

8-2-18

ORDINANCE NO. 30953

An ordinance amending the zoning ordinances of the City of Dallas by permitting the following property, which is presently zoned as an IR Industrial/Research District:

BEING a tract of land in City Block A/8073; fronting approximately 270.29 feet on the south line of Skillman Street; fronting approximately 270.00 feet on the north line of Wendell Road approximately 279.49 feet east of Pagemill Road; and containing approximately 3.195 acres,

to be used under Specific Use Permit No. 2299 for an open-enrollment charter school; providing that this specific use permit shall be granted subject to certain conditions; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding this specific use permit; and

WHEREAS, the city council finds that this use will complement or be compatible with the surrounding uses and community facilities; contribute to, enhance, or promote the welfare of the area of request and adjacent properties; not be detrimental to the public health, safety, or general welfare; and conform in all other respects to all applicable zoning regulations and standards; and

WHEREAS, the city council finds that it is in the public interest to grant this specific use permit, subject to certain conditions; Now, Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the zoning ordinances of the City of Dallas are amended to allow the property described in Exhibit A, which is attached to and made a part of this ordinance (“the Property”), which is presently zoned as an IR Industrial/Research District, to be used under Specific Use Permit No. 2299 for an open-enrollment charter school.

SECTION 2. That this specific use permit is granted on the following conditions:

1. USE: The only use authorized by this specific use permit is an open-enrollment charter school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires on August 8, 2023.
4. CLASSROOMS: The maximum number of classrooms is 18, limited to high school classrooms.
5. HOURS OF OPERATION: The open-enrollment charter school may only operate between 6:30 a.m. and 7:00 p.m., Monday through Friday and between 7:30 a.m. and 12:30 p.m. on Saturday.
6. TRAFFIC MANAGEMENT PLAN:
 - A. In general. Operation of the open-enrollment charter school must comply with the attached traffic management plan.
 - B. Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.
 - C. Traffic study.
 - i. The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by November 1, 2020. 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 pick-up times over a two-week period, and must contain an analysis of the following:

- a. ingress and egress points;
 - b. queue lengths;
 - c. number and location of personnel assisting with loading and unloading of students;
 - d. drop-off and pick-up locations;
 - e. drop-off and pick-up hours for each grade level;
 - f. hours for each grade level; and
 - g. circulation.
- iii. Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.
- a. If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.
 - b. If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.
- D. Amendment process.
- i. A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.
 - ii. The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.
7. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
8. 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.

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SECTION 3. That all paved areas, permanent drives, streets, and drainage structures, if any, on the Property must be constructed in accordance with standard City of Dallas specifications, and completed to the satisfaction of the City of Dallas.

SECTION 4. That the building official shall not issue a building permit or a certificate of occupancy for a use authorized by this specific use permit on the Property until there has been full compliance with this ordinance, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the City of Dallas.

SECTION 5. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

SECTION 6. That the zoning ordinances of the City of Dallas, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 7. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 8. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

LARRY E. CASTO, City Attorney

By Anna Lambert Holmes
Assistant City Attorney

AUG 08 2018

Passed _____

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GIS_Approved

EXHIBIT A

BEING a tract of land situated in the JOHN JACKSON SURVEY, Abstract 699, City of Dallas, Dallas County, Texas and being part of Block A/8073 of City of Dallas in the Northgate Business Park, First Installment, as recorded in Volume 74113, Page 1136 of the Map and Deed Records of Dallas County, Texas and known as Buildings Number 22, 23, 24 and 25, and being more particularly described as follow:

BEGINNING at a ½ inch iron rod found for a corner in the north line of Wendell Road (60' R.O.W.), said point being in an easterly direction along said north line of Wendell Road a distance of 279.49 feet from a ½ inch rod found at the intersection of said north line of Wendell Road and east line of Pagemill Road (60' R.O.W.);

THENCE, North 00 degrees 08 minutes 40 seconds West, a distance of 252.87 feet to a ½ inch iron rod found for a corner;

