

FILE NUMBER: Z201-187(LG)

DATE FILED: February 5, 2021

LOCATION: Southwest corner of East Grand Avenue and Shadyside Lane

COUNCIL DISTRICT: 14

MAPSCO: 37W

SIZE OF REQUEST: ±1.539 acres

CENSUS TRACT: 12.02

REPRESENTATIVE: Rob Baldwin, Baldwin Associates

APPLICANT/OWNER: Martinez-Wallace, LLC

REQUEST: An application for an amendment to and the renewal of Specific Use Permit No. 2186 for a private school use on property zoned CR-D Community Retail District with a D Liquor Control Overlay.

SUMMARY: The purpose of the request is to continue operating as a private school and make modifications to the site plan primarily in relation to the parking layout [Spanish World School].

CPC RECOMMENDATION: **Approval** for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a revised site plan, a revised traffic management plan, and conditions.

STAFF RECOMMENDATION: **Approval** for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a revised site plan, a revised traffic management plan, and conditions.

BACKGROUND INFORMATION

- Specific Use Permit No. 2186 was approved by the City Council on April 8, 2016 for a private school use for a five year period, with eligibility for automatic renewal for ten-year periods.
- The applicant requests the renewal of its specific use permit to continue to allow the operation of its private school [Spanish World School]. This is the first renewal request for the applicant.

Zoning History: There have been two recent zoning requests within the vicinity in the last five years.

1. **Z178-349** An application for an amendment to Planned Development District No. 440 was approved by the City Council on January 9, 2019.
2. **Z190-363** An application for a MF-2(A) Multifamily District on property zoned R-7.5 (A) Single Family District was approved by the City Council on March 24, 2021.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
East Grand Avenue	Principal Arterial	100'
Shadyside Lane	Local	50'

Traffic:

The Traffic Safety Engineering Section of the Department of Street Services and the Engineering Section of Sustainable Development and Construction have reviewed the request and recommended approval of the application subject to the traffic management plan.

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.

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. Encourage the development of these facilities in priority Area Plans.

STAFF ANALYSIS:

Surrounding Land Uses:

	Zoning	Land Use
Site	CR with D Overlay and SUP No. 2186	Private School
Northeast	PD No. 440	Public School (Elementary)
North	CD 6 (Tract 2A), CR	Single Family, Hotel and Plant Nursery
Northwest	CD 6 (Tract 2A)	Open Space
East	CR, MF-1(A) and MF-2(A)	Elevated Roadway, Multifamily
Southeast	CR, R-7.5(A) and SUP No. 224	Elevated Roadway, Open Space and Golf Course
South	CR/SUP No. 61	Commercial Amusement (Inside), Masonic Lodge
Southwest	CD 6 (Tract 2)	Multifamily
West	CD 6 (Tract 2A)	Open Space, Single Family

Land Use Compatibility:

The site is located south of a line of a single family development, west of an elevated roadway, north of a banquet hall, and east of a designated open space area and single family uses. There are also single family, hotel and plant nursery uses further north of the site. Open space, a golf course and an elevated roadway are located southeast of the site. Further to the east is an elevated roadway and multifamily uses. Multifamily uses also exist southwest of the site. A public elementary school is located northeast of the site. The Santa Fe Trail and East Grand Avenue bisects the two schools making it impossible for vehicles to conveniently pass from one campus to the other, thereby making conflicting traffic patterns unlikely. These factors make this site compatible with surrounding properties.

The proposed site plan includes the reduction of 48 spaces to 23 spaces for the school. There are no other changes to site plan.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing

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

The applicant's request conforms with the applicable zoning regulations and standards and is consistent with the intent of the Dallas Development Code. Therefore, staff is in support of the applicant's request.

Landscaping

The proposed request will meet Article X of the Dallas Development Code, as amended.

Parking

Pursuant to §51A-4.204 of the Dallas Development Code, schools require one and one-half parking spaces for each kindergarten/elementary school classroom. The proposed school is projected to have 15 elementary classrooms, which would require a total of 23 parking spaces. The applicant's existing site plan shows 48 parking spaces, now proposes 23 parking spaces for its site. This is a reduction of 25 spaces that were proposed for the original site plan that was approved in 2016. Although the applicant requests to amend their plan to reflect a reduction in parking, the provided site plan meets the required amount of parking spaces per code.

Market Value Analysis

Market Value Analysis (MVA) a tool to aid residents and policymakers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to target intervention strategies more precisely in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets to orange, representing the weakest markets. The subject site is mostly uncategorized, with a sliver of the site within a "C" MVA cluster. Properties to the north, northwest, northeast, east and southwest are also within a "C" MVA cluster. Properties to the north, southwest and further southwest and northwest are located within a "B" MVA cluster.

List of Partners/Officers/Principals

Martinez-Wallace, LLC

Catherine Wallace, Managing Member

CPC Recommended SUP Conditions

1. USE: The only use authorized by this specific use permit is a private school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires on ~~April 8, 2024~~ (five years from the passage of this ordinance) but is eligible for automatic renewal for additional five-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
4. CLASSROOMS: The maximum number of classrooms is 15.
5. FLOOR AREA: The maximum floor area is 22,000 square feet.
6. INGRESS AND EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.
7. PARKING: Off-street parking must be located as shown on the attached site plan.
8. TRAFFIC MANAGEMENT PLAN:
 - A. In general. Operation of the private school must comply with the traffic management plan shown on the site plan.
 - B. Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within the city rights-of-way.
 - C. Traffic study.
 - i. The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by November 1, 2018. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 1 of each even-numbered year.

ii. The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pickup 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 or group of grade levels;
- f. hours for each grade level; and
- g. circulation.

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

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

b. If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

D. Amendment process.

i. A traffic management plan may be amended using the minor amendment fee and public hearing process in Section 51A-4.1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.

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

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

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

CPC ACTION
APRIL 22, 2021

Motion: It was moved to recommend **approval** of an amendment to and the renewal of Specific Use Permit No. 2186 for a private school use for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a revised site plan, a revised traffic management plan and conditions on property zoned CR-D Community Retail District with a D Liquor Control Overlay, on the southwest corner of East Grand Avenue and Shadyside Lane.

