DEVELOPMENT PLAN.**



Development and use of the Property must comply with the development plan (Exhibit \_\_\_\_A). If there is a conflict between the text of this article and the development plan, the text of this article controls.

**SEC. 51P- \_\_\_\_\_.106.           MAIN USES PERMITTED.**

(a) Except as provided, the only main uses permitted are those main uses permitted in the R-5(A) Single Family District, subject to the same conditions applicable in the R-5(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R-5(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the R-5(A) Single Family District is subject to DIR in this district; etc.

(b) The following use is also permitted:

-- Public school other than an open enrolment charter school.

**SEC. 51P- \_\_\_\_\_.107.           ACCESSORY USES.**

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

**SEC. 51P- \_\_\_\_\_.108.           YARD, LOT, AND SPACE REGULATIONS.**

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the R-5(A) Single Family District apply.

(b) For a public school other than an open enrolment charter school.

(1) Front yard. Minimum front yard is five feet. Game courts, fencing, and parking are permitted in the required front yard as shown on the development plan.

(2) Side and rear yard. No side or rear yard is required.

(3) Height. Maximum structure height is 85 feet.

**SEC. 51P- \_\_\_\_\_.109. OFF-STREET PARKING AND LOADING.**

(a) In general. Except as provided, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) For a public school other than an open enrolment charter school.

(1) Minimum number of parking spaces to be provided on-site is 101. For up to 55 classrooms, maximum parking required, including on-street parking spaces, is 160.

(2) Except as provided in this paragraph, on-street parking spaces abutting the Property may be counted toward the off-street parking requirement. An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of a parking space ( $8 \div 24 = \text{one-third}$ ). The total of the limited availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.

*CPC Recommendation*

~~(3) The Traffic Management Plan update must include a parking demand study if the most recent number of classrooms exceeds 32. On-street parking credit may be used to satisfy additional parking demand.~~

*Applicant's Request*

(3) The Traffic Management Plan update must include a parking demand study if the most recent number of classrooms exceeds 32. On-street parking credit may be used to satisfy additional parking demand.

(3) If the most recent number of classrooms exceeds 55 and the parking demand study finds additional parking spaces are necessary, additional off-street parking of 6 spaces per classroom exceeding 55 must be provided in accordance with 51A-4.320 Special Parking or provide a parking management plan to mitigate the parking issues.

**SEC. 51P- \_\_\_\_\_.110. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**SEC. 51P- \_\_\_\_\_.111. LANDSCAPING.**

(a) Landscaping must be provided as shown on the landscape plan (Exhibit \_\_\_\_\_.B). If there is a conflict between the text of this article and the landscape plan, the text of this article controls.

- (b) Plant materials must be maintained in a healthy, growing condition.

**SEC. 51P-\_\_\_\_.112. TRAFFIC MANAGEMENT PLAN.**

(a) In general. Operation of a public school other than an open-enrollment charter school must comply with the traffic management plan (Exhibit \_\_\_\_C).

- (b) Traffic study.

(1) 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, 2022**. 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**.

(2) 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.

(3) 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.

- (c) Amendment process.

(1) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3).

(2) 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- \_\_\_\_ .113. SIGNS.**

Signs must comply with the provisions for business zoning districts in Article VII.

**SEC. 51P- \_\_\_\_ .114. ADDITIONAL PROVISIONS.**

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


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

**SEC. 51P- \_\_\_\_ .115. COMPLIANCE WITH CONDITIONS.**

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

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.

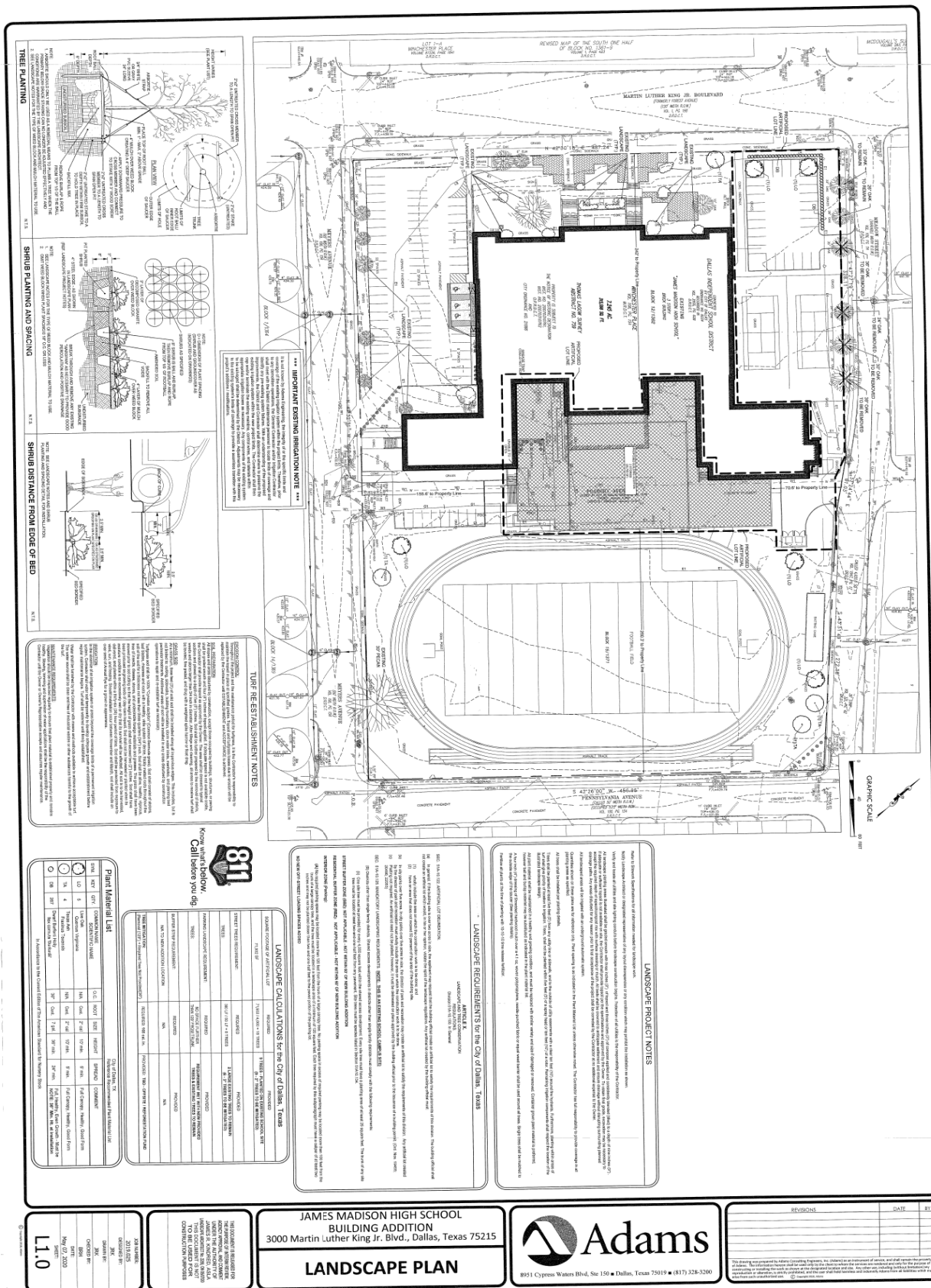
[illegible]

	
<b>DALLAS ISD</b> <b>BOND</b> <b>PROGRAM</b>	
<b>ORF. NO. 092</b>	
THE AMERICAN HIGH SCHOOL 5000 LAUREL IN THE PARK, # 100 DALLAS, TEXAS 75246 TEL: 972-361-7000 FAX: 972-361-7005	
<b>OVERALL</b> <b>SITE PLAN</b>	
SHEET NO. 140001	TOTAL SHEETS 140001 - 140005
DATE: 08/11/2014	DATE: 08/11/2014
DRAWN BY: J. HARRIS CHECKED BY: J. HARRIS DESIGNED BY: J. HARRIS PROJECT NO. 140001	

DEPARTMENT  
PLAN

140001

## PROPOSED LANDSCAPE PLAN



## PROPOSED TRAFFIC MANAGEMENT PLAN



### Traffic Management Plan James Madison High School

May 14, 2020

#### Introduction

The services of Lambeth Engineering Associates, PLLC (herein Lambeth Engineering) were retained to conduct a traffic management plan (TMP) for James Madison High School (Madison). The purpose of this TMP is to ensure safe vehicular and pedestrian circulation during peak morning drop-off and afternoon pick-up periods. Below is general information about James Madison High School.