THENCE North 15 degrees 08 minutes 40 seconds West, a distance of 219.80 feet to a cut cross set in concrete on the south line of Skillman Avenue (120' R.O.W.), said point being the beginning of a non-tangent curve to the right having a radius of 2804.79 feet, a central angle of 05 degrees 31 minutes 17 seconds, a tangent length of 135.25 feet and a chord bearing of North 72 degrees 42 minutes 10 seconds East;

THENCE, in an easterly direction along said south line of Skillman Avenue and along said curve to the right an arc length of 270.29 feet to a ½ inch rod set with "Huitt-Zollars" cap for a corner;

THENCE, South 15 degrees 08 minutes 40 seconds East, a distance of 265.49 feet to a cut cross set in concrete for a corner;

THENCE, South 00 degrees 08 minutes 40 seconds East, a distance of 288.42 feet to a ½ inch rod found on the said north line of Wendell Road for a corner;

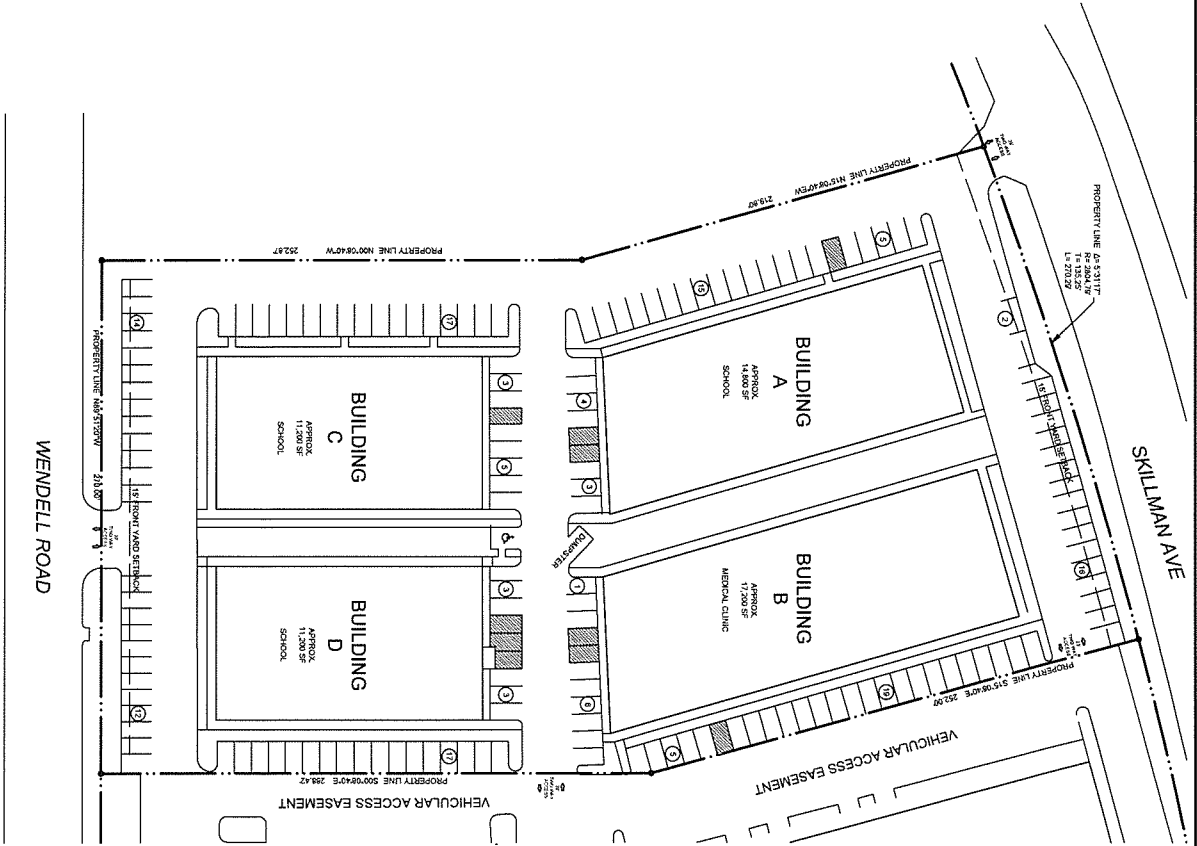
THENCE, South 89 degrees 51 minutes 20 seconds West, along said north line of Wendell Road, a distance of 270.00 feet to the POINT OF BEGINNING and CONTAINING 3.195 acres of land, more or less.