Maker: Blair
Second: MacGregor
Result: Carried: 14 to 0

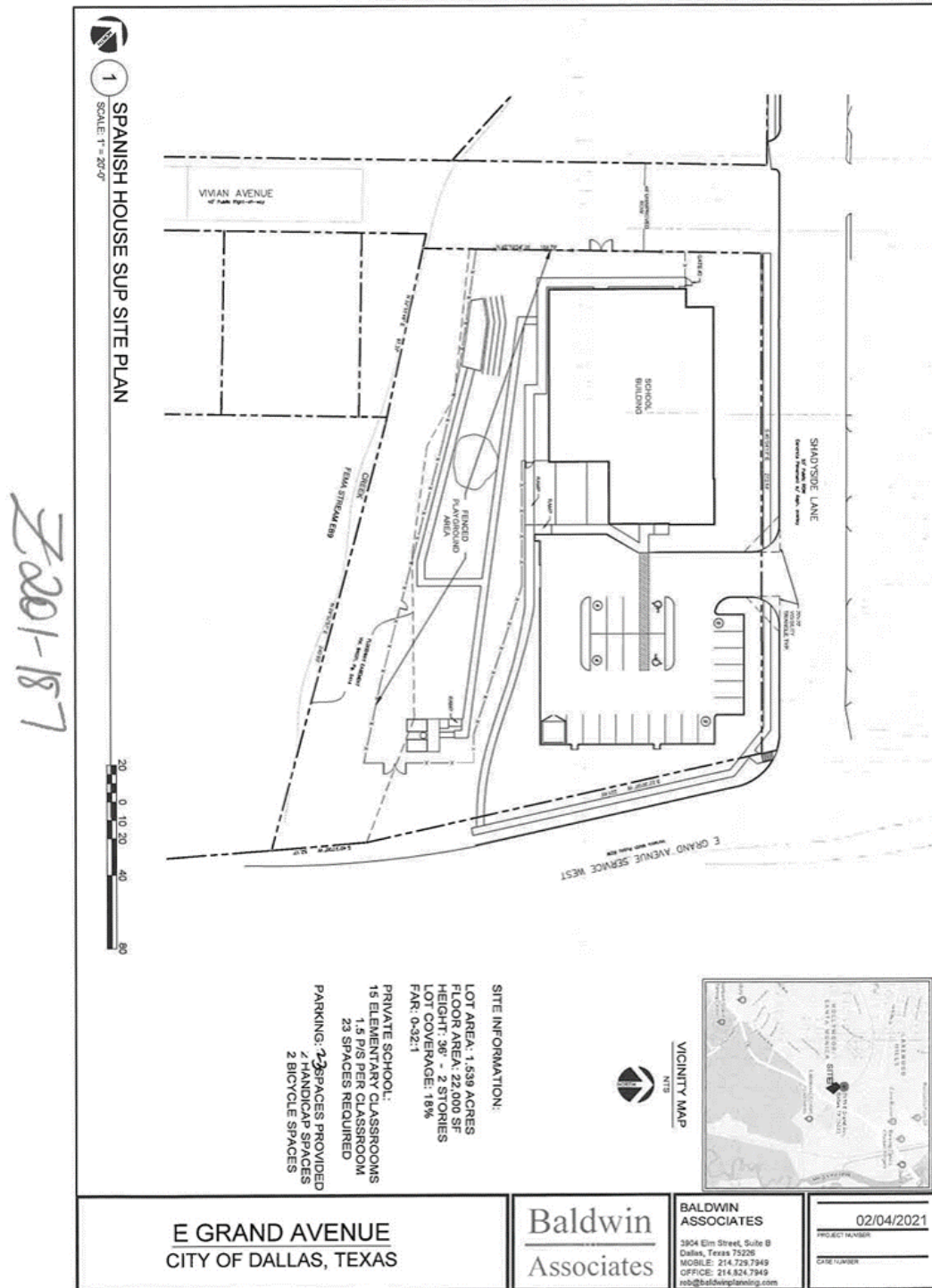
For: 14 - MacGregor, Hampton, Stinson, Johnson,
Shidid, Carpenter, Jackson, Blair, Jung, Suhler,
Schwope, Murphy, Garcia, Rubin

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

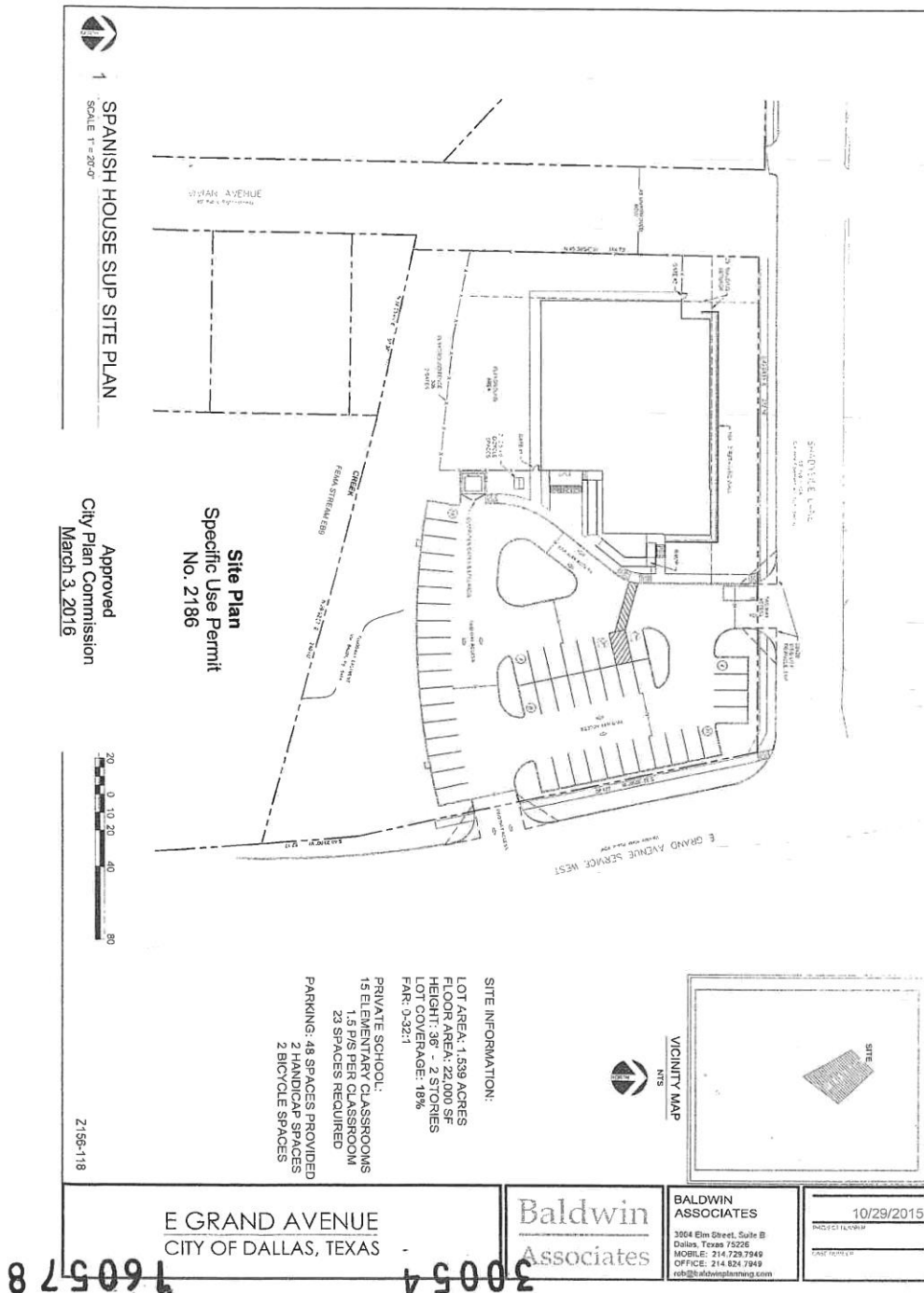
Notices: Area: 300 Mailed: 35
Replies: For: 0 Against: 0

Speakers: For: None
For (Did not Speak): Rob Baldwin, 3904 Elm St., Dallas, TX, 75226
Against: None

CPC Recommended Site Plan



Existing Site Plan



CPC Recommended Traffic Management Plan



Traffic Management Plan Spanish World School



April 7, 2021

Introduction

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth Engineering) were retained to create a traffic management plan (TMP) for Spanish World School (SWS). 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 Spanish World School.

School:

- Location: 7159 E. Grand Avenue, Dallas, TX, 75223; Spanish World School is located at the southwest corner of the E. Grand Street and Shadyside Lane intersection.
- School District: Private school
- School Times: 8:15 AM – 3:15 PM (Staggered arrival and dismissal times, as shown in **Table 1.**)

Zoning:

- Existing Zoning: SUP
- Proposed Zoning: SUP Renewal

Project: The original site plan included driveways on both Shadyside Lane and E. Grand Avenue. After the development plan was approved and the school proceeded to design and construct the school, it was realized the flood plain area on the west portion of the site had not been adequately evaluated. Due to specific requirements for development in flood plain areas, the construction of the connecting driveway off E. Grand Avenue to the parking lot was not built. Therefore, there is only one driveway off Shadyside Lane, and it is used for both egress and ingress. Although the current configuration is different than the previously approved site plan, the parking lot and the queue space are adequate and function well for this relatively small student population, as shown in **Exhibit 1.**

SWS authorities and Lambeth Engineering acknowledge a separate access to E. Grand Avenue would be beneficial. However, constructing this new driveway will require elimination of several essential facilities such as the soccer field, the treehouse, etc. These important elements of the school playground are necessary for the growth and wellbeing of the students. Therefore, SWS would like to request extending the SUP with the current site plan. Consideration could be given for submission of an updated site plan and TMP with the next SUP renewal.

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christy@lambetheng.com

Students:

- Existing Student Enrollment: 120 students in PreK – 5th
- Planned Student Capacity: 148 students
- Arrival and Dismissal: As shown in **Table 1**, there are three dismissal time periods, staggered by 15 minutes. The queue completely cleared between each dismissal time; 15-minute separation between dismissals works well for this size school.