#### School:

- Location: 3000 Martin Luther King Jr. Boulevard (MLK), Dallas
- School District: Dallas Independent School District
- School Times: 9:00 AM – 4:20 PM

#### Zoning:

- Existing Zoning: PD 595 (South Dallas/Fair Park Special Purpose District)
- Proposed Zoning: New PD
- Project: The proposed project is adding a competition gym that will also be a storm shelter. No new homerooms will be added, and enrollment will not increase as a result of this project. The school is not currently at capacity; therefore, while the school attendance may increase, the additional students can be accommodated within the existing school facilities.

#### Students:

- Existing Student Enrollment: 514 students in 9<sup>th</sup> – 12<sup>th</sup> grades
- Student Capacity: 910 students (within existing classroom space)
- Travel Modes: Bus: ~35%      Students Drive: ~5%      Parents: ~15%  
Walk: ~35%      Stay for After School Activities: ~10%

#### School Access:

- Surrounding Roadways:
  - Martin Luther King Jr. Boulevard: Four-lane, divided with shared bike lanes.
  - Meyers Street: Two-lane, undivided roadway. During observations, vehicles were spaced out and parked on both sides of the road; traffic was able to proceed in both directions.
  - Meadow Street: Two-lane, undivided roadway. During observations, vehicles were parked on both sides of the road and traffic was able to proceed in both directions.
  - Pennsylvania Avenue: Two-lane, undivided roadway. Wide enough to accommodate parking adjacent to the site.



- Sidewalks are provided on all streets adjacent to the school.
- There are four DART bus stops around the school, and the MLK Jr. light rail station off of MLK Boulevard is about 500 feet north of the school.

## Traffic Management Plan

### Queue

Traffic observations were conducted on the following dates and times. Lambeth Engineering met with Ms. Willard, Principal, and Licensed Peace Officer Davis during the process of developing the TMP.

- Thursday, September 5, 2019 – PM Dismissal
- Monday, September 10, 2019 – AM Arrival and PM Dismissal
- Thursday, September 12, 2019 – PM Dismissal

The peak queue of parent vehicles picking up students was observed to be 39. Most of the traffic clears the campus in about ten (10) minutes once school is dismissed. The current traffic pattern is summarized in the **Appendix**.

As expected, the peak period of parent vehicles accumulating at the school occurred during the afternoon dismissal period.

### Recommendations

The TMP recommendations are described below and shown in **Exhibit 1** for current enrollment; **Exhibit 2** depicts TMP recommendations with student enrollment up to about 760 students; **Exhibit 3** depicts the TMP when enrollment at full buildout.

After student enrollment reaches 760 students, additional parking spaces may need to be provided so that additional parents may park on surrounding streets when picking up students. At student buildout of 910 students, approximately 32 additional spaces will be provided, or parents may park on surrounding streets. It is important to note that the current student enrollment is 514 students and there are no plans for student growth.

### **Students**

1. There is a high number of students crossing midblock on MLK Boulevard.
  - a. An enhanced midblock is being evaluated to assist the high number of students crossing MLK Boulevard midblock. A midblock crosswalk and rectangular rapid-flashing beacons (RRFB) should be considered at this location due to the high crossings.
  - b. Without a midblock crosswalk, students should be reminded to cross at the crosswalks and not cross midblock without assistance of licensed peace officer on MLK Boulevard.

### **Parents**

2. Parents pick up students in the following locations.
  - a. On-site: In the staff parking lot.





- b. On-street: On both sides of Meyers Street and adjacent to the school on Meadow Street and on Pennsylvania Avenue. Parents also currently pick up on MLK Boulevard, adjacent to the school, when buses are not present.
  - i. During observations, the unmanaged on-street queue/parking flowed well and did not block traffic flow. Two-way traffic flowed well even with parking on both sides of Meyers Street and Meadow Street.
  - ii. It is important to continue to queue on the outside of the roadway only and not park next to a vehicle already parked, thereby creating congestion for through vehicles.
  - iii. Barrier-free ramps are provided at the Meyers Street/MLK Boulevard intersection. Sidewalks are in good condition on both sides of Meyers Street. Students can safely walk from the school to the parking on-street spaces on Meyers across from the school.
- c. Parents should not block the DART bus stops.

#### ***Buses***

- 3. Buses should continue picking up students on MLK Boulevard. As shown on the TMP exhibits, they should pull forward to the area past the school's main entrance to allow more buses to queue instead of stopping at the entrance point.
- 4. Buses should not block visibility for motorist leaving the staff parking lot. If so, the licensed peace officer should direct buses to pull forward.
- 5. In the morning, buses may drop students off on Meyers Street, adjacent to the school.

#### ***Staff***

- 6. Staff should continue monitoring students until they are dismissed in front of the building.
- 7. When student capacity reaches the point that parents need to queue in the rear parking lot, a staff member should monitor the rear lot as well.

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

- 8. A licensed peace officer should continue to be stationed in front of the school during both dismissal and arrival operations.
- 9. The officer should remind students to use the cross walks or assist them crossing MLK midblock since there is no midblock crosswalk and RRFB.
- 10. The licensed peace officer should remind parents not to park/queue near driveway and street intersections so that visibility is not blocked.

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

- 11. Parking should be prohibited on MLK Boulevard between Meyers Street and the school's parking lot exit. When vehicles are parked on MLK Boulevard, drivers exiting the parking lot have difficulty safely navigating onto MLK. The City should install No Parking signs.
- 12. Parents should not park/queue near driveway and street intersections so that visibility is not blocked (do not park in the visibility triangle).

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

- 13. There is currently a school zone on MLK Boulevard and Pennsylvania Avenue.



14. Many students cross Meyers Street to go to their parents' vehicles waiting on the south side of Meyers Street (adjacent to the library). A school zone is not currently provided on Meyers Street. The traffic on Meyers is very light and primarily school related. The City may want to evaluate the installation of a school zone on Meyers Street adjacent to the school.

#### ***Off-Site Improvements***

15. As recommended in the separate traffic assessment memo, crosswalks should be added/restriped at the following intersections: MLK Boulevard/Meadow Street, Pennsylvania Avenue/Meadow Street, and Pennsylvania/Meyers Street.
16. School crossing advisory signs should be added around the site.
17. Pedestrian countdown signal should be installed at the MLK Boulevard/Meadow Street signal.
18. The trees should be trimmed in front of the school zone flashing light located on the eastbound side of MLK Boulevard, west of Jeffries Street.
19. As described under the previous Students section, the City should evaluate a midblock crosswalk on MLK Boulevard due to the high number of students crossing before and after school.

#### ***On-Site Improvements***

20. The entrance to the parking lot on Meyers Street has two signs. The sign on the left of the entrance reads "Teacher Parking Only" and the sign on the right of the entrance reads "Teachers & Visitors Parking." Since visitors may park in this parking lot, the sign on the left of the entrance should be updated to match the sign on the right.
21. Post a No Exit sign inside of the Meyers Street parking lot entrance to remind motorists not to exit via the entrance.

## **Summary**

The James Madison High School Traffic Management Plan is designed to provide safe vehicular and pedestrian movement to and from school and can accommodate the projected vehicular queues on the streets surrounding the school without blocking through traffic.

The school enrollment is currently 514 students. The site has room to accommodate all parents, students, and staff on-site and on streets surrounding the school with approximately 760 students. Considering student buildout of 910 students, 32 additional off-street parking spaces will be provided or parents park on surrounding streets. Summaries of the school data and queues are provided in **Table 1**, **Table 2** and **Table 3**.

It is important to note that the proposed gym improvements are for the current students, enrollment is 514 students and there are no plans for student growth.

If traffic congestion or unsafe movements are noticed, the plan should be reviewed and updated promptly.

**Table 1 . TMP Summary – Existing Enrollment**

Grade	Students	Times	Travel Modes	Parent Vehicle Accumulation		
9 <sup>th</sup> -12 <sup>th</sup>	Current: 514	Beginning: 9:00 AM	Buses ~35%		Veh	Feet
			Parents ~15%	Existing	39	917
			Student Drivers ~5%	Projected	39	917
	Existing: 514	Dismissal: 4:20 PM	Walkers ~35%	Provided	91	2,202
			After School ~10%	Surplus	52	1,286

On-Site Queue: 22 Veh.; On-Street Parent Pkg, Adjacent to School: 55 Veh.; On-Street Parent Pkg, Opposite Side of Myers St.: 14 Veh.

**Table 2 . TMP Summary – Partial Buildout**

Grade	Students	Times	Travel Modes	Parent Vehicle Accumulation		
9 <sup>th</sup> -12 <sup>th</sup>	Current: 514	Beginning: 9:00 AM	Buses ~35%		Veh	Feet
			Parents ~15%	Existing	39	917
			Student Drivers ~5%	Projected	58	1,355
	Partial: 760	Dismissal: 4:20 PM	Walkers ~35%	Provided	58	1,437
			After School ~10%	Surplus	0	82

On-Site Queue: 22 Veh.; On-Street Parent Pkg, Adjacent to School: 22 Veh.; On-Street Parent Pkg, Opposite Side of Myers St.: 14 Veh.