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Site Plan

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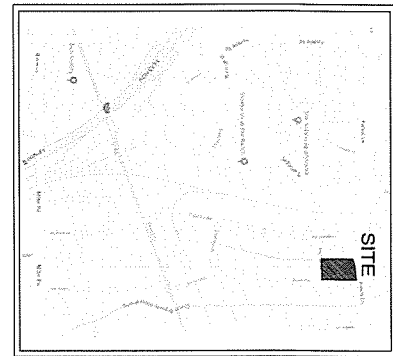


1 SUP SITE PLAN
SCALE: 1" = 30'-0"



Approved
City Plan Commission
May 17, 2018

Specific Use Permit
No. 2299



VICINITY MAP
NTS

SITE DATA TABLE
SUP FOR OPEN ENROLLMENT CHARTER SCHOOL
IN INDUSTRIAL RESEARCH ZONING DISTRICT

TOTAL SITE AREA	3.355 AC
SUP LAND USE (BUILDINGS A, C, D - 49,003 SF)	OPEN ENROLLMENT CHARTER SCHOOL
BUILDING B (17,200 SF) CURRENT LAND USE	MEDICAL CLINIC
TOTAL FLOOR AREA FOR SITE	66,200 SF
CLASSROOMS / GRADE LEVEL	38 HIGH SCHOOL
VARD LOT SPACE	
FLOOR AREA RATIO	MAX. PROVIDED
STORIES/HEIGHT	2.0 0.5
LOT COVERAGE	15,200 FT 2,788 FT
	80% 50%
SETBACKS	
FRONT SETBACK - SKILLMAN ST	MIN. PROVIDED
FRONT SETBACK - WENDELL RD	15 FT 15 FT
SIDE SETBACK	NONE N/A
REAR SETBACK	NONE N/A
PARKING	
PARKING: SCHOOL & BUI/CLASSROOM	REQ. PROVIDED
PARKING: BUILDING B	86 151
TOTAL	151

SKILLMAN TEXAS CAN ACADEMY
CITY OF DALLAS, TEXAS

Baldwin
Associates

BALDWIN ASSOCIATES
3904 Elm Street, Suite B
Dallas, Texas 75226
MOBILE: 214.729.7949
OFFICE: 214.824.7949
rob@baldwinplanning.com

04/18/2018
PROJECT NUMBER
CASE NUMBER

Z178-213

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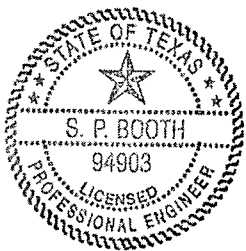
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TRAFFIC MANAGEMENT PLAN

Texans Can Academies - Skillman Campus Dallas, Texas

April 2018

Prepared for
Texans Can Academies



S. P. Booth 04/23/2018

AVO 33762

Specific Use Permit
No. 2299



1201 North Bowser Road
Richardson, Texas 75081

Firm Registration No. 312

Approved
City Plan Commission
May 17, 2018

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I. INTRODUCTION

Halff Associates, Inc. (Halff) was retained by Texans Can Academies (Client) to prepare a Traffic Management Plan (TMP) for the proposed Skillman Street Campus located in Dallas, Texas. Figure 1 below is a map detailing the site location. An enlarged aerial of the site has been included in the Appendix on Exhibit 1.