Table 1. Summary of Students per Grade and School Times

Grade	Existing			Planned		
	Students per Grade	Students per Dismissal	Projected Vehicles	Students per Grade	Students per Dismissal	Projected Vehicles
8:45 AM - 3:15 PM						
PreK	27			—	—	—
K	31	58	12	48	48	10
8:30 AM - 3:00 PM						
1st	23			32		
2nd	10	33	7	32	64	13
8:15 AM - 2:45 PM						
3rd	10			15		
4th	11			12		
5th	8	29	6	9	36	7
Total/Max:	120	58	12	148	64	13

School Access:

- Surrounding Roadways:
 - E. Grand Avenue: Local Street, two-lane, undivided roadway
 - Shadyside Lane: Local Street, two-lane, undivided roadway
- Sidewalks are provided on both sides of Shadyside Lane and on E. Grand Avenue, adjacent to the school.

Traffic Management Plan

Queue

Lambeth Engineering met with the Executive Director, Ms. Catherine Wallace, during the process of developing the TMP. Traffic observations were conducted on the following dates and times:

- Friday, February 5, 2021 – PM Dismissal
- Tuesday, February 23, 2021 – AM Arrival
- Thursday, March 25, 2021 – PM Dismissal

The peak queue of parent vehicles picking up students was observed to be about six vehicles. However, Lambeth Engineering has observed a higher percentage of parents picking up students this school year, which is likely due to social distancing for COVID 19. At SWS, students as well as parents who wish to enter the school building must be screened by temperature check, which lengthens the process of drop-off. In addition, observations were conducted when the weather was windy and chilly. For planning purposes, a rate of one parent vehicle per five students is used for this TMP.

Most of the traffic clears the campus within a few minutes of the scattered dismissals.

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

Table 2. TMP Summary

Grade	Total Students	Travel Modes	School Times	Students per Dismissal	Projected Parent Vehicles	Provided Queue Space	Surplus Availability for Parents
K-5th	148	Buses ~0%	PreK - K: 8:45 AM - 3:15 PM	48	10	15	5
		Parents ~99%	1st - 2nd: 8:30 AM - 3:00 PM	64	13	15	2
		Walkers ~1%	3rd - 5th: 8:15 AM - 2:45 PM	36	7	15	8

Recommendations

The TMP recommendations enumerated below are shown in **Exhibit 1**.

NOTE: SWS staff implemented the new traffic circulation plan recommended by Lambeth Engineering on March 22, 2021. Field observations after implementation show that on-site traffic management and safety have improved for all. The provided queue and parking areas are sufficient. No parent vehicles back onto the public street, for the staggered dismissals minimize conflict between vehicles entering and exiting the site. The left turns also seem to have no impact on existing traffic conditions. Parents like and support the new circulation plan, as evidenced by their compliance and by providing the positive comments to the SWS staff.

Students

1. Drop-off and pick-up activities, including temperature screening, for all grade levels occur in front of the building facing E. Grand Avenue.
2. Students waiting for parents to pick them up should remain in the designated areas.
3. Students walking home should be instructed to walk along sidewalks and cross at intersections. Students should not be permitted to cross midblock.

Parents

4. Parents pick up students in the following locations:
 - a. On-site: Drop-off and pick-up activities, including temperature screening, for parents who walk their students to the classroom occur in front of the building facing E. Grand Avenue.
 - b. On-street: Parents may park on-street, adjacent to the school, on Shadyside Lane.
 - c. Parents should not park on the residential side of Shadyside Lane.
 - d. Parents may not park on E. Grand Avenue, in front of the school, during arrival or dismissal.
 - e. SWS should communicate with parents educating them that parking within 15 feet of fire hydrants is illegal.

Buses

5. No school buses are planned to serve SWS.

Staff

6. Staff should continue monitoring students at each area where parents are picking up students until all students are dismissed.
7. Staff should assist students into their vehicles.
8. Staff should continue communicating via microphone (or walkie talkie) to announce arrival of parents so that the corresponding student(s) can proceed to the loading areas in the proper sequence.
9. Staff should continue monitoring all vehicular and pedestrian activities on-site.

Licensed Peace Officers

10. A designated, licensed peace officer is not assigned to SWS, and none is recommended by Lambeth Engineering.

Crossing Guards

11. No school crossing guards are assigned for SWS, and none are recommended due to low pedestrian volumes.

Parking Restrictions

12. Parking should be prohibited around the driveway opening, as illustrated in the TMP exhibit.

School Zones

13. There are currently no school zones on either street adjacent to the school. Due to the low number of students and the location of the school, Lambeth Engineering does not recommend installation of a school zone on any of these low traffic volume streets at this time.

Off-Site Improvements

14. SWS will submit a request to the city of Dallas for installation of advisory school-related signs on E. Grand Avenue and Shadyside Lane to enhance traffic safety.
15. SWS will submit a request to the city of Dallas for restriping of the center line on E. Grand Avenue. The center line is completely faded, and it is not visible.

Summary

The Spanish World 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 campus and on-street, adjacent to the school, without blocking through traffic. Although the current traffic arrangement as shown in the updated TMP is different than the one shown on the previously approved plan, the parking lot and the queue space, as experienced by the trial of the new TMP, are adequate and function well at SWS school. Furthermore, due to the relatively low student population and the geographical location of the school, Lambeth Engineering does not recommend installation of a school zone on any of the surrounding low traffic volume streets currently.

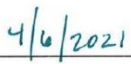


If traffic congestion or unsafe movements are observed, the plan should be reviewed and updated promptly.

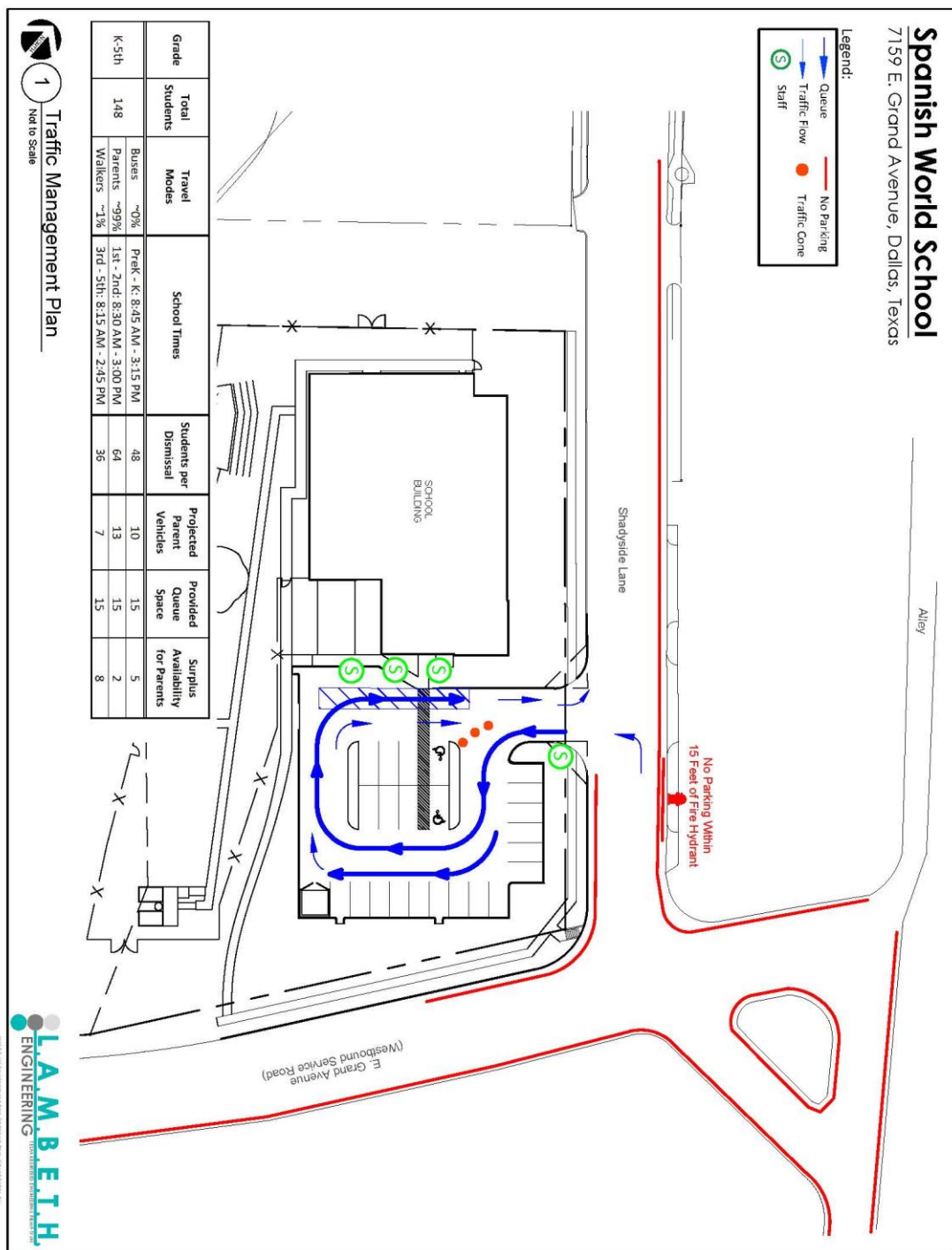
REVIEW AND COMMITMENT

The traffic management plan for **Spanish World School**, located at 7159 E. Grand Avenue in Dallas, Texas, 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.