**Table 3 . TMP Summary – Full Buildout**

Grade	Students	Times	Travel Modes	Parent Vehicle Accumulation		
9 <sup>th</sup> -12 <sup>th</sup>	Current: 514	Beginning: 9:00 AM	Buses ~35%		Veh	Feet
			Parents ~15%	Existing	39	917
			Student Drivers ~5%	Projected	69	1,623
	Capacity: 910	Dismissal: 4:20 PM	Walkers ~35%	Provided (*with extra parking)	69	1,639
			After School ~10%	Surplus	0	16

At student buildout 32 additional off-street parking spaces are needed for student parkers in order to accommodate parents parking around school.

Full Buildout - On-Site Queue: 22 Veh.; On-Street Parent Pkg, Adjacent to School: 33 Veh.; On-Street Parent Pkg, Opposite Side of Myers St.: 14 Veh.

**END**

Traffic Management Circulation Plan

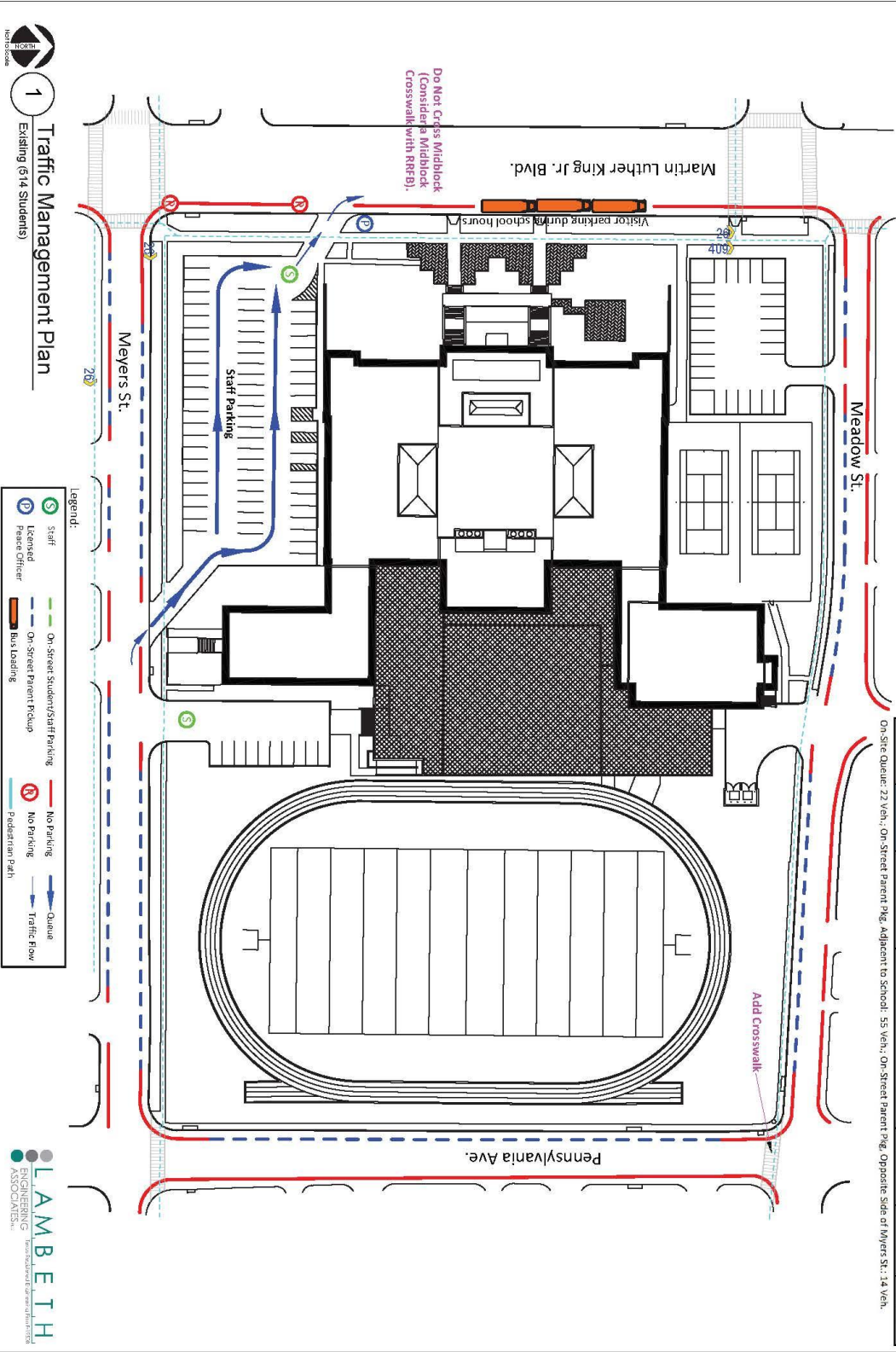
James Madison High School

3000 Martin Luther King Blvd., Dallas, Texas

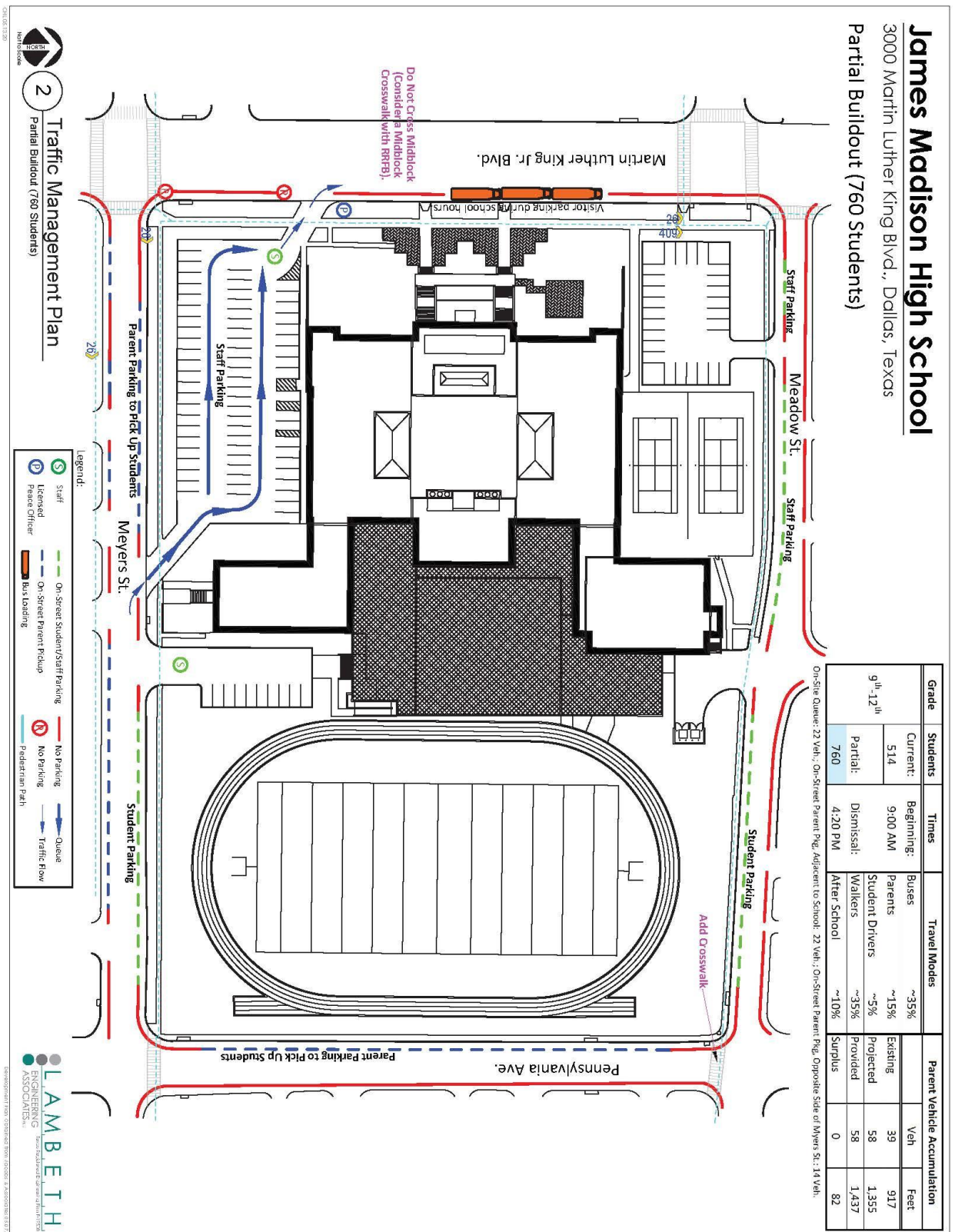
Existing (514 Students)