* Trafficware Synchro 10 screenshot reprinted with permission from Microsoft Bing Maps

Figure 1 – Site Location Map

The proposed school will be located in existing buildings that are part of an existing office/light industrial type area, located south of the intersection of Forest Lane and Skillman Street. In the figure above, buildings A, C, and D (approximately 49,000 square feet in total) will be renovated to house classrooms and support areas for the school, Building B is currently occupied and will not be part of the school. The proposed school will have up to 350 students enrolled (split over morning and afternoon classes) with 35 staff members (many of which work both morning and afternoon classes).

1.1 Current and Future Roadway Conditions

The Skillman Campus is bordered by Skillman Street on the north edge of the site, Wendell Road along the southern edge, and access driveways on both the east and east sides of the site. Skillman Street is a major six-lane divided thoroughfare. Wendell Road is a 40-foot wide roadway with no lane striping, therefore, it functions as a two-lane roadway. The driveways on either side of the buildings are standard width drive aisles that are approximately 24 feet wide, and are striped as fire lanes. There are no known proposed/planned improvements to existing roadways surrounding the site.

II. TRAFFIC MANAGEMENT PLAN

The purpose of the Traffic Management Plan (TMP) is to have established procedures for traffic flow and circulation around the charter school related to student drop-off and pick-up operations. Use of a TMP helps improve traffic/student safety and helps maximize the efficiency of drop-off and pick-up operations. The analysis summarized in this report identifies critical elements of the TMP such as available queuing space that is both on and off site, circulation patterns for the charter school facilities, and the projected trip generation (and estimated queuing) during the morning and afternoon peaks.

2.1 Operational Characteristics

Based on information from the client, the school is projected to have:

- maximum of 350 students, split over a morning and afternoon session
- 35 staff members

The high school is open from 7:00 AM until 7:00 PM. Classes are split between a morning session (7:45 AM to 12:00 PM) and an afternoon session (12:30 PM to 4:45 PM). The actual start and end times for the class sessions could be slightly different from those listed above and are structured around the DART bus schedule. This is due to a large number of students that utilize transit.

For schools, the peak times of traffic flow are concentrated around the start and end of classes and are shorter than an hour (typically 30 minutes). As was stated above, there are two sessions of school for students, an AM session and a PM session. Most students are enrolled in either the AM or PM session, but a few are enrolled in both sessions.

Based on the estimated class times and observations conducted at the existing Grand East Campus, the morning peak hour is between 7:00 AM and 8:00 AM. The midday peak hour is from 11:30 AM to 12:30 PM and has the highest student related turnover for the day. This is due to both students leaving and arriving at the facility in the one-hour period. The afternoon peak is from 4:30 PM to 5:30 PM and is the least busy time of the day.

2.1.1 Campus Trip Generation

Trip generation for the school was based on observations conducted at an existing campus in the south Dallas area (the Grant East Campus). Given that the Grant East Campus had an enrollment of 275 students at the time trip generation data was collected, it was necessary to use a straight-line adjustment to project trips for a campus with 350 students. The estimated trip generation based on that projection is summarized in Table 1 below.

Table 1 – Projected Trip Generation Summary for Vehicle Trips

Land Use	Independent Variable	Units	AM-Peak Hour			Midday-Peak Hour			PM-Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
High School	Students	350	99	42	141	45	67	112	9	24	33
Total Trips			99	42	141	45	67	112	9	24	33

The above table shows that the most vehicular traffic occurs in the morning peak hour with a total of 141 trips. Much of this is due to the arrival of both students and staff for morning classes. From the observations at the Grant East Campus, it was also observed the arrival of vehicles in the AM peak was spread out more evenly over the peak hour. This is due to staff arriving at the site before students.

The midday peak hour, which was determined to be the critical time period for traffic activity, has fewer overall trips when compared the AM peak, but has both drop off and pick up occurring on site. It is also concentrated into a peak 30 minute period between 11:45 AM and 12:15 PM.