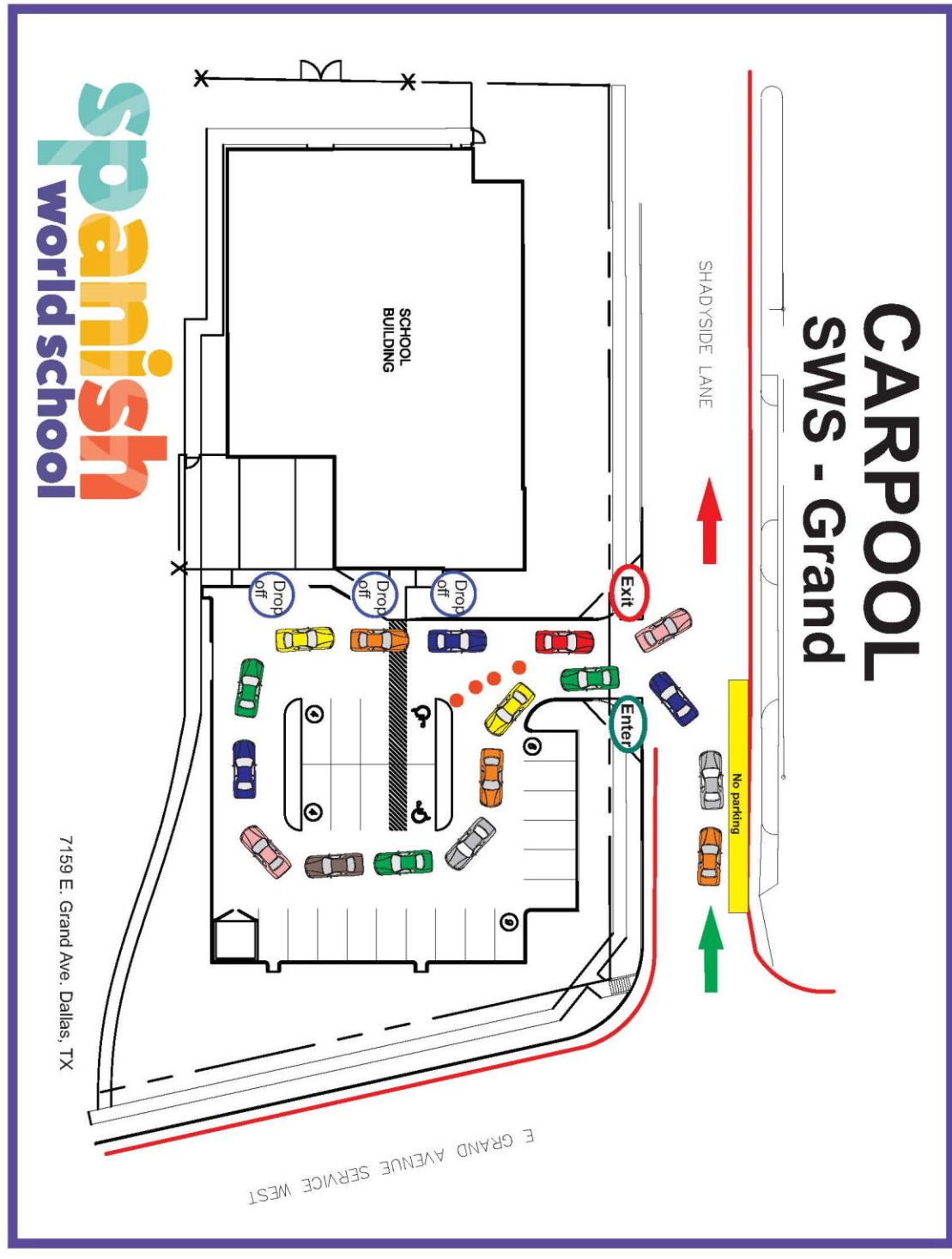
By consent of this TMP submittal, the school administration agrees to the strategies presented herein for which the school is held responsible unless the City of Dallas deems further measures are appropriate.

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.

 _____ Signature	 _____ Date
 _____ Name	 _____ Title



Appendix



Existing Traffic Management Plan

SPANISH HOUSE TRAFFIC MANAGEMENT PLAN JANUARY 2016 Z156-118

INTRODUCTION

The Spanish House Private School will be located to the west of the East Grand Avenue Service Road and Shadyside Lane intersection with a physical address of 7159 East Grand Avenue, Dallas, Texas 75223. This school is proposed to open in August 2016 with an enrollment of 80 students in Kindergarten to 5th grade. At full enrollment, which is projected to be reached in 2020, the school will have a maximum capacity of 200 students.

OVERVIEW

Spanish House will be located to the west of the East Grand Avenue Service Road and Shadyside Lane intersection as shown in **Figure 1**.

East Grand Avenue Service Road – Bordering the school to the east, this segment of East Grand Avenue serves as the service road for East Grand Avenue (SH 78) and is a one-way (southwest-bound only) roadway. The East Grand Avenue Service Road is not identified in the City of Dallas Thoroughfare Plan. The assumed speed limit on this section of the East Grand Avenue Service Road is 30 mph.

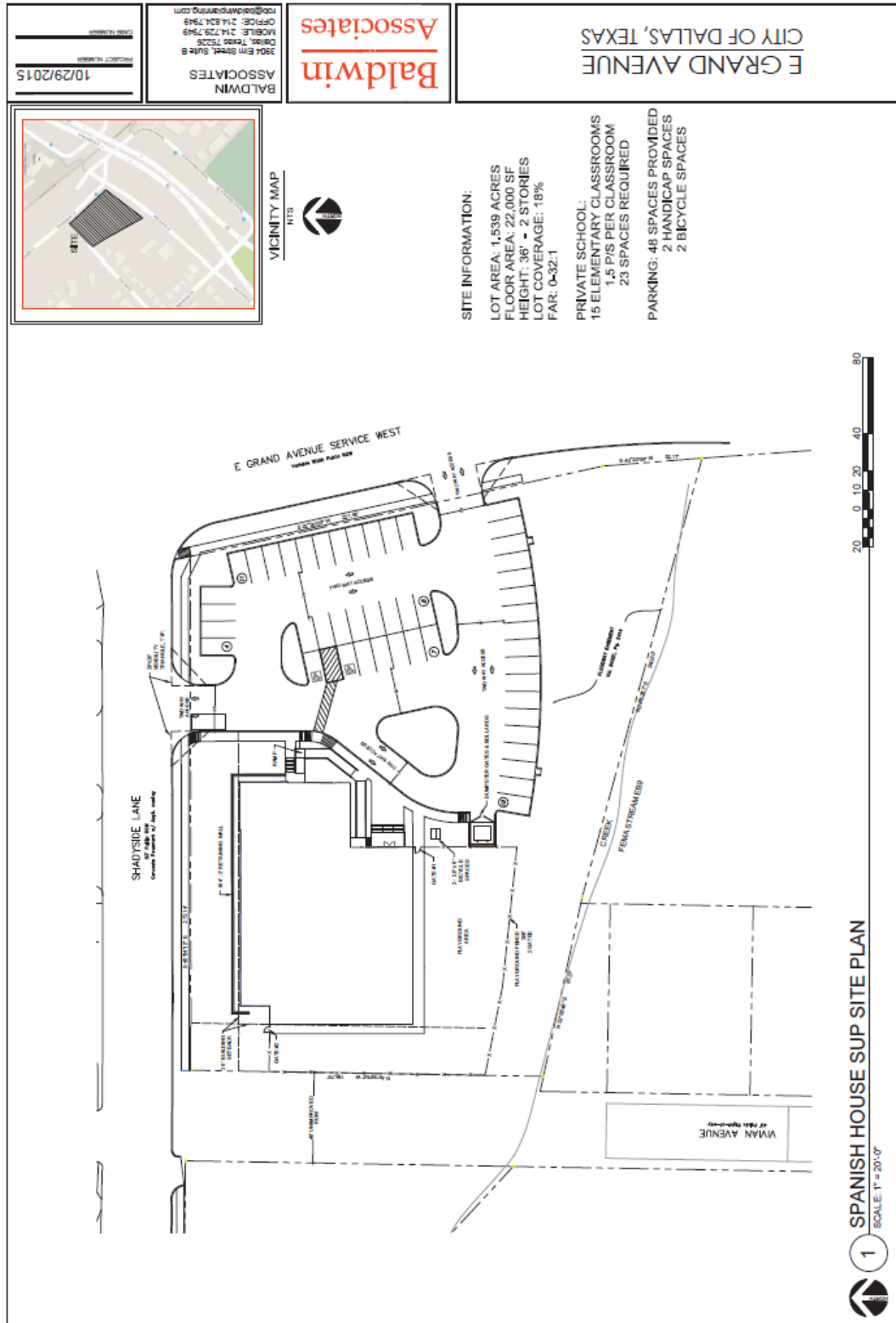
Shadyside Lane – Shadyside Lane borders Spanish House on the north side and is a two-lane, two-way roadway with a posted speed limit of 30 mph. Shadyside Lane is not identified on the City of Dallas Thoroughfare Plan. A DART bus stop is located along Shadyside Lane near the future school location.