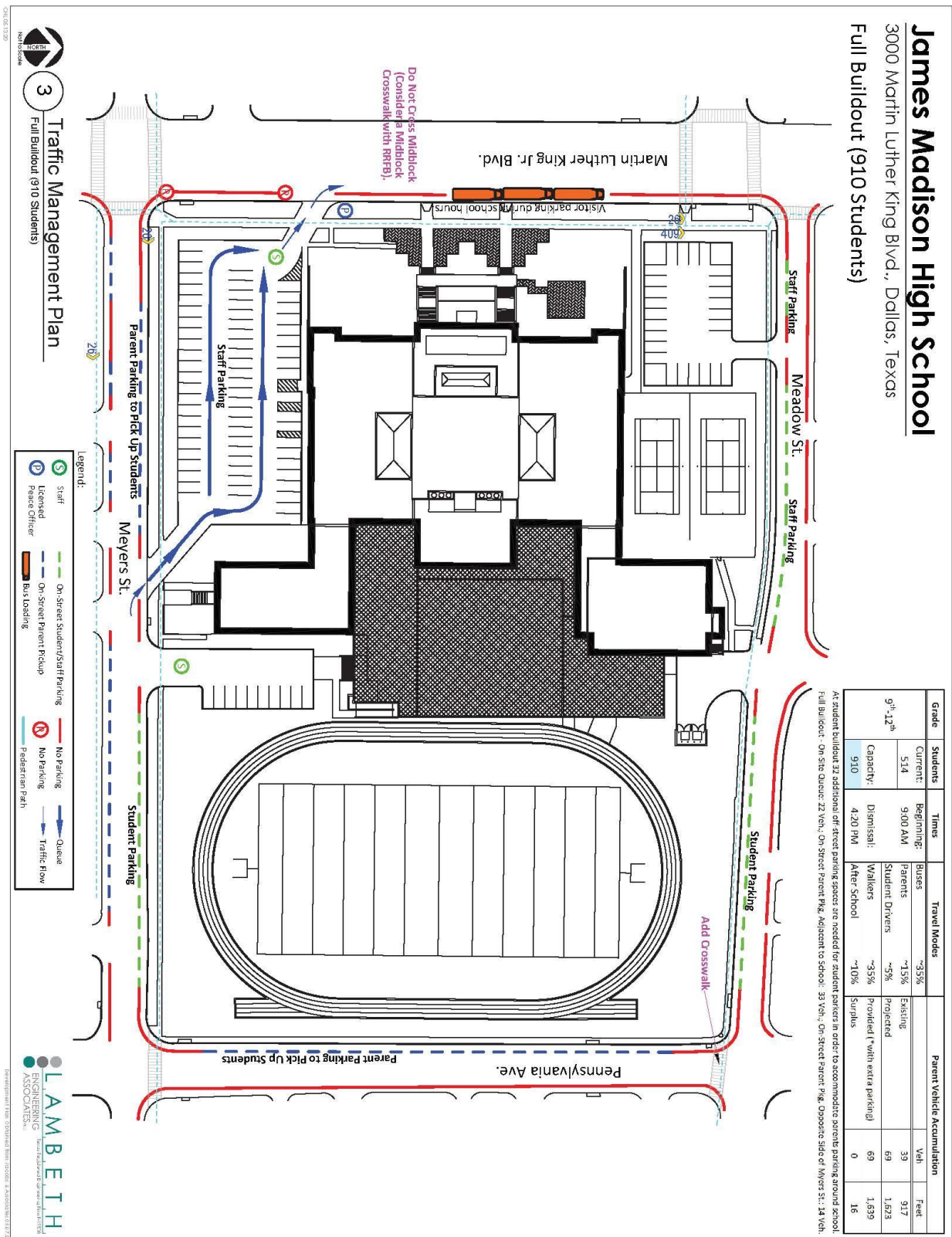
Grade	Students	Times	Travel Modes		Parent Vehicle Accumulation		
			Buses		Veh	Feet	
9 <sup>th</sup> -12 <sup>th</sup>	Current:	Beginning:					
	514	9:00 AM	Parents	~35%	Existing	39	917
			Student Drivers	~15%	Projected	39	917
	Existing:	Dismissal:	Walkers	~5%	Provided	91	2,202
514		4:20 PM	After School	~35%	Surplus	52	1,286
				~10%			

On Site Queue: 22 Veh.; On-Street Parent Pkg. Adjacent to School: 55 Veh.; On-Street Parent Pkg. Opposite Side of Myers St.: 14 Veh.









*James Madison High School*

**REVIEW AND COMMITMENT**

The **James Madison High School** traffic management plan (TMP) for 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 review and assess the effectiveness of this plan and if warranted, implement changes in the interest of increasing safety and minimizing impacts on the surrounding community.

*Marian A. Willard*  
Signature

*Marian A. Willard*  
Name

*5/21/2020*  
Date

*Principal*  
Title

# Appendix



## Queue and Parking Summary James Madison High School

June 5, 2020

### Parking Observations

Lambeth Engineering conducted parking observation at James Madison High School. As shown below in **Table A**, the parking demand was relatively consistent, with a peak parking demand of 100 vehicles.

**Table A. Observed Parking Demand**

Day	Date	Time	Staff	Back	Community	Total
Thursday	09.06.19	4:00 PM	51	36	12	99
Monday	09.09.19	9:00 AM	54	34	11	99
Monday	09.09.19	4:00 PM	45	35	11	91
Wednesday	09.11.19	10:00 AM	48	40	12	100
Wednesday	09.11.19	1:00 PM	49	38	12	99
Peak Parking Demand:						100

Madison has permission from the MLK Community Center for students to park in their parking lot located in the northwest corner of the Pennsylvania Avenue/Meyers Street intersection (per Principal Willard). The community center parking supply was not included in this review or assumed to be available when preparing the TMP, however the parking demand of students that were parked there were taken into consideration.

### Available Parking and Queue Spaces

There are 103 parking spaces on-site. Vehicles may also park on-streets adjacent to the school and on the other side of Meyers Street. As shown in **Table B**, 195 vehicles may be accommodated on and around the site without blocking traffic flow around the site or parking in visibility triangles.

**Table B. Available Parking and Queue Spaces**

Location	Vehicles
On-Site Parking	103
On-Site Queue	22
On-Street Parking, Adjacent to school	56
On-Street Queue, Across Street on Meyers St.	14
Total Vehicle Availability:	195

### Projected Parking and Queue Demand

Madison currently has 514 students enrolled. The existing school facilities have capacity for additional students, therefore future parking demand was projected for school scenarios as described below. This future student growth is not result of the proposed new storm shelter addition.

The parking demand for staff will not grow directly proportional to the increase in student growth since many staff members are already in place and would be able to accommodate additional staff.

- Existing – 514 students
- Partial Buildout – 760 students
- Full Buildout – 910 students

As shown in **Table C**, there is capacity to accommodate the projected parking and parent accumulation up to about 760 students. Beyond partial buildout of 760 students, additional off-site parking will need to be provided. When student enrollment reaches capacity of 910 students, 32 additional parking spaces could be provided or parents will park on surrounding streets.

It is important to note that the current student enrollment is 514 students and there are no plans for increase in student enrollment.

**Table C. Parking and Queue Summary**

	Students	Parking Demand	Parent Accumulation	Total Vehicles	Total Vehicle Availability	Surplus
Existing	514	100	39	139	195	56
Partial Buildout	760	136	58	194	195	1
Full Buildout	910	158	69	227	195	-32

\*Total vehicle availability includes spaces on-site, on-street adjacent to the school, and on-street on the other side of Meyers Street. Additional on-street parking is available on surrounding streets.

### Historical Growth

As shown in **Table D**, Madison growth has been very stable over the last five years with an annual growth rate of 2.8%. If this growth rate were to continue, the school would reach the 760-student enrollment in 14 years and the full capacity of 910 students in 20 years. This growth rate was confirmed by DISD demographics.

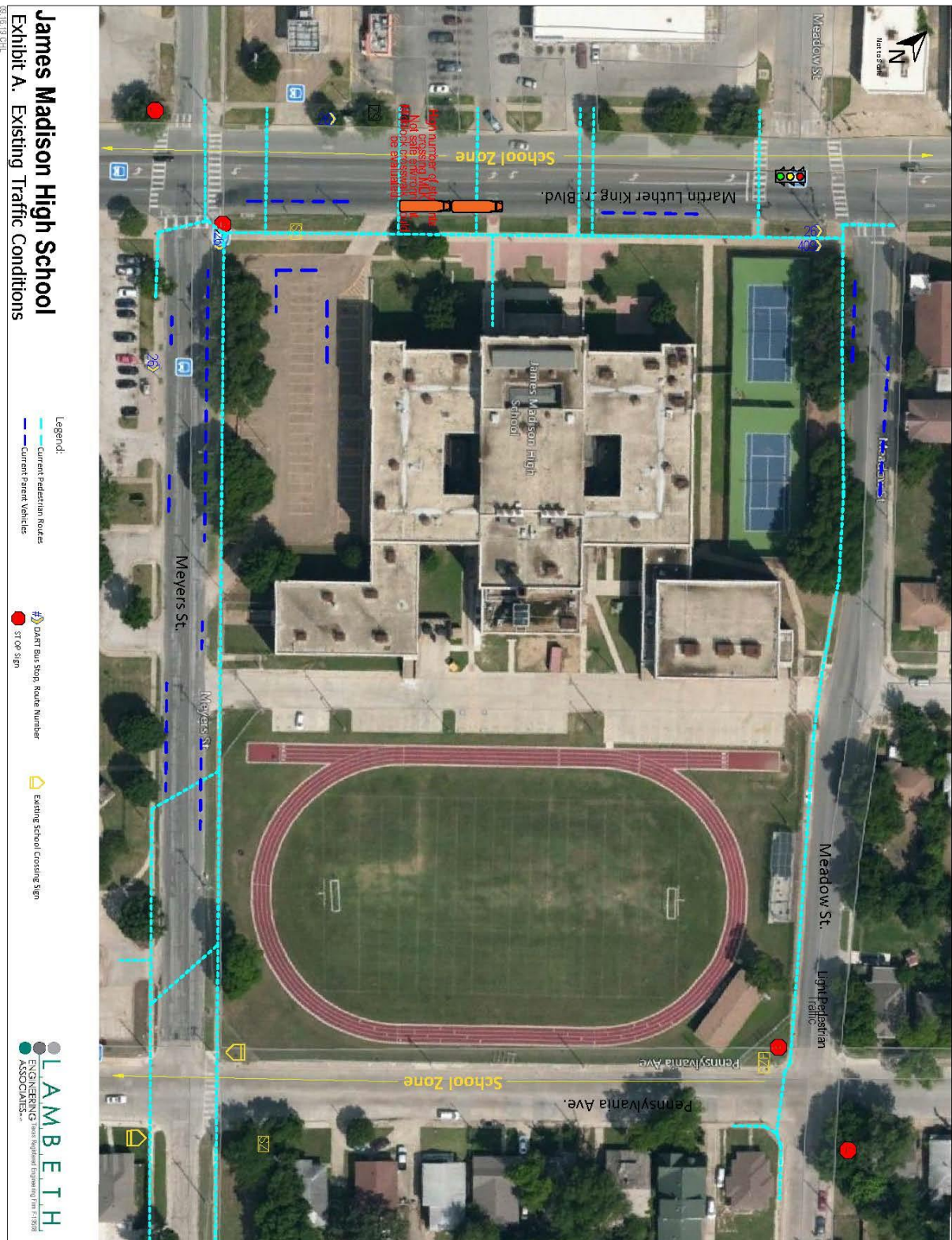
**Table D. Historical Student Enrollment**

Year	Students
2019-2020*	514
2018-2019	459
2017-2018	462
2016-2017	426
2015-2016	460
2014-2015	448
Annual Growth from 2015 - 2020: 2.8%	

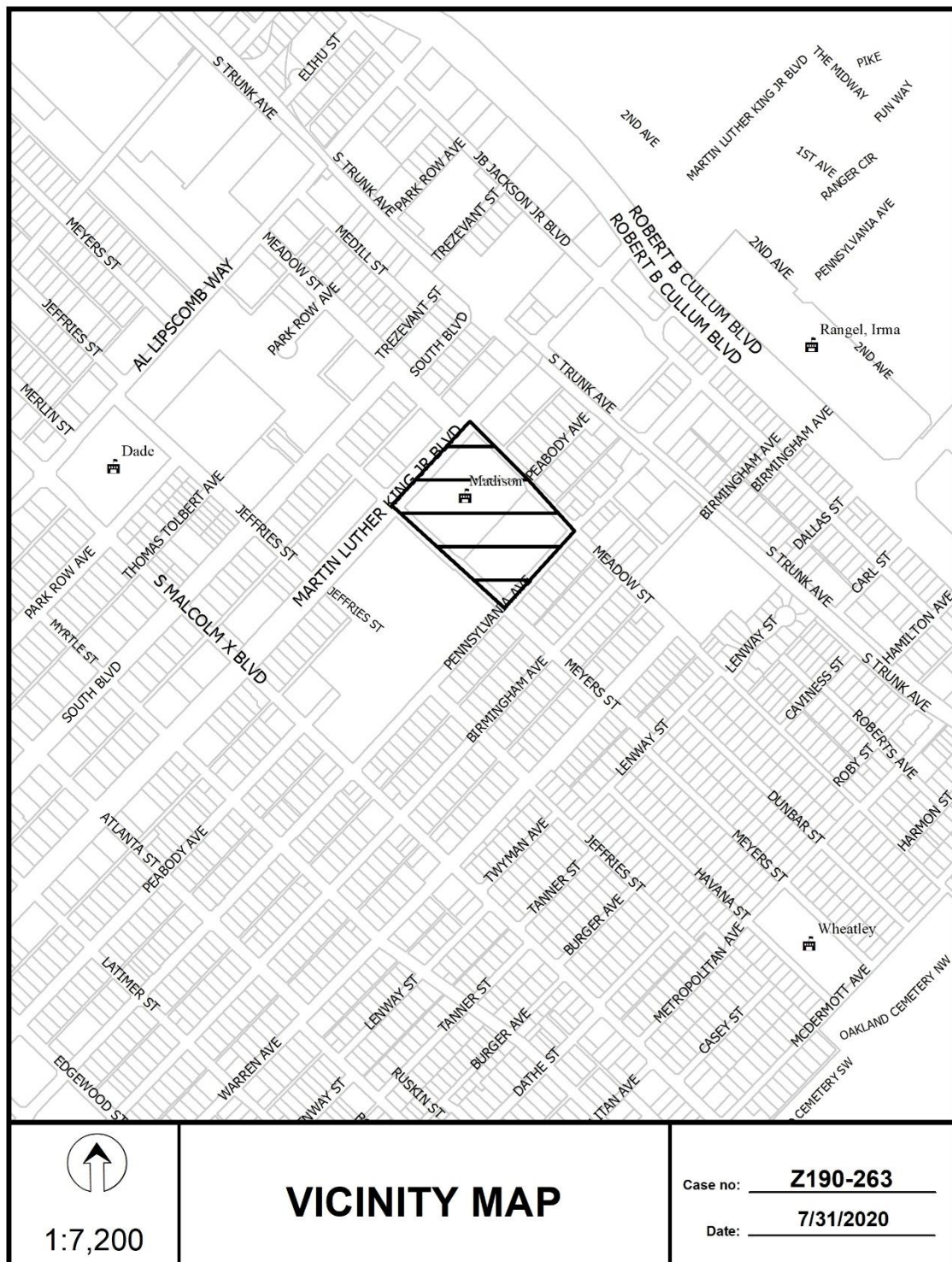
Year 2019-2020 student enrollment of 514 students occurred at time of observations in September 2019.

Year 2014 – 2019 student enrollment obtained online <sup>1</sup> Enrollment data obtained from <https://mydata.dallasisd.org/SL/SD/ENROLLMENT/Enrollment.jsp?SLN=32>

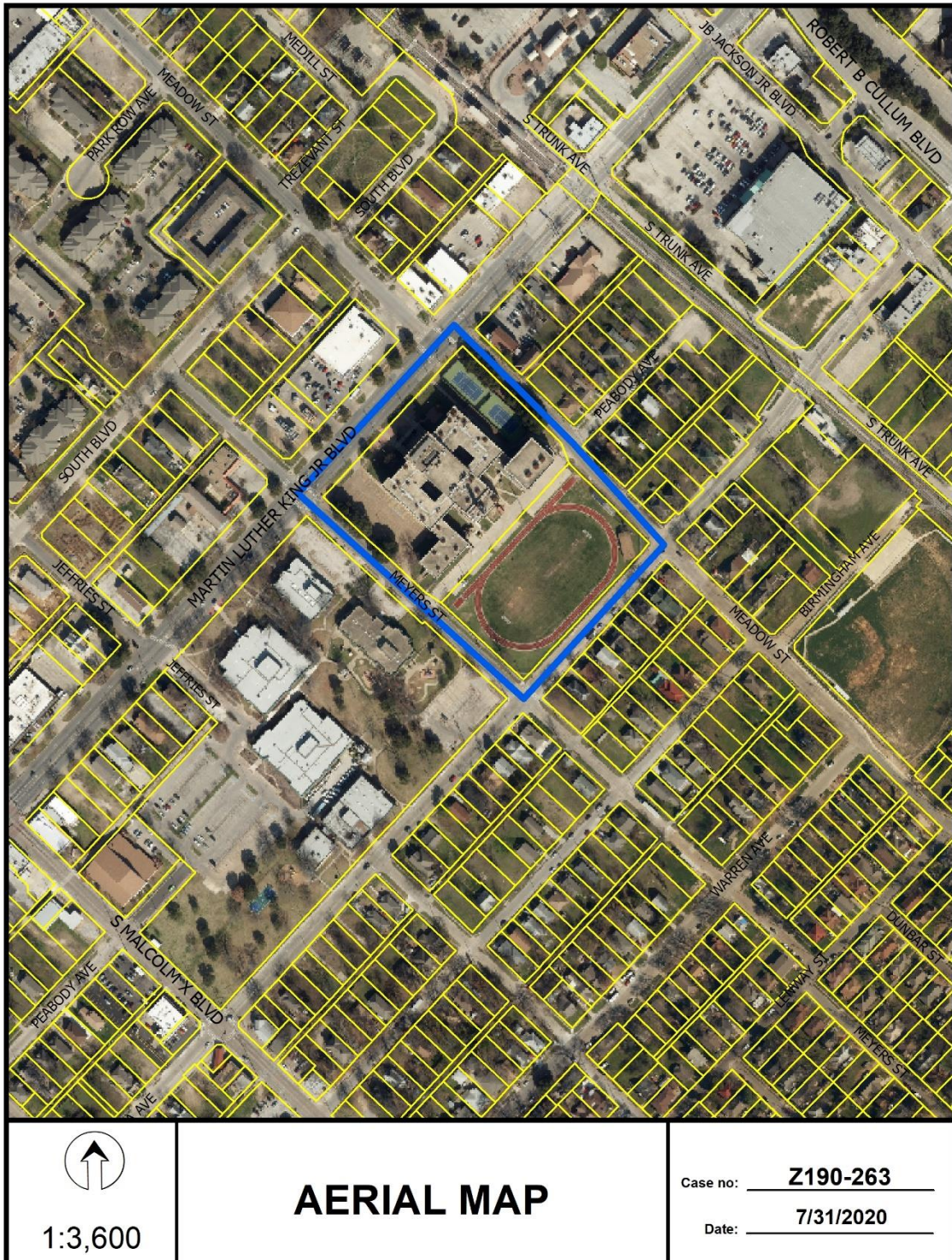
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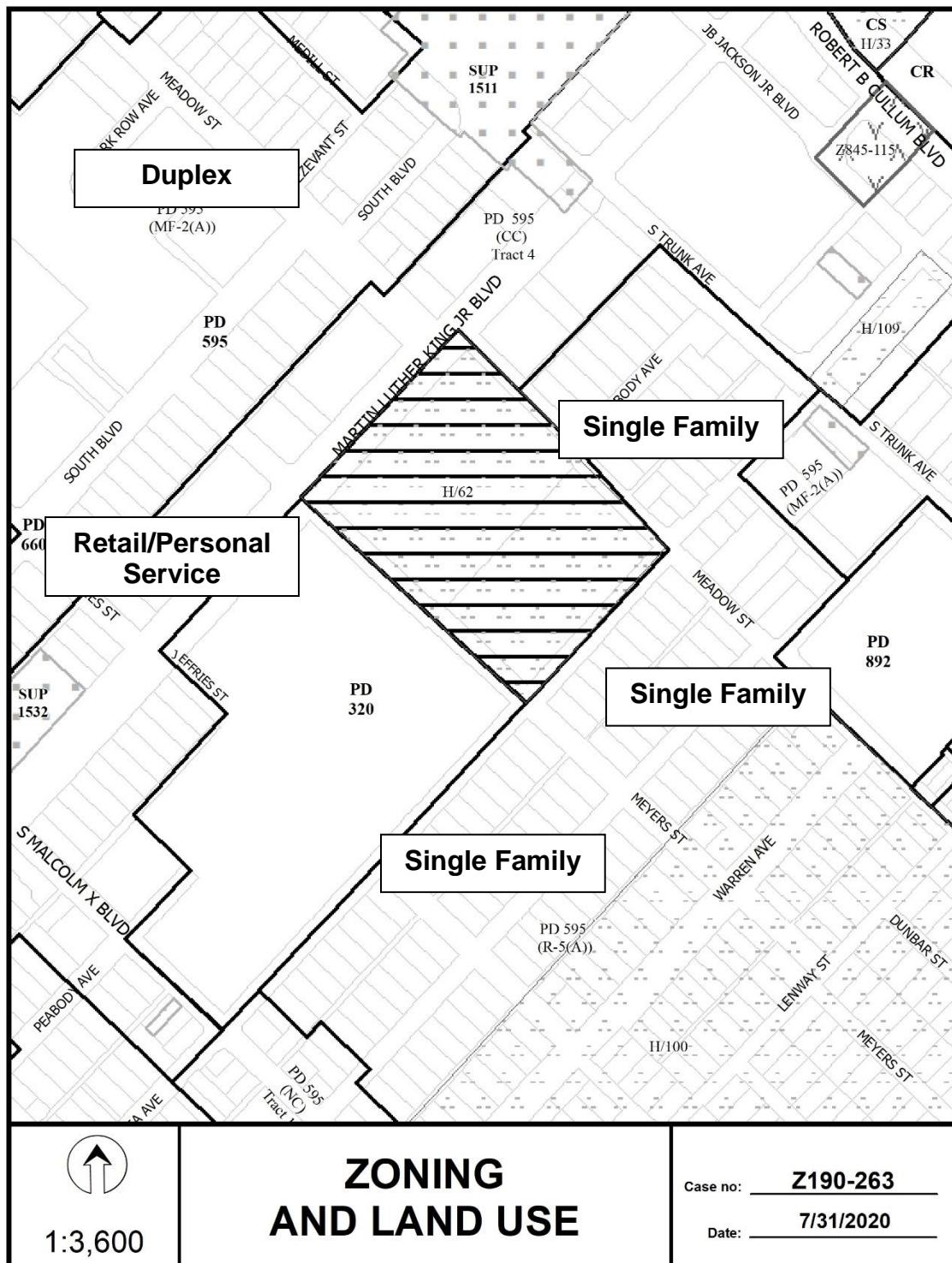




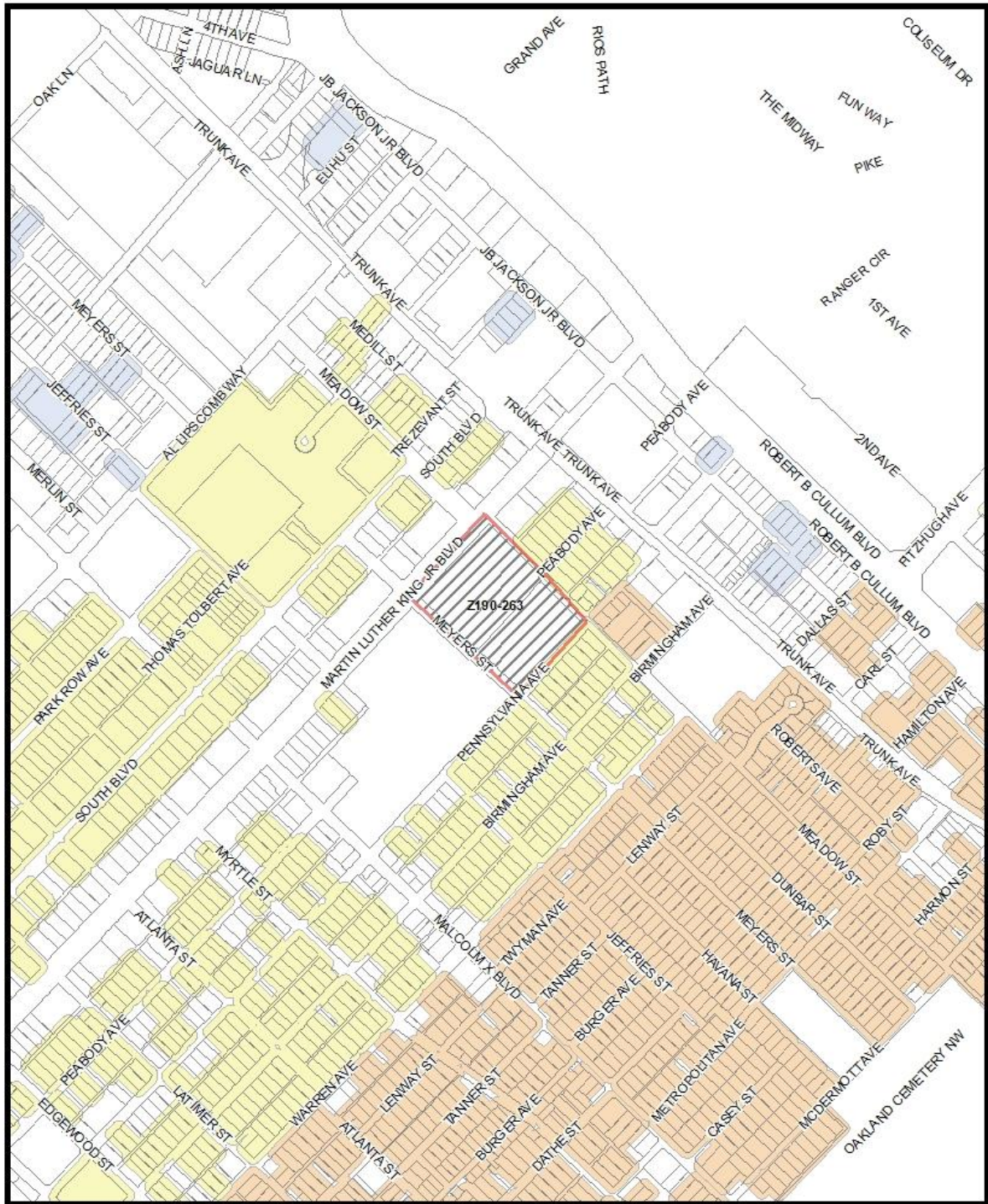








Z190-263(CT)



Market Value Analysis



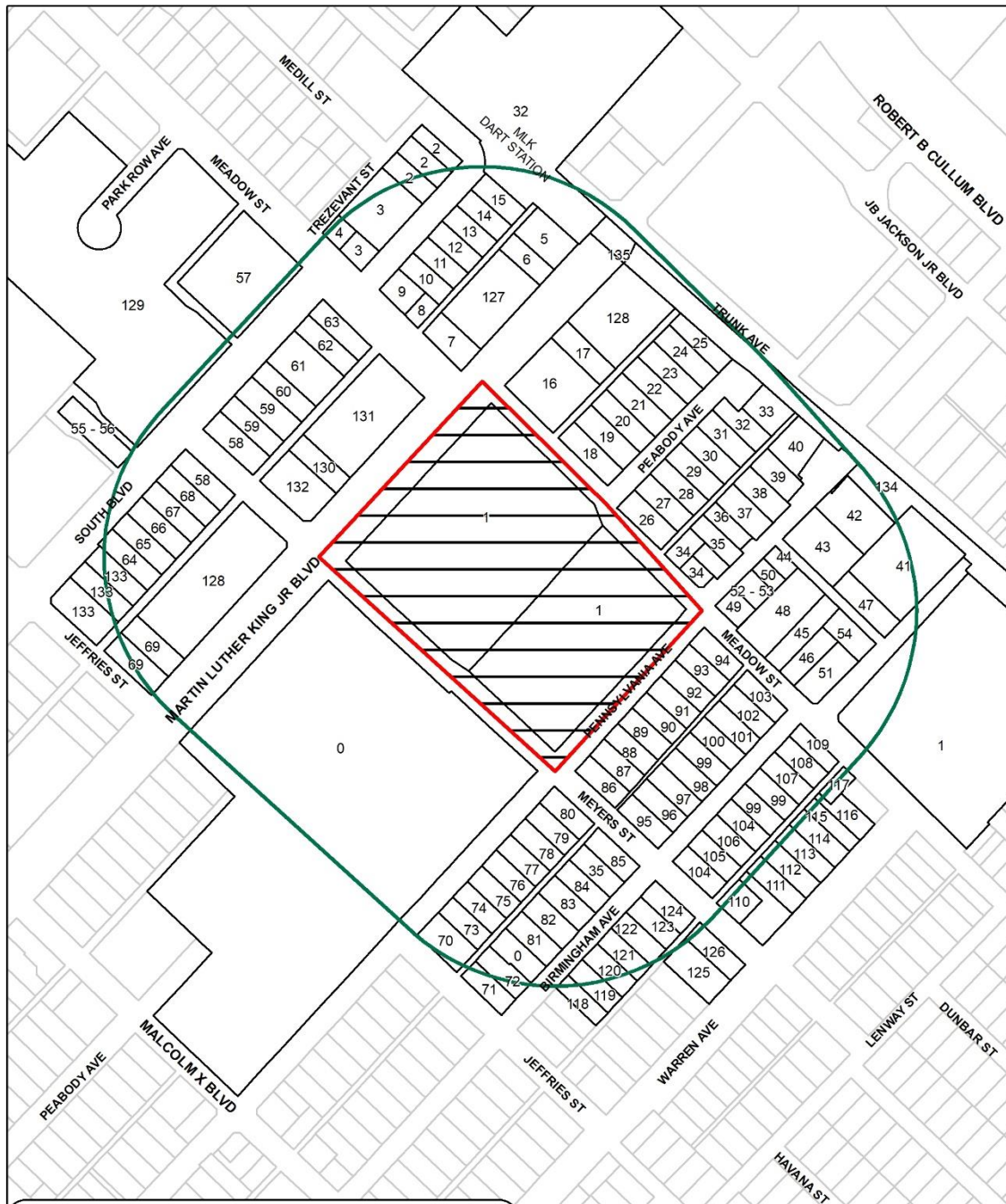
1:7,200

Market Value Analysis

Printed Date: 7/31/2020



# CPC RESPONSE MAP



<b>135</b>	Property Owners Notified (154 parcels)
<b>0</b>	Replies in Favor (0 parcels)
<b>0</b>	Replies in Opposition (0 parcels)
<b>500'</b>	Area of Notification
<b>8/20/2020</b>	Date

**Z190-263**  
**CPC**

N  
W E  
S  
1:3,600



08/19/2020

***Reply List of Property Owners******Z190-263******135 Property Owners Notified******0 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	3000	MARTIN LUTHER KING JR BLVD	Dallas ISD
2	3125	SOUTH BLVD	GOLDBERG ALEXANDER J
3	3107	SOUTH BLVD	WATTS CAPITAL GROUP LLC
4	2900	MEADOW ST	WALLACE JEAN SANDERS
5	3125	MARTIN LUTHER KING JR BLVD	RESOURCES ASSISTANTS
6	3121	MARTIN LUTHER KING JR BLVD	RESOURCES ASSISTANTS
7	3101	MARTIN LUTHER KING JR BLVD	WARE JANIS L
8	2904	MEADOW ST	VALDIVIA JACQUELINE
9	3100	SOUTH BLVD	CRUZ MARIA MATILDA C
10	3104	SOUTH BLVD	JOHNSON ALLEN ESTATE OF &
11	3108	SOUTH BLVD	ELIGU HAILU
12	3112	SOUTH BLVD	JONES MARY L
13	3116	SOUTH BLVD	HARVARD FINANCE NORTH AMERICA LLC
14	3120	SOUTH BLVD	WHITE MARY A
15	3124	SOUTH BLVD	RESOURCES ASSISTANCE CORP
16	3100	MARTIN LUTHER KING JR BLVD	MOUNT OLIVE LUTHERAN CHURCH
17	3114	MARTIN LUTHER KING JR BLVD	JORDAN HARRY
18	3101	PEABODY AVE	K & C SCOTT INVESTMENTS LLC
19	3105	PEABODY AVE	HARMON PROPERTY SERVICES LLC
20	3109	PEABODY AVE	NASH DAMON L
21	3113	PEABODY AVE	JBIII INVESTMENT INC
22	3117	PEABODY AVE	JONES EMMA M
23	3121	PEABODY AVE	BLANCO ROSA
24	3125	PEABODY AVE	BLOW DON
25	3131	PEABODY AVE	BLOW DON WAYNE
26	3100	PEABODY AVE	LEMONS LARRY CHARLES &