There is minimal vehicular activity on the campus in the afternoon. This is due to the split in morning and afternoon classes with more students attending class in the morning session.

2.1.2 Trip Generation Comparison

Given that the proposed campus is located at a site with an existing use, it is necessary to compare the trip generation of the proposed school with that of the existing use. This comparison is shown in the Table 2 below.

Table 2 – Comparison of Trip Generation for Site

Land Use	Independent Variable	Units	AM-Peak Hour			PM-Peak Hour			24 Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Office (ITE Code 710)	SQFT (1000)	49	95	13	108	23	110	133	382	382	764
High School	Students	350	99	42	141	9	24	33	163	163	326
Difference in Trips			+4	+29	+33	-14	-86	-100	-219	-219	-438

Under the current use, which was assumed to be general office, 49,000 square feet of gross floor space is projected to generate 108 trips in the AM peak, 133 in the PM peak, and 764 trips over a 24-hour period. Comparing that to the projected trip generation of the school, the school will generate 33 additional trips in the AM peak, 100 fewer trips in the PM peak, and over 400 less trips in a 24-hour period. Also attached is a copy of the City of Dallas Traffic Impact Worksheet, which shows that proposed school will generate less trip than the existing use.

2.2 Projected School Operations and Vehicular Circulation

As with other Texans Can Academies campuses, the majority of the students attending this location will utilize transit services to reach the campus. There are DART bus stops located on Skillman Street adjacent to the campus (the locations are shown on the TMP exhibit). In addition, there is a DART train station/transit hub less than one mile away (southwest of the campus). This transit hub is serviced by the bus routes that have stops on the Skillman Street route adjacent to the campus. Therefore, students that ride the train could walk to campus, or choose to ride the bus. An overview map is shown below in Figure 2.

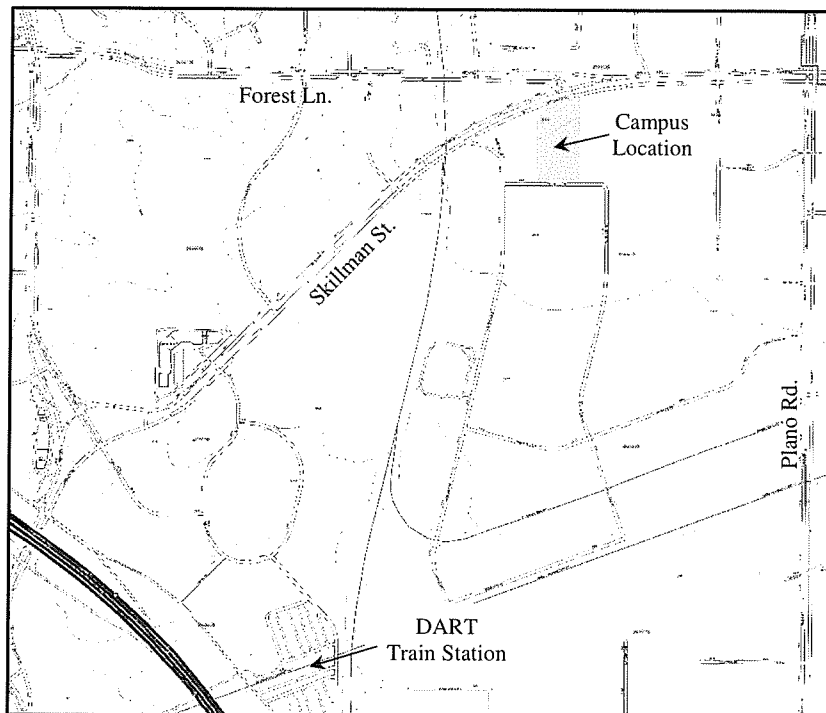


Figure 2 – Area Overview Map

Students will enter and exit the campus through the cafeteria which is located in Building D. (Refer to the attached TMP exhibit). It is anticipated that the main entrance to the cafeteria will be on the north side of the building. Therefore, all students that use transit, will access the campus from Skillman Street, where the transit stops are located. These students will also exit the campus in the same manner.