Figure 2 shows the proposed site plan. The campus will be served by one driveway along East Grand Avenue and one driveway on Shadyside Lane. However, access will only be allowed via the East Grand Avenue driveway location during drop off and pick-up times.

Figure 1: Vicinity Map



Figure 2: Spanish House Site Plan



At maximum enrollment, Spanish House will serve 200 students in Kindergarten to 5th grade. Students will arrive at 7:30 AM and 8:30 AM with four (4) release times between 3:00 and 6:00 PM (including after school programs) as identified in Table 1. This table assumes full enrollment of the private school.

Table 1: Projected Student Dismissal Numbers

Dismissal Time	Percent of Enrollment Dismissed	# of Students
3:00 PM	30%	60
3:15 PM	30%	60
4:30 PM	20%	40
5:00 – 6:00 PM	20%	40
Total	100%	200

CITY OF DALLAS PARKING STANDARDS

Section 51.A-4.204 of the City of Dallas *Development Code* defines the parking requirements for institutional and community services. The City of Dallas code requires 1.5 parking spaces for each kindergarten/elementary school classroom. With 15 classrooms for Spanish House, 23 parking spaces would be required. Based on the site plan shown in Figure 2, the parking total of 48 spaces exceeds the City of Dallas requirements.

TRIP GENERATION

To develop trip rates for the Spanish House, the number of vehicle trips generated by the private school and the directional splits were initially calculated based on information presented in ITE's *Trip Generation Manual, Ninth Edition*. The trip generation equations, directional splits and the number of trips generated by the proposed school at full enrollment using this information is provided in Table 2.

Table 2: ITE Trip Generation Rates

Land Use	ITE Code	Equations ¹					
		AM Peak Hour			School PM Peak Hour		
Private School (K-8)	534	T = 0.90(X) + 3.01			T = 0.61(X) - 4.70		
		Directional Splits ²					
		AM Peak Hour			School PM Peak Hour		
		55 / 45			47 / 53		
		Estimated Trip Generation (200 students)					
		AM Peak Hour			School PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
		101	82	183	55	62	117

¹T = Trip Ends; X = Number of Students

²XX / YY = % entering vehicles / % exiting vehicles

QUEUING ANALYSIS

The primary goal of the evaluation of the traffic circulation for the school is to minimize the impact on the adjacent public streets and to avoid queues on public roadways. The proposed circulation plan will be the same for both the drop off in the morning and pick-up in the afternoon and there are proposed to be two (2) drop off periods and four (4) dismissal periods. **Figure 3** shows the proposed circulation during the drop off and pick-up periods with the anticipated queues during the primary pick-up time (3:00 PM) identified. To determine the projected length of queues on site, a maximum queue length of four (4) feet per student was assumed, based on previous studies at other private schools. A queued vehicle length of 20 feet was also assumed. Under these assumptions, **Table 3** summarizes the projected maximum queue for each dismissal period.

Table 3: Projected Queue Lengths by Dismissal Time

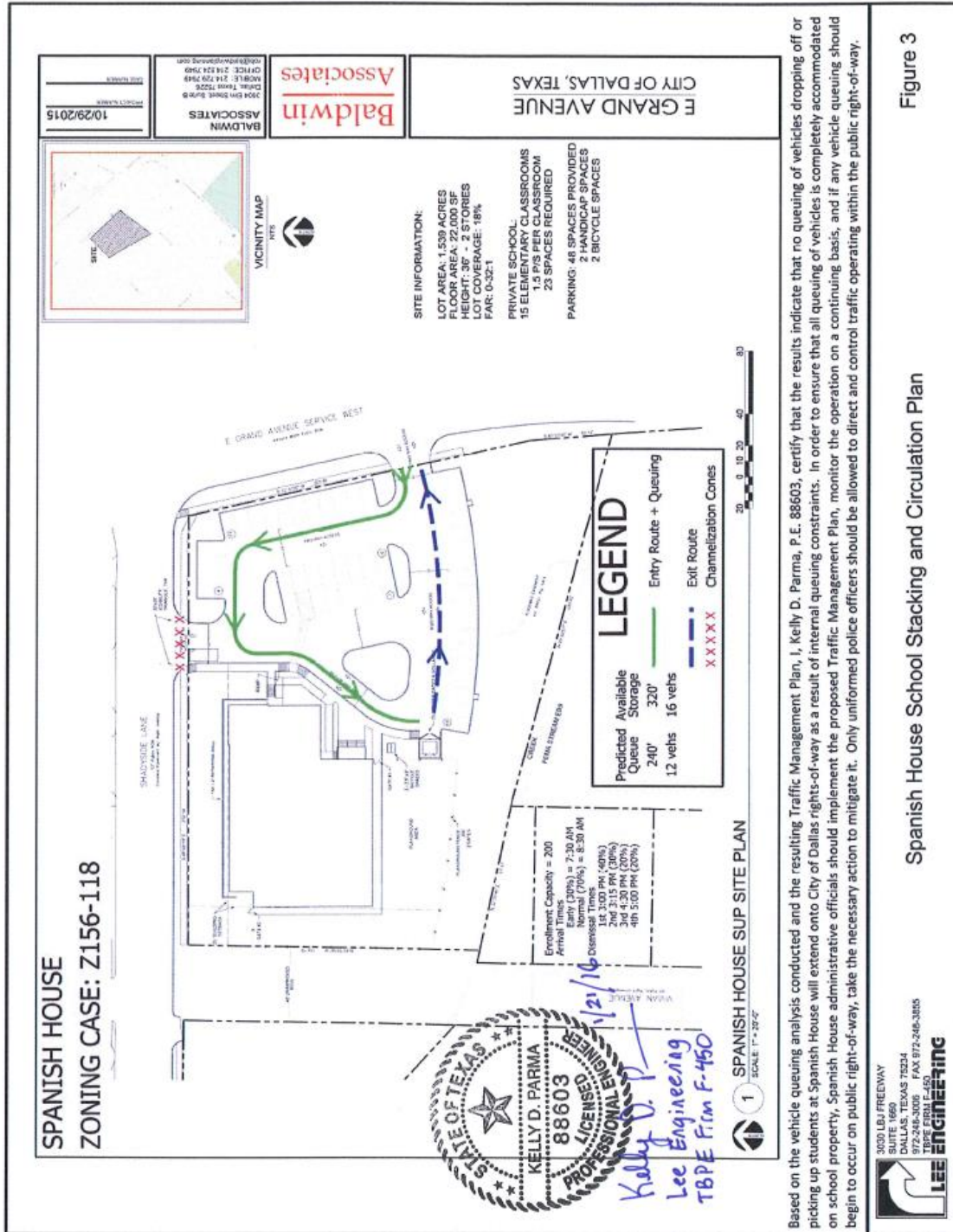
Dismissal Time	Percent of Enrollment Dismissed	# of Students	Projected Max Queue	
			(Feet)	(vehicles)
3:00 PM	30%	60	240	12
3:15 PM	30%	60	240	12
4:30 PM	20%	40	160	8
5:00 – 6:00 PM	20%	40	160	8
Total	100%	200	---	---

As shown by **Figure 3** and **Table 3**, with 320 feet (16 vehicles) of on-site queuing provided, the site is predicted to be able to store the vehicles during each of the dismissal periods.