08/19/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	3104 PEABODY AVE	BEVES JOSEPH III
	28	3110 PEABODY AVE	STANTON PHILLIP
	29	3112 PEABODY AVE	DAVIS GERALDINE V
	30	3116 PEABODY AVE	PERALTA JUAN BENITEZ
	31	3122 PEABODY AVE	DECKARD ROSETTA & NATHANIEL
	32	3126 PEABODY AVE	DALLAS AREA RAPID TRANSIT
	33	3130 PEABODY AVE	DART
	34	3112 MEADOW ST	FOREMAN SANDRA V
	35	3105 PENNSYLVANIA AVE	DALLAS HOUSING ACQUISITION & DEV CORP
	36	3109 PENNSYLVANIA AVE	BLACK DORIS LINELL
	37	3113 PENNSYLVANIA AVE	LEWIS JOHN A SR
	38	3117 PENNSYLVANIA AVE	MCMILLAN WILLIE EDWARD
	39	3121 PENNSYLVANIA AVE	GUERRA EMMANUEL
	40	3125 PENNSYLVANIA AVE	HUNTER DANNY J
	41	3131 BIRMINGHAM AVE	MULTIPLE STREAMS OF GRACE
	42	3128 PENNSYLVANIA AVE	TEXAS CREST INVESTMENTS LLC
	43	3116 PENNSYLVANIA AVE	TWO PODNERS
	44	3112 PENNSYLVANIA AVE	TOPLETZ INVESTMENTS
	45	3214 MEADOW ST	RAMIREZ JOSE E
	46	3220 MEADOW ST	SYKES DESTAINE L
	47	3119 BIRMINGHAM AVE	RAMIREZ JOSE
	48	3210 MEADOW ST	RAMIREZ JOSE &
	49	3104 PENNSYLVANIA AVE	HARRIS & HARRIS PPTIES LLC
	50	3110 PENNSYLVANIA AVE	WEEKLEY WILBERT JR
	51	3222 MEADOW ST	SYKES DESTANIE
	52	3106 PENNSYLVANIA AVE	TAYLOR ROCKY ET AL
	53	3108 PENNSYLVANIA AVE	TAYLOR ROCKY
	54	3115 BIRMINGHAM AVE	SANDERS ELLIS JR &
	55	2929 SOUTH BLVD	WILKINS SHARON D LIFE EST
	56	2927 SOUTH BLVD	SEXTON SHEILA
	57	3019 SOUTH BLVD	VISTA FORRENT LLC

08/19/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	3000 SOUTH BLVD	HARRIS & HARRIS PROPERTIES LLC
	59	3008 SOUTH BLVD	STEPHENS CALVIN W
	60	3020 SOUTH BLVD	RYB DEVELOPEMENT GROUP LLC
	61	3022 SOUTH BLVD	EJIGU ENANU
	62	3028 SOUTH BLVD	JOHNSON VERTA MAE
	63	3032 SOUTH BLVD	DONALDSON VERTA M
	64	2916 SOUTH BLVD	CHRISTIAN COMMUNITY CTR
	65	2918 SOUTH BLVD	EVANS JERALD DON
	66	2922 SOUTH BLVD	GILMORE RALPH CURTIS
	67	2928 SOUTH BLVD	PEREZ JOSE ALFREDO BONILLA &
	68	2932 SOUTH BLVD	SOUTHFAIR COMMUNITY DEV CORP
	69	2903 MARTIN LUTHER KING JR BLVD	TH & S ENTERPRISES LLC
	70	2904 PENNSYLVANIA AVE	CERDA SALVADOR
	71	2901 BIRMINGHAM AVE	AUSTIN STEPHEN II
	72	2905 BIRMINGHAM AVE	KOLOBOTOS PPTIES LLC
	73	2906 PENNSYLVANIA AVE	GREEN ROSE
	74	2908 PENNSYLVANIA AVE	DALLAS CITY OF COUNTY OF
	75	2914 PENNSYLVANIA AVE	WHEELER BOBBY
	76	2918 PENNSYLVANIA AVE	TEFFERA BINIAM &
	77	2922 PENNSYLVANIA AVE	MADKINS WILLIE
	78	2926 PENNSYLVANIA AVE	BOOTH BEATRICE EST OF
	79	2930 PENNSYLVANIA AVE	VENSON NAOMI EST OF
	80	2936 PENNSYLVANIA AVE	PORTILLO GREGORIO LIFE ESTATE
	81	2915 BIRMINGHAM AVE	WATSONTILLIS LINDA GAYLE
	82	2917 BIRMINGHAM AVE	SELMA VENTURES LTD
	83	2921 BIRMINGHAM AVE	WHITE RODDELL
	84	2929 BIRMINGHAM AVE	MINSK FINANCE LLC
	85	2933 BIRMINGHAM AVE	BELL INETTA RUTH EST OF
	86	3002 PENNSYLVANIA AVE	LOCHHEAD RANDY A
	87	3008 PENNSYLVANIA AVE	COMMON GROUND COMMUNITY
	88	3010 PENNSYLVANIA AVE	DAVIS SHELLIE A JACKSON

08/19/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	3012 PENNSYLVANIA AVE	CHAMBERS JOAN E
	90	3014 PENNSYLVANIA AVE	AYERS EVERLINE B
	91	3016 PENNSYLVANIA AVE	BUCKNER MARQUIES RAYMOND
	92	3018 PENNSYLVANIA AVE	ROBY FREDDIE J
	93	3028 PENNSYLVANIA AVE	DEARMAN EDWARD
	94	3032 PENNSYLVANIA AVE	RAMIREZ JOSE
	95	3001 BIRMINGHAM AVE	SOUTH DALLAS FAITH BASED
	96	3007 BIRMINGHAM AVE	TUCK CLARA ESTATE OF
	97	3011 BIRMINGHAM AVE	ROBINSON JIMMIE GEORGE &
	98	3015 BIRMINGHAM AVE	ROBINSON JIMMIE & STEPHANIE
	99	3017 BIRMINGHAM AVE	ROBINSON HARRIETT
	100	3021 BIRMINGHAM AVE	MOORE CHAD EVERETTE
	101	3025 BIRMINGHAM AVE	FREDERICK LOUIS EST
	102	3031 BIRMINGHAM AVE	BROWN JERRY B
	103	3033 BIRMINGHAM AVE	HAWK BRIAN & NATOSHA
	104	3000 BIRMINGHAM AVE	SAFNA REALTY LLC
	105	3006 BIRMINGHAM AVE	RODRIGUEZ JOSE RITO
	106	3008 BIRMINGHAM AVE	PEREZ CIPRIANO &
	107	3020 BIRMINGHAM AVE	ROUTE HATTIE L
	108	3022 BIRMINGHAM AVE	SOWELS GLADYS H &
	109	3034 BIRMINGHAM AVE	AMERITEX HOMES LLC
	110	3314 MEYERS ST	DAVIS KEVIN E & LA SHAN &
	111	3011 WARREN AVE	KINNEY ALICE
	112	3015 WARREN AVE	FAZ ISMAEL
	113	3019 WARREN AVE	STARKE ADINA A
	114	3021 WARREN AVE	DALLAS CITY & DALLAS COUNTY & DISD ET AL
	115	3027 WARREN AVE	MANNING DAVID INC
	116	3033 WARREN AVE	GAINES ROY
	117	3313 MEADOW ST	MYERS KIRK
	118	2912 BIRMINGHAM AVE	HOMEX CHANGE LLC DBA
	119	2916 BIRMINGHAM AVE	MIKE BETTY

08/19/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	2920	BIRMINGHAM AVE	CHANEY LEO V SR TRUSTEE &
121	2924	BIRMINGHAM AVE	DAVIS INEZ &
122	2926	BIRMINGHAM AVE	BROWNDUGLASS EDWARD A
123	2932	BIRMINGHAM AVE	TARTIBI MOHSEN
124	2936	BIRMINGHAM AVE	ACOSTA JOVANNY FACUNDO
125	2929	WARREN AVE	SANCHEZ INEZ CRUZ
126	2937	WARREN AVE	LE LUAN VAN
127	3109	MARTIN LUTHER KING JR BLVD	ENEA ROBERT S SEPARATE &
128	3116	MARTIN LUTHER KING JR BLVD	RESOURCES ASSISTANTS CORP
129	2900	AL LIPSCOMB WAY	HHF EBAN VILLAGE I & II LLC
130	3009	MARTIN LUTHER KING JR BLVD	PARK CHAN KYU &
131	3021	MARTIN LUTHER KING JR BLVD	MORAN FOODS INC
132	3007	MARTIN LUTHER KING JR BLVD	DOAN TIEN
133	2904	SOUTH BLVD	SOUTHFAIR COMMUNITY DEV CORP
134	401	S BUCKNER BLVD	DART
135	555	2ND AVE	DART