Students that are dropped off or picked up by parents will do so in the parking/drive isle area that is north of the cafeteria (building D), which runs between buildings A and B and buildings C and D. For parents/students coming from the north or east, access to the site will be by making a left-turn on to Pagemill Road, which is signalized. For those coming from the south and west, they will access the site via a right-turn on to Pagemill Road. Parents/students will then turn left on to Wendell Road (from Pagemill Road) and then access the campus from the entrance located on Wendell Road south of buildings C and D.

Students who drive their own vehicle, park in the designated lot located adjacent to buildings A, C, and D of the campus. These students will access the campus through the cafeteria in the same manner as that described for the pickup and drop-off operations above.

2.3 On-Street Pick-Up/Drop-Off

At the Grant East Campus, the school is located in a residential neighborhood and some pickup and drop-off activity occurs on the adjacent streets. For this site, on-street pickup/drop-off will be strongly discouraged by staff and is not anticipated to occur. Therefore, all pickup/drop-off activity will occur on site.

2.4 On-Site Queues and Projected Queue Lengths

Based on the location of the proposed entry point to the campus, there is approximately 500 feet (approximately 20 vehicles) of space for the queuing of vehicles (see attached TMP in Exhibit 1) for parents picking up and dropping off students. Based on observations from the Grant East Campus, vehicle queues in the AM peak hour were minimal during the morning drop-off and are anticipated to be similar for the Skillman Campus.

During the midday peak, the vehicle queue of parents waiting to pick students up at the Grant East Campus did not exceed four (4) vehicles at any given time. This short queue is likely due to the presence of on-street pickup at that site. Given that the Skillman Campus will not have on-street pickup, it is anticipated that the pickup queue will be double that of the Grant East Campus. Thus, the maximum queue anticipated at the Skillman Campus would be eight (8) vehicles during the midday peak hour. This projected queue can be easily contained on site, with no disruption to surrounding businesses.

III. SUMMARY

Based upon the proposed site layout for the Skillman Campus, the projected student enrollment, and observations from existing Texans Can Academies campuses; it is not anticipated that the proposed school campus will have a significant impact on the traffic operations of the adjacent roadways. The proposed school will generate significantly less overall trips during a 24-hour period (438 less trips less than office use), less trips in the PM peak hour (100 less than office use), but have a marginal increase in the AM peak hour (33 trips more than office use).

Overall access to the site is good and there is sufficient on-site storage for the projected queues related to the operations of the school.

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*Texans Can Academies - Skillman Campus
Dallas, Texas*

*April 2018
AVO 33762*

APPENDIX

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TEXANS CAN ACADEMIES - SKILLMAN CAMPOS

TRAFFIC IMPACT WORKSHEET

This worksheet will help you determine if a Traffic Impact Study (T.I.S.) needs to be submitted with your zoning change request. **Please read the following paragraphs before filling out this worksheet.**

First, read all of the uses listed in column A and check the box to the right of each use that characterizes the proposed development.

Next, fill in the number of units or gross square footage of each use in column 'C' :

* If the development has a Number of Units, then multiply that number by the Trip Rate (column 'B' times column 'C') and indicate the total in column 'D',

* If the development has a Gross Square Footage, then divide the gross square footage in column 'C' by 1,000, then multiply the result by the Trip Rate in column 'B' and indicated the total in column 'D'.

Finally, total all the trips generated per day to the space at the bottom of column 'D'.

If the total exceeds 1,000 trips per day, then either a Traffic Impact Study (T.I.S.) or a Waiver of the T.I.S. is required with the zoning request. Traffic Impact Study waivers will be considered on a per case basis by the Director of the Sustainable Development and Construction. The Department of Sustainable Development and Construction is located in the Oak Cliff Municipal Center at 320 E. Jefferson Blvd., Room 200 and can be reached by telephone at 214-948-4205. If a proposed project cannot be defined within the uses provided on this worksheet, check ITE and contact the Department of Sustainable Development and Construction for assistance. Finally, fill out the applicant and development information below the chart.