2015-2016 PROPOSED OPERATION

The arrival and dismissal traffic flow is expected to proceed as follows:

- Arrival Procedures
 - Shadyside Lane driveway closed. All traffic will enter using the East Grand Avenue driveway.
 - A counterclockwise movement is recommended. Parents will enter the school using the East Grand Avenue driveway and turn right into the school parking lot.
 - Staff members will be present to assist students out of vehicles.
- Dismissal Procedures
 - Shadyside Lane driveway closed. All traffic will enter using the East Grand Avenue driveway.
 - A counterclockwise movement is recommended. Parents will enter the school and the queue line using the East Grand Avenue driveway and turn right into the school parking lot.
 - Staff members will assist students in to vehicles and to direct parents in queue lines as necessary.
 - Parents to remain in vehicles while in queue line.



Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Kelly D. Parma, P.E. 88603, certify that the results indicate that no queuing of vehicles dropping off or picking up students at Spanish House will extend onto City of Dallas rights-of-way as a result of internal queuing constraints. In order to ensure that all queuing of vehicles is completely accommodated on school property, Spanish House administrative officials should implement the proposed 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. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

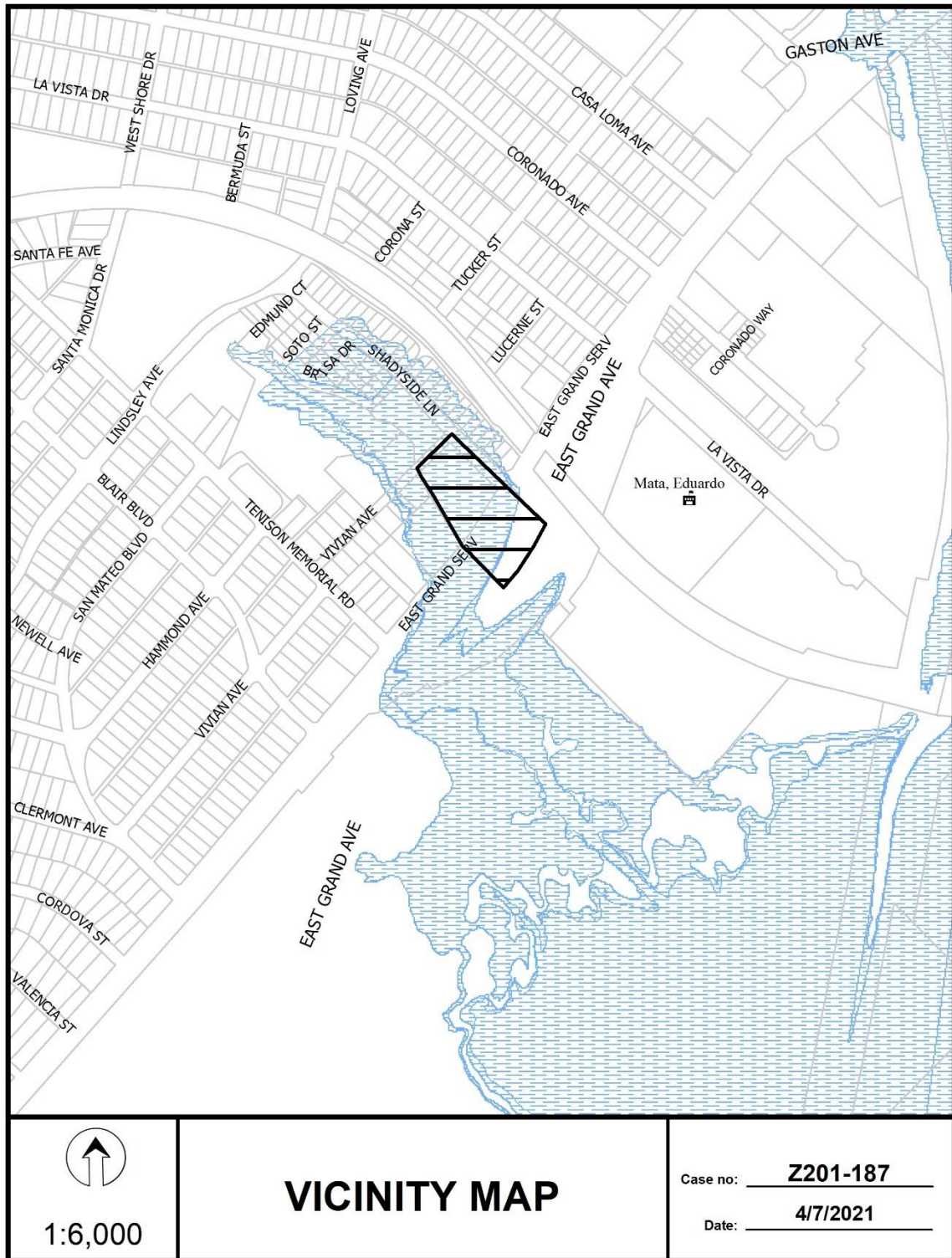
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SUITE 1660
DALLAS, TEXAS 75234
972-248-3008 FAX 972-248-3855
TBPE Firm F-450
LEE ENGINEERING

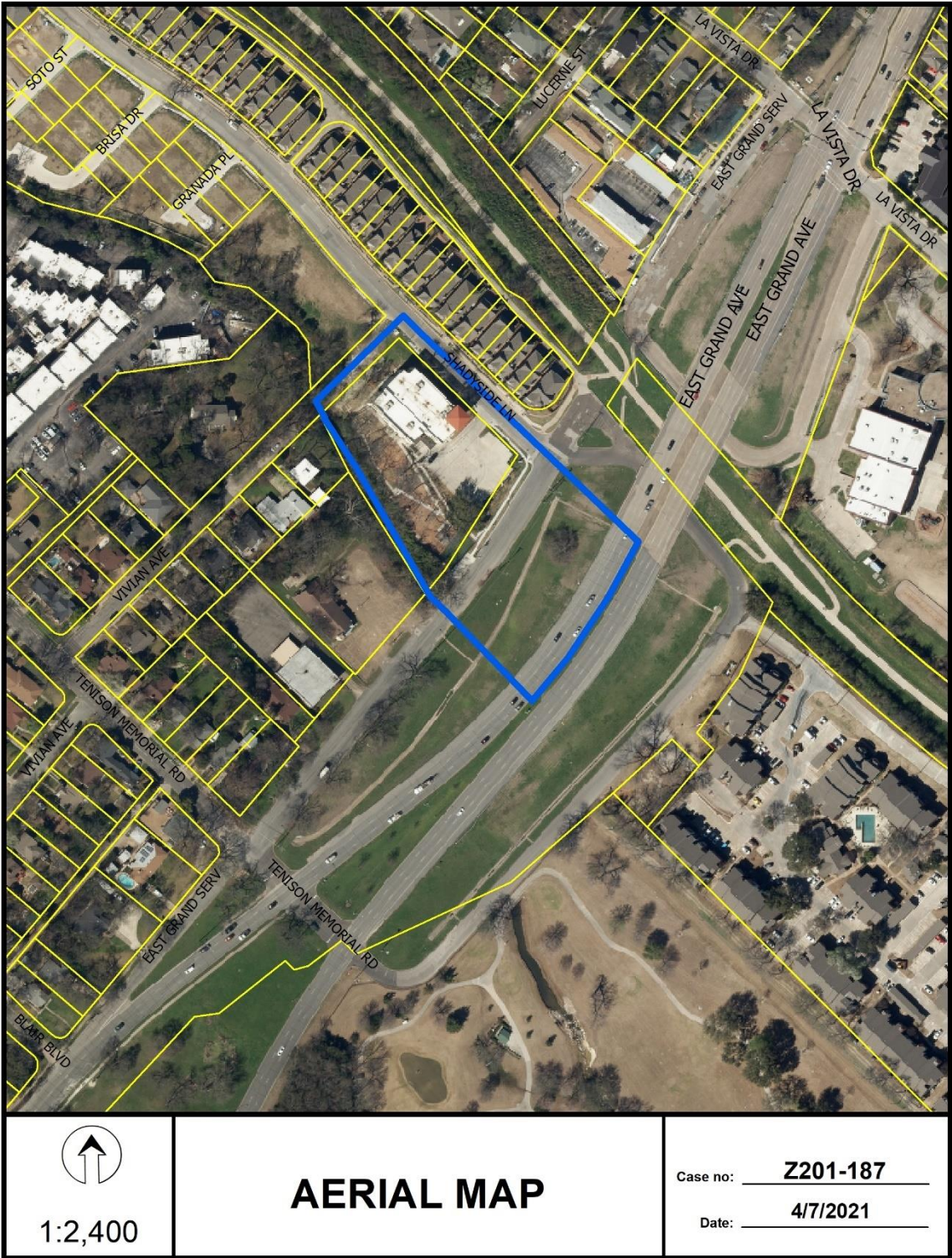
Spanish House
Traffic Management Plan
January 2016
Z156-118

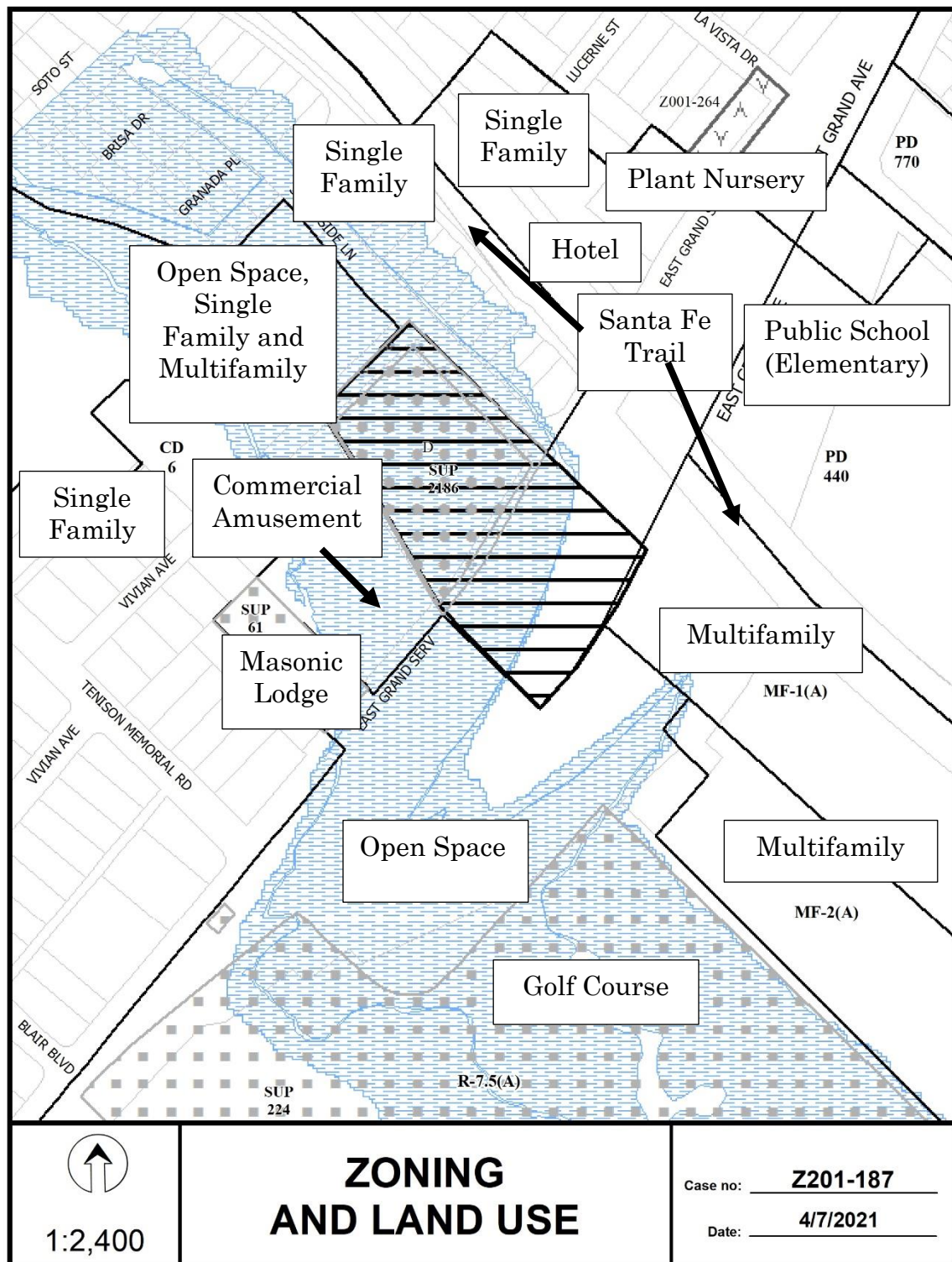
Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Kelly D. Parma, P.E. 88603, certify that the results indicate that no queuing of vehicles dropping off or picking up students at Spanish House will extend onto City of Dallas rights-of-way as a result of internal queuing constraints. In order to ensure that all queuing of vehicles is completely accommodated on school property, Spanish House administrative officials should implement the proposed 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. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

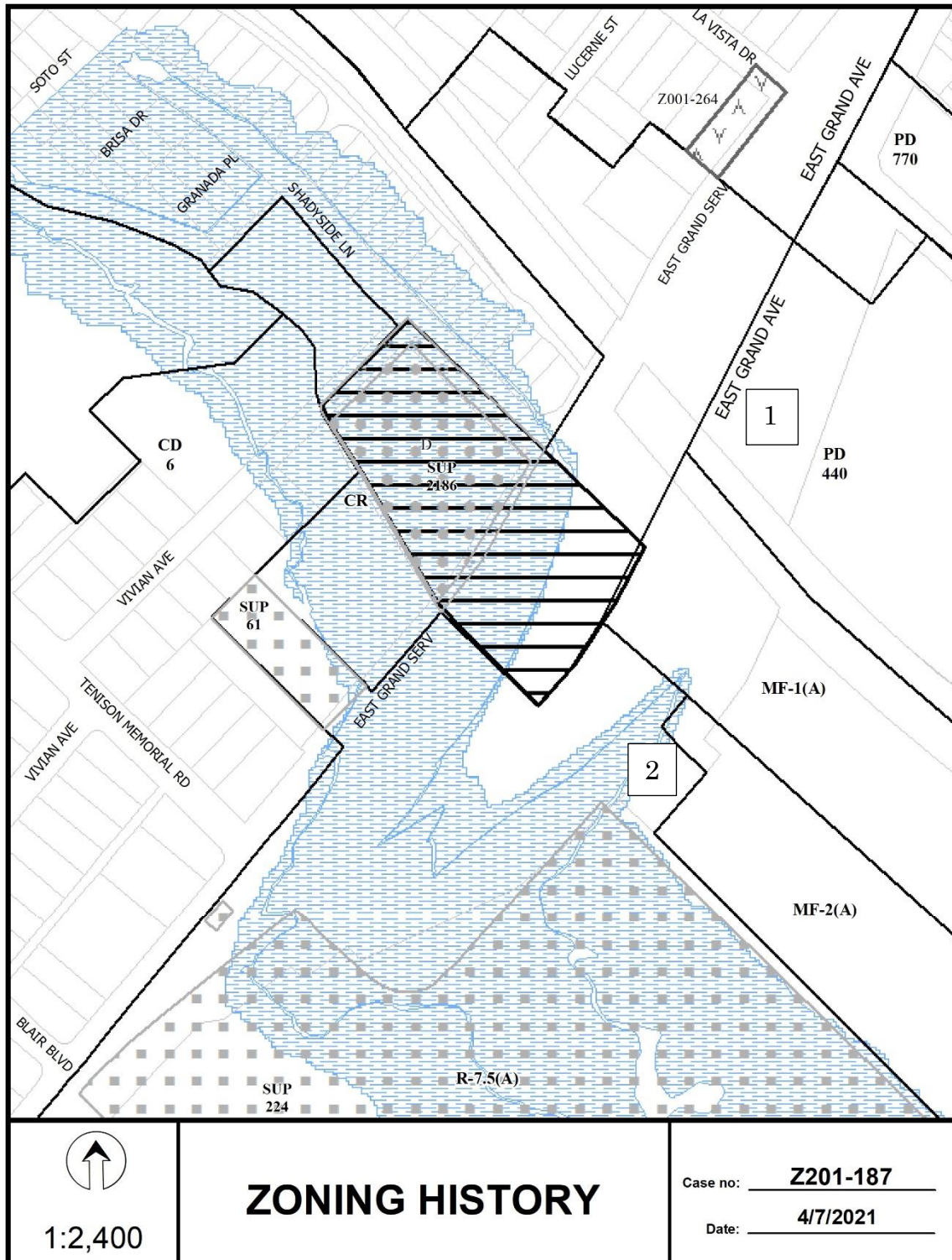


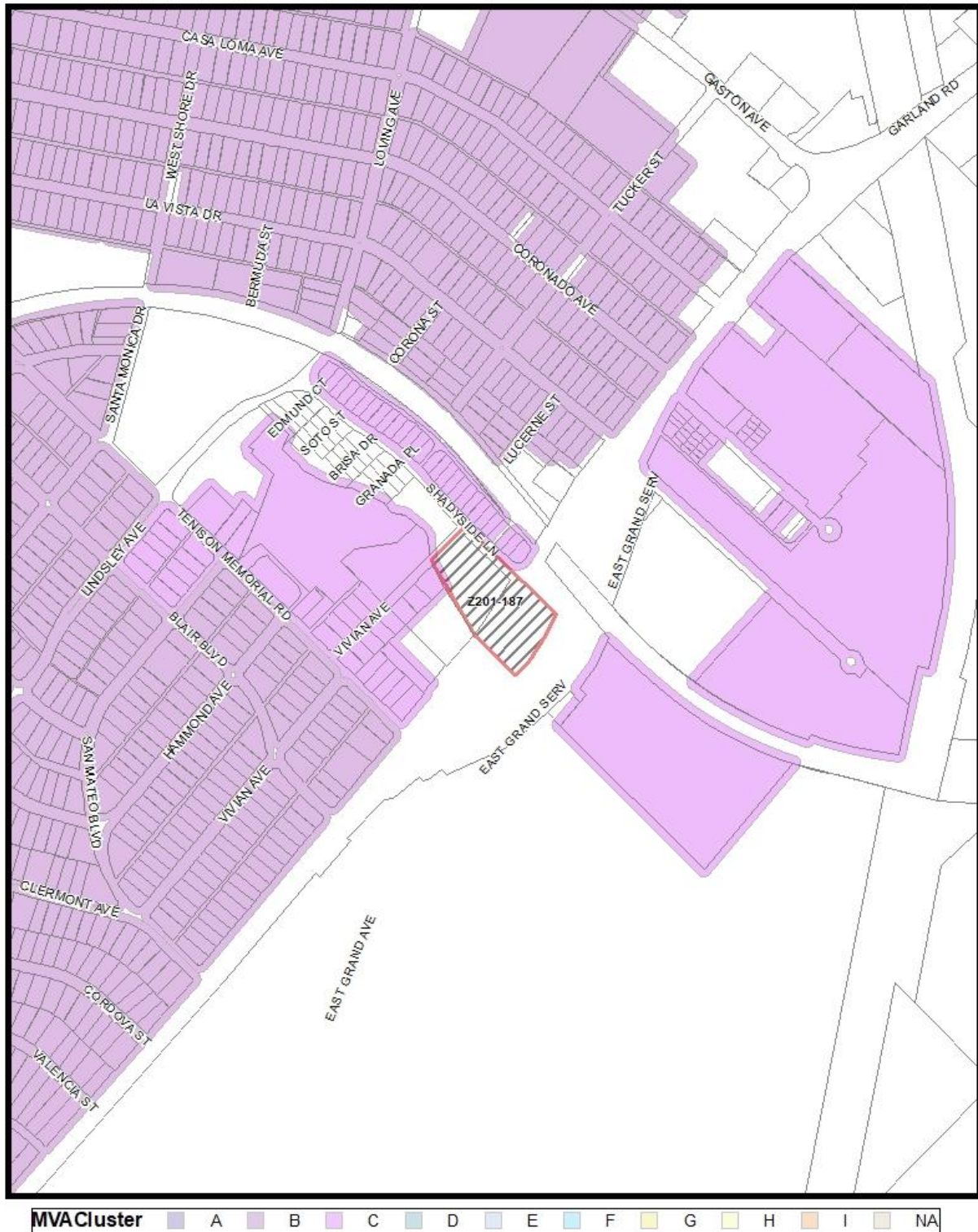
Kelly D. P.
1/21/16
Lee Engineering
TBPE Firm F-450











Market Value Analysis

Printed Date: 4/7/2021

CPC RESPONSES



04/21/2021

Reply List of Property Owners***Z201-187******35 Property Owners Notified 0 Property Owners in Favor 0 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	7159	EAST GRAND AVE	MARTINEZWALLACE LLC
2	7140	EAST GRAND AVE	7140 E GRAND LLC
3	7137	EAST GRAND AVE	PAN AMERICAN GOLF ASSN
4	7115	EAST GRAND AVE	PACE MARK EDWARD & ELBA
5	7119	EAST GRAND AVE	GARRETT ALEXANDER C
6	903	SHADYSIDE LN	KENSINGTON GARDENS LAKEWOOD
7	7123	VIVIAN AVE	SPITZ RALPH JEFFREY REV TR
8	7138	VIVIAN AVE	BLAIR CATHERINE E REV LIVING TRUST
9	7126	VIVIAN AVE	CARD DAVID J
10	7116	VIVIAN AVE	WILLIAMS KEVIN W &
11	7134	VIVIAN AVE	JAREMKO MATTHEW E &
12	7122	VIVIAN AVE	BUNDY SUNNY DAWN
13	7201	VIVIAN AVE	BARBOSA GUSTAVE
14	7100	TENISON MEMORIAL RD	SAN MATEO FOREST APT LLC
15	7200	EAST GRAND AVE	JOPLIN MARY C
16	7201	EAST GRAND AVE	JAY SITARAM HOSPITALITY
17	7150	EAST GRAND AVE	AHC METRO LAKEWOOD LP
18	7420	LA VISTA DR	Dallas ISD
19	994	SHADYSIDE LN	MM FINISHED LOTS LLC
20	1030	SHADYSIDE LN	EBBERMEN SCOTT & ANDREZA C
21	1038	SHADYSIDE LN	PEACOCK REVOCABLE TRUST THE
22	1046	SHADYSIDE LN	PATEL NEHA
23	1054	SHADYSIDE LN	DAO STEPHEN &
24	1062	SHADYSIDE LN	MCCOMMAS 107 LLC
25	1070	SHADYSIDE LN	MALPHURS MICHAEL & STACY M
26	1078	SHADYSIDE LN	LANDRUM JUSTIN ROBB &

04/21/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	1110	SHADYSIDE LN	MAZZANTI MICHAEL L &
28	1114	SHADYSIDE LN	CHEN XIYU
29	1124	SHADYSIDE LN	FORMBY WALTER
30	1134	SHADYSIDE LN	DUGAS HALEY A
31	1144	SHADYSIDE LN	DUBAY CASSIE RAE &
32	1154	SHADYSIDE LN	BANGERA NITIN &
33	1164	SHADYSIDE LN	REDDY REKHA
34	401	S BUCKNER BLVD	DART
35	401	S BUCKNER BLVD	DART