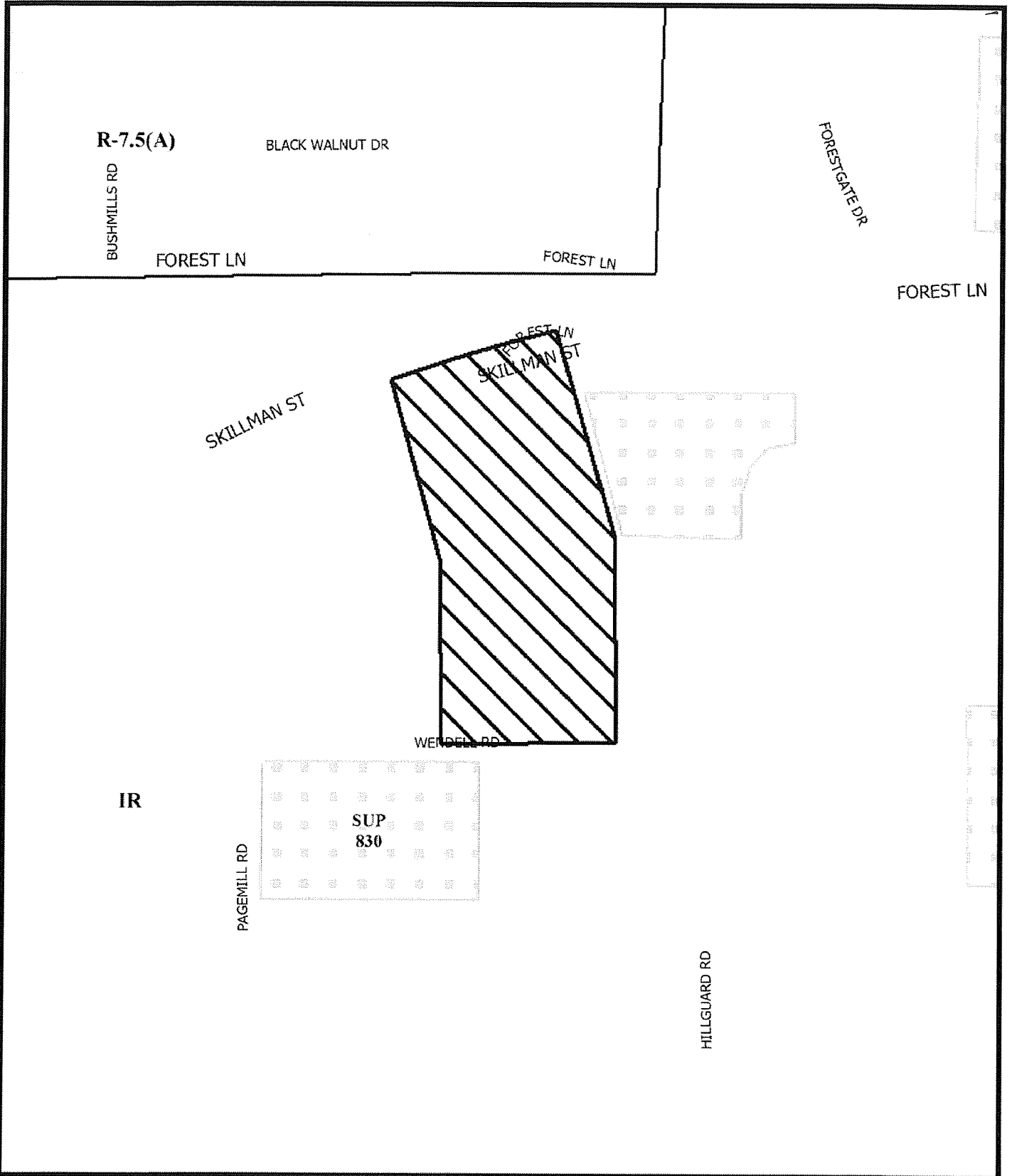
A Use	B Trip Rates ¹	C Number of Units / SQ. FT.	D Trip Generated
Lodging <input type="checkbox"/>	9.11 per room		
Residential			
Single Family <input type="checkbox"/>	9.57 per dwelling unit		
Other <input type="checkbox"/>	6.59 per dwelling unit		
Industrial <input type="checkbox"/>	6.96 per 1,000 gsf		
Office			
Financial Institution w/o drive-in <input type="checkbox"/>	156.48 per 1,000 gsf		
Financial Institution with drive-in <input type="checkbox"/>	246.49 per 1,000 gsf		
Other: 10,000 gsf or less <input type="checkbox"/>	26.59 per 1,000 gsf		
10,001-50,000 gsf <i>EXISTING</i> <input checked="" type="checkbox"/>	22.64 per 1,000 gsf	49	1,109
50,000-100,000 gsf <input type="checkbox"/>	15.58 per 1,000 gsf		
100,001-150,000 gsf <input type="checkbox"/>	13.27 per 1,000 gsf		
150,001-200,000 gsf <input type="checkbox"/>	12.08 per 1,000 gsf		
Retail/ Personal Service			
General Merchandise > 3,500 sq.ft. <input type="checkbox"/>	177.59 per 1,000 gsf		
General Merchandise < 3,500 sq.ft. <input type="checkbox"/>	863.10 per 1,000 gsf		
Restaurant w/o drive-in <input type="checkbox"/>	158.37 per 1,000 gsf		
Restaurant with drive-in <input type="checkbox"/>	722.03 per 1,000 gsf		
Other: 10,000 gsf or less <input type="checkbox"/>	278.24 per 1,000 gsf		
10,001-50,000 gsf <input type="checkbox"/>	215.39 per 1,000 gsf		
50,000-100,000 gsf <input type="checkbox"/>	118.36 per 1,000 gsf		
100,001-150,000 gsf <input type="checkbox"/>	91.46 per 1,000 gsf		
150,001-200,000 gsf <input type="checkbox"/>	78.65 per 1,000 gsf		
Church <input type="checkbox"/>	36.63 per 1,000 gsf		
School (1.29 Elem., 1.62 JH, 1.71 H.S.) <i>PROP</i> <input checked="" type="checkbox"/>	Per Student @ 22 Student/Class	25 Student/ JH & HS	598
Day care <input type="checkbox"/>	79.26 per 1,000 gsf		
Wholesale/ Distribution/ Storage			
Mini-warehouse <input type="checkbox"/>	2.50 per 1,000 gsf		
Warehouse <input type="checkbox"/>	4.96 per 1,000 gsf		
Total trips generated			- 511

1. All rates are based on ITE Trip Generation Report, 7th edition, November 2003
 2. These rates may change based on new data / publications, directional distribution and specific developments.

Applicant	TEXANS CAN ACADEMIES	Phone Number	
Location	9704 SKILLMAN ST	Size (in Acres)	

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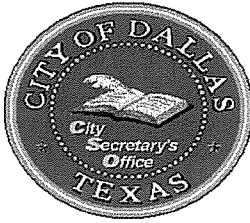
181084



1:2,400

ZONING MAP

Case no: Z178-213
 Date: 4/6/2018



PROOF OF PUBLICATION – LEGAL ADVERTISING

The legal advertisement required for the noted ordinance was published in the Dallas Morning News, the official newspaper of the city, as required by law, and the Dallas City Charter, Chapter XVIII, Section 7.

DATE ADOPTED BY CITY COUNCIL AUG 08 2018

ORDINANCE NUMBER 30953

DATE PUBLISHED AUG 11 2018

ATTESTED BY: