

1-30-20

ORDINANCE NO. 31448

An ordinance changing the zoning classification on the following property:

BEING all of City Block 3/1512 bounded by Haskell Avenue, Cole Avenue, Cambrick Street, and McKinney Avenue; and containing approximately 7.14 acres,

from an MF-2 Multiple Family Subdistrict within Planned Development District No. 193 (Oak Lawn Special Purpose District) to Planned Development Subdistrict No. 153 within Planned Development District No. 193; amending Part II, "PD Subdistrict Regulations," of Article 193, "PD 193," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code by creating a new Division S-153; establishing use regulations and development standards for this planned development subdistrict; 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 the rezoning of the property described in this ordinance; and

WHEREAS, the city council finds that it is in the public interest to establish this planned development subdistrict; Now, Therefore,

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

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SECTION 1. That the zoning classification is changed from an MF-2 Multiple Family Subdistrict within Planned Development District No. 193 to Planned Development Subdistrict No. 153 within Planned Development District No. 193 on the following property (“the Property”):

BEING all of City Block 3/1512 bounded by Haskell Avenue, Cole Avenue, Cambrick Street, and McKinney Avenue; and containing approximately 7.14 acres.

SECTION 2. That Part II, “PD Subdistrict Regulations,” of Article 193, “PD 193,” of Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended by adding a new Division S-153 to read as follows:

**“Division S-153. PD Subdistrict 153.**

**SEC. S-153.101. LEGISLATIVE HISTORY.**

PD Subdistrict 153 was established by Ordinance No. \_\_\_\_\_, passed by the Dallas City Council on February 12, 2020.

**SEC. S-153.102. PROPERTY LOCATION AND SIZE.**

PD Subdistrict 153 is established on property bounded by Haskell Avenue, Cole Avenue, Cambrick Street, and McKinney Avenue. The size of PD Subdistrict 153 is 7.14 acres.

**SEC. S-153.103. DEFINITIONS AND INTERPRETATIONS.**

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51 and Part I of this article apply to this division. If there is a conflict, this division controls. If there is a conflict between Chapter 51 and Part I of this article, Part I of this article controls.

(b) In this division,

(1) OPEN-ENROLLMENT CHARTER SCHOOL means a public school that is operated under a charter granted under Subchapter D of Chapter 12 of the Texas Education Code.

(2) SUBDISTRICT means a subdistrict of PD 193.

(c) Unless otherwise stated, all references to articles, divisions, or sections in this division are to articles, divisions, or sections in Chapter 51.

- (d) This subdistrict is considered to be a residential zoning district.

**SEC. S-153.104. EXHIBITS.**

The following exhibits are incorporated into this division:

- (1) Exhibit S-153A: development plan.
- (2) Exhibit S-153B: traffic management plan.

**SEC. S-153.105. DEVELOPMENT PLAN.**

(a) For a public school other than an open-enrollment charter school, development and use of the Property must comply with the development plan (Exhibit S-153A). If there is a conflict between the text of this division and the development plan, the text of this division controls.

(b) For all other uses, no development plan is required, and the provisions of Section 51-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply.

**SEC. S-153.106. MAIN USES PERMITTED.**

(a) Except as provided in this section, the only main uses permitted in this subdistrict are those main uses permitted in the MF-2 Multiple Family Subdistrict, subject to the same conditions applicable in the MF-2 Multiple Family Subdistrict, as set out in Part I of this article. For example, a use permitted in the MF-2 Multiple Family Subdistrict only by specific use permit (SUP) is permitted in this subdistrict only by SUP; a use subject to development impact review (DIR) in the MF-2 Multiple Family Subdistrict is subject to DIR in this subdistrict; etc.

(b) The following main use is permitted by right:

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

**SEC. S-153.107. ACCESSORY USES.**

As a general rule, an accessory use is permitted in any subdistrict in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51P-193.108. For more information regarding accessory uses, consult Section 51P-193.108.

**SEC. S-153.108. 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 Part I of this article. If there is a conflict between this section and Part I of this article, this section controls.)

The yard, lot, and space regulations for the MF-2 Multiple Family Subdistrict apply.

**SEC. S-153.109. OFF-STREET PARKING AND LOADING.**

(a) In general. Except as provided in this section, consult Part I of this article for the specific off-street parking and loading requirements for each use.

(b) Public school other than an open-enrollment charter school.

(1) For a public school other than an open-enrollment charter school with 35 or fewer classrooms, a minimum of 138 off-street parking spaces must be provided. Additional parking for classrooms beyond the initial 35 must be provided in accordance with Part I of this article.

(2) Off-street parking may be located within required yards.

**SEC. S-153.110. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**SEC. S-153.111. LANDSCAPING.**

(a) In general. Except as provided in this section, landscaping and screening must be provided in accordance with Part I of this article.

(b) Public school other than an open-enrollment charter school. Except for driveways and visibility triangles, a minimum of one tree for each 25 linear feet of street frontage must be provided in the area labelled "PDS Landscape" shown on the development plan. Required trees must be located between the street curb and the sidewalk.

(c) Maintenance. Plant materials must be maintained in a healthy, growing condition.

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**SEC. S-153.112. 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 S-153B).

(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.

(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 year until two years after the two-way conversions of McKinney Avenue and Cole Avenue are complete. After the two-way conversions are complete, 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.

(d) 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. S-153.113. SIGNS.**

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

**SEC. S-153.114. ATHLETIC FIELD FENCING FOR A PUBLIC SCHOOL OTHER THAN AN OPEN-ENROLLMENT CHARTER SCHOOL.**

Athletic field fencing:

- (1) is limited to 35 feet in height; and
- (2) may be located within the required front yard.

**SEC. S-153.115. 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.

(c) Development and use of the Property must comply with Part I of this article.

**SEC. S-153.116.****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, in this subdistrict until there has been full compliance with this division, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.”

SECTION 3. That, pursuant to Section 51A-4.701 of Chapter 51A of the Dallas City Code, as amended, the property description in Section 1 of this ordinance shall be construed as including the area to the centerline of all adjacent streets and alleys.

SECTION 4. That development of this subdistrict must comply with the full-scale version of Exhibit S-153A (development plan) attached to this ordinance. A reduced-sized version of this plan shall be provided in Chapter 51P. Permits shall be issued based on information provided on the full-scale version of the plan.

SECTION 5. That the city attorney is authorized to insert the enrolled number of this ordinance in the legislative history section of Division S-153 in Chapter 51P.

SECTION 6. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

SECTION 7. That the zoning ordinances of the City of Dallas and Chapter 51P of the Dallas City Code, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 8. 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.

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SECTION 9. 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:

CHRISTOPHER J. CASO, Interim City Attorney

By   
Assistant City Attorney

Passed FEB 12 2020





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PK# 2592-19.162

Z189-354

# TRAFFIC MANAGEMENT PLAN

*Project:*

**DISD North Dallas High School**

*In Dallas, Texas*

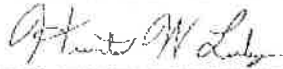
*Prepared for:*

**City of Dallas**

*On behalf of:*

**Dallas Independent School District**

*Prepared by:*



Hunter W. Lemley, P.E.



7557 Rambler Road, Suite 1400  
Dallas, Texas 75231-2388  
(972) 235-3031 [www.pkce.com](http://www.pkce.com)  
TX.REG: ENGINEERING FIRM F-469  
TX. REG. SURVEYING FIRM LS-100080-00

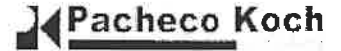
Exhibit S-153B

Planned Development  
Subdistrict No. 153

3 1 4 4 8

2 0 0 2 9 6

November 26, 2019



**TRAFFIC MANAGEMENT PLAN**  
**DISD North Dallas High School**  
Dallas, Texas

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Exhibit 1. Recommendations/Proposed Conditions

Appendix

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## INTRODUCTION

The services of **Pacheco Koch (PK)** were retained by Masterplan, on behalf of **Dallas Independent School District**, to prepare a Traffic Management Plan (TMP) for North Dallas High School (the "School") located at 3120 N Haskell Ave in Dallas, Texas. This TMP is site-specific and relates to the peak traffic activity associated with school traffic at the site.

DISD is seeking amend the Planned Development District for the property from the City of Dallas (the "Approving Agency") to facilitate proposed site improvements. Submittal of a TMP, prepared by a registered professional engineer experienced and skilled in the field of traffic/transportation engineering, is one of the requirements of Approving Agency's application process. This TMP was prepared by registered professional engineers employed by Pacheco Koch. Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional services in traffic engineering, transportation planning, and other fields.

### *School Description*

The site currently consists of an existing public high school. Current enrollment is summarized below in **Table 1**. The School is not anticipating an increase enrollment as a result of the Project. School starts at 9:05 AM and ends at 4:20 PM. Calculations for vehicle accumulation and parking numbers are based upon engineer recommended ratios and validated by on-site dismissal observations conducted on Thursday, April 25th, 2019. Pacheco Koch performed two on-site observations each for the morning and afternoon periods.

*Table 1. Current Enrollment*

LEVEL	STUDENTS ENROLLED
9th Grade	300
10th Grade	275
11th Grade	250
12th Grade	225
TOTAL	1,050

\*Enrollment Data provided by DISD

The school building is located on N Haskell Avenue. Access to the campus is via McKinney Avenue and Cole Avenue, two three-lane, one-way, major thoroughfares. The school is located in a predominately urbanized area.

### *TMP Objectives*

A Traffic Management Plan (TMP) is a site- or area-specific plan of recommended actions and strategies to manage vehicular traffic and parking, pedestrian activity, and travel by all other modes during peak demand conditions for a planned event. The "Objectives" of a TMP are to:

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1. Provide a safe environment for all Users on site and the travelling public in the vicinity of the site during the Event times;
2. Minimize (and maintain within reasonable levels) travel delays and traffic congestion on site and in the vicinity of the site during the Event;
3. Ensure reasonable access and circulation is maintained on the public street system in the vicinity of the site during the Event;
4. Provide appropriate information to the travelling public in the vicinity of the site to allow for proper awareness of anticipated traffic conditions during the Event; and,
5. Promote reasonable strategies to manage travel demand to and from the site, including use of alternative modes of travel (such as walk, bike, bus, transit, etc.), when practical.

NOTE: It is generally recommended that all applicable crosswalks and barrier free ramps comply with current ADA Accessibility requirements. All city approved pavement markings, traffic signs, and school zones are recommended to provide hardware that meets city's current standards.

### **Methodology**

When feasible, the Analyst should conduct first-hand observations of existing event to develop an understanding of site-specific traffic/transportation characteristics, such as: drop-off/pick-up frequency, parking needs, alternative travel mode use, safety issues, queuing, traffic congestion, site access, current traffic management strategies in use, etc. When it is not feasible to conduct such observations, interviews with staff or personnel familiar with those items is desirable. When neither option is available, the Analyst may be required to rely upon published information and/or professional judgment and experience.

Once the base information is assembled, the Analyst should estimate the projected traffic/transportation characteristics generated by the proposed Event. Next, the Analyst should inventory the attributes and resources of the subject site and determine how the site can best accommodate those projected conditions. Based upon that assessment, the recommended TMP Strategies shall be developed to optimally achieve the basic TMP Objectives. The recommended TMP Strategies should be reviewed by the School (ideally, the TMP Manager) for refinement and approval before formal submittal to the Approving Agency.

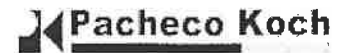
### **Expectations**

*NOTE TO SCHOOL: By submittal of a TMP to the Approving Agency, the School is implicitly agreeing to implement, maintain, and comply with the recommended actions presented herein subject to acceptance by Approving Agency and any associated conditions Approving Agency may impose. It is also inferred that the School agrees to be self-accountable for these actions until and unless Approving Agency deems further measures are appropriate or the TMP is no longer required.*

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Recommended TMP Strategies may include one-time measures to be implemented before the Event and/or ongoing actions to be performed before, during, or after the Event. Recommended TMP Strategies involving on-site measures or actions are generally considered to be the responsibility of the School.

To ensure appropriate compliance and consistent implementation of the TMP, it is recommended that the School appoint a TMP "Manager". In general, a Manager should be a qualified and capable individual or group of individuals assigned to take responsibility of the TMP and be accountable for successful implementation in order to achieve the Objectives described earlier (see "Exhibit 1"). Other specific duties of the Manager include:

- Monitor effectiveness of TMP strategies and make prudent adjustments, as needed, to more effectively accomplish the TMP Objectives
- Maintain an awareness of readily-available alternative transportation modes serving the site and facilitate and promote their use during the Event when practical
- Serve as a liaison to the Approving Agency(-ies), when needed
- When applicable, provide training and direction to other personnel assigned to implement the TMP measures
- Provide instruction to Users on how to comply with the intent of the TMP

Recommended TMP Strategies were developed specifically for the period(s) of peak traffic demand and are depicted in the respective exhibit. For periods of less intense traffic demand, recommended TMP Strategies may be utilized, in part or in whole, as needed to realize the TMP Objectives.

### ***Changes to TMP***

Informal changes to any recommended TMP Strategies presented herein to improve efficiency or effectiveness may be implemented at the discretion of the School if those changes are prudent and do not compromise the TMP Objectives. It is recommended that changes implemented under such circumstances be documented and retained by the School for future reference or upon request. At the discretion of the Approving Agency, submittal of a formally revised TMP report/document or a validation study may be required on a predetermined or as-needed basis.

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## TRAFFIC MANAGEMENT PLAN

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*NOTE: Recommended TMP Strategies contained herein are based upon the best data, site-specific information, and analytical processes readily available at the time of the study. However, specific quantities related to traffic congestion at peak periods (e.g., duration, length of queue, etc.) are estimated values. Actual quantities may vary due to unknown or unquantifiable variables and other operational factors that may occur. In the event that actual, future conditions generate undue burden on Users and/or the travelling public, modifications to the TMP should be considered. (See preceding NOTE for guidance on implementing changes to the TMP.) However, in extreme conditions, TMP actions may not be capable of mitigating all traffic conditions, and it may be incumbent on the School to consider operational, institutional, or other long-term changes to address issues on a more permanent basis.*

A summary of existing conditions is provided below:

- Parent pick-up activity currently occurs on the eastern curbside of Cole Avenue, the western curbside of McKinney Avenue, and within the visitor parking lot located on the western side of the school building.
- Currently, the bus loading area is located at the northern parking lot of the school building.
- Proper pedestrian amenities are available in the vicinity of the school, such as, sidewalks, crosswalks, ADA compliant barrier-free ramps, appropriate signage, etc.

A graphical summary of specific recommendations and proposed conditions is provided below and depicted in **Exhibit 1**:

1. **Relocate School Bus Loading to New Bus Loading Area Located on Haskell Avenue** – As a result of the northern parking lot being removed, relocate the school bus loading area from the northern parking lot to the existing bus loading area along both curbsides on Haskell Avenue. Bus Loading Zone signs to be installed on the southern curbside of Haskell Avenue.
2. **Relocate Crosswalk on Cole Avenue to North Leg of Intersection With Appropriate Signage and Installation of ADA Compliant Ramp** – Crosswalk has been evaluated based on NCHRP 562 to recommend relocating the existing crosswalk on Cole Avenue at the intersection of Haskell Avenue to the north leg to minimize walking distance for pedestrians. It was observed that little to no school pedestrian traffic was utilizing the crosswalk, however, it is still necessary to provide access across Cole Avenue.
3. **Remove Crosswalk on Haskell Avenue** – In order to provide safety for students, remove the crosswalk on Haskell Avenue that would cause a hazard of students walking in between school buses.

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- Vehicular traffic is to enter the area via Cole Avenue and McKinney Avenue. To enter the school site, driveways are located along Cole Avenue, McKinney Avenue, and Haskell Avenue. Ingress traffic from the west parking lot shall enter the southern-most driveway and queue starting at the driveway located on Haskell Avenue.
- Bus loading/unloading shall be located along both curbsides on Haskell Avenue at the southern side of the school building and separated from the queuing circulation.
- NOTE: McKinney Avenue is currently a one-way thoroughfare that will be converted to two-way in the immediate future. This plan was developed to take into this transition accordingly and does not need to be updated once McKinney Avenue is converted to two-way operational.



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November 11, 2019



**Acknowledgement Statement**

**REVIEW AND COMMITMENT**

This school traffic management plan (TMP) for North Dallas High School was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. It is important to note that a concerted and ongoing effort by and the full participation of the school administration are essential to accomplish these goals.

By the endorsement provided below, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary or that other measures are more appropriate.

  
Signature

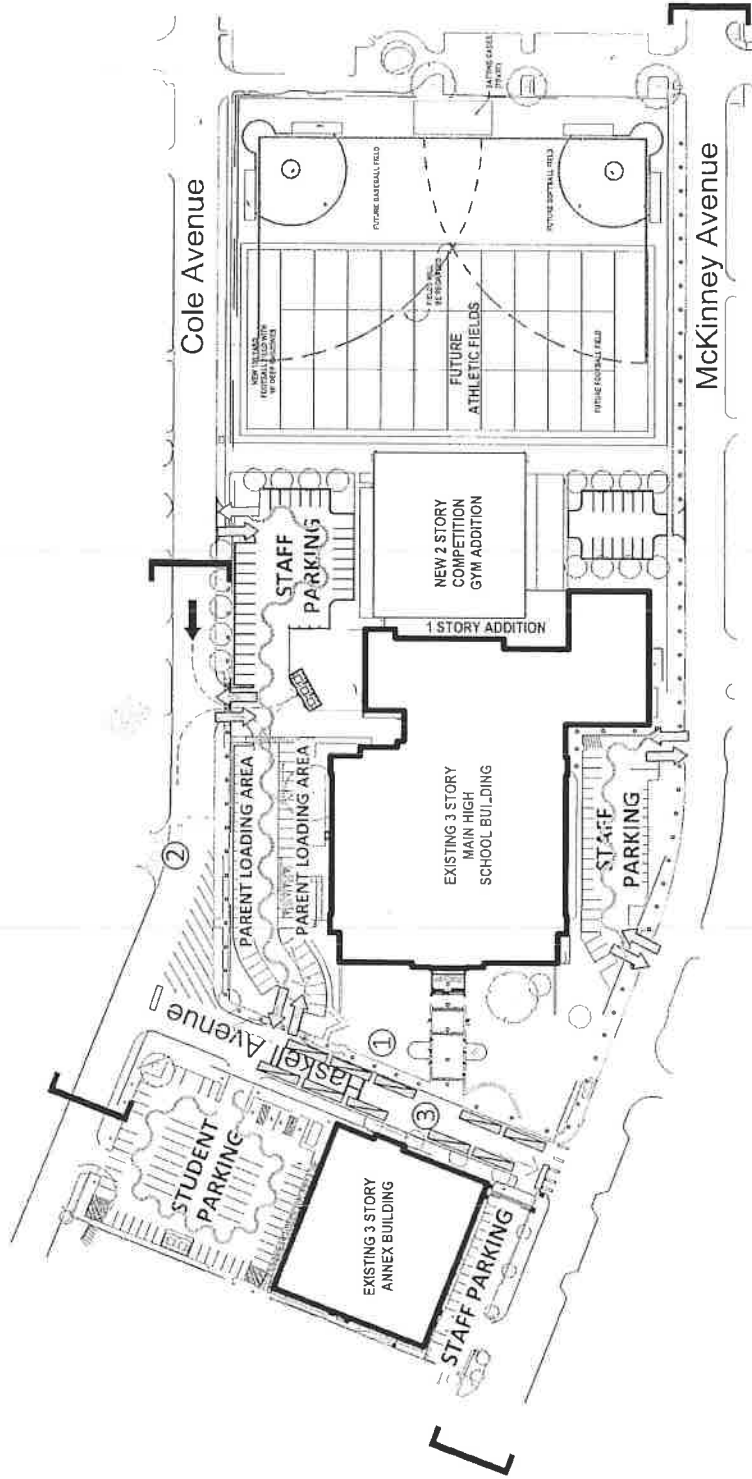
11/26/2019  
Date

Name: K. Wanserski

Title: Principal

END OF MEMO

GENERAL NOTE: 1. The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.  
 2. The Traffic Management Plan is intended to function when McKinney Avenue is one-way operational AND two-way operational.



Vehicle Accumulation/Capacity	Notes
Projected Enrollment <sup>1</sup>	1,200 Students
Deductions:	
By School Bus (20%)	240 Students (DISD Estimated)
By Walking (55%)	378 Students (DISD Estimated)
Other (5%)	59 Students (DISD Estimated)
Students by Pick-up/Drop-off	210 Students
Engineer Recommended Rate:	5.12 lf of max. queue per student
Average Length of Vehicle:	23.5 lf/veh (Pacheco Koch Observed)
Projected Maximum Vehicle Accumulation <sup>2</sup> :	46 Vehicles (1,075 lf)
Off-Street Projected Capacity:	47 Vehicles (1,098 lf)
<b>SURPLUS</b>	<b>+1</b>

Proposed Parking*	Vehicles
Parking Supply	234
Parking Demand	174
<b>Surplus</b>	<b>+60</b>

\* Percentage assumptions are based on professional judgment; however, they may not reflect actual school drop-off/pick-up characteristics.

**RECOMMENDATIONS**

- Relocate School Bus Loading to New Bus Loading Area Located on Haskell Avenue
- Relocate Crosswalk on Cole Avenue to North Leg of Intersection With Appropriate Signage and Installation of ADA Compliant Ramp
- Remove Crosswalk on Haskell Avenue

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY HUNTER W. LEMLEY, P.E. 125343 ON 11/26/2019. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.



PK 2592-19.162 TX. REG. ENGINEERING FIRM F-469 (AUG. 11/26/19) TX. REG. SURVEYING FIRM LS-1000800-00



- Parking**
- No On-Street Parking Allowed (Existing)
  - On-Street Parking Allowed (Existing)
  - Access Point
- Queueing/Loading**
- Queue Area (Conventional Loading)
  - Circulation/Flow
  - School Bus Loading/Unloading
- Pedestrian/Other**
- Crosswalk
  - School Zone
  - Stop Line
  - Trail/Path

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**EXHIBIT 1 Z189-354**  
**Traffic Management Plan**  
**Proposed Conditions**  
 DISD North Dallas High School  
 Dallas, Texas  
**Pacheco Koch**

**BACKGROUND:**  
 Event Information:  
 Approving Agency: City of Dallas  
 Event Type: Public School (High School)  
 Event Organizer: DISD Public School  
 Event Time(s)/Date (s): Weekday mornings & evenings (seasonal)  
 Event Frequency: Recurring

NOTE: This drawing is conceptual only and does not reflect a detailed design. Site plan designed and provided by others.

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 Pacheco Koch

APPENDIX

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DEFINITIONS:

Terms are used in this report:

"Event"- a planned event(s), recurring or non-recurring, for which this TMP is being prepared (i.e., "school day")

"School" (a.k.a., "Event Organizer") - the person, group, or organization responsible for the Event

"TMP Manager" - a person or persons designated by the School to implement the TMP (also see additional tasks in the *Expectations* section)

"Users" - guests/patrons attending the Event

"Analyst" - the person(s) preparing the TMP for the School

"Approving Agency" - the municipality or government agency requiring the Traffic Management Plan

"Traffic Department" - the department of the public agency responsible for traffic operations for a given right-of-way

"Site" - the property at which the Event is located (generally assumed to be occupied by the School)

"TMP Strategies" - actions recommended by the Analyst to be undertaken before, during, or after the Event in order to manage traffic on or off site

"Queue Area" - the area for parent/guardian of a student to wait and load their student into the vehicle. (For a conventional loading protocol, the parent/guardian may wait curbside to load their student into the vehicle or may walk up to the school building to pick up their student. A conventional loading protocol does not require hang-tags, etc. however a by-pass lane is necessary in order to facilitate traffic.)

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DISCLAIMERS:

A TMP should be developed by, or in concert with, an individual familiar with the general characteristics of the Event and the associated traffic/transportation needs. For this study, PK worked with School representatives to develop the proposed recommendations.

Recommended TMP Strategies should be based upon applicable engineering principles of traffic safety and traffic operations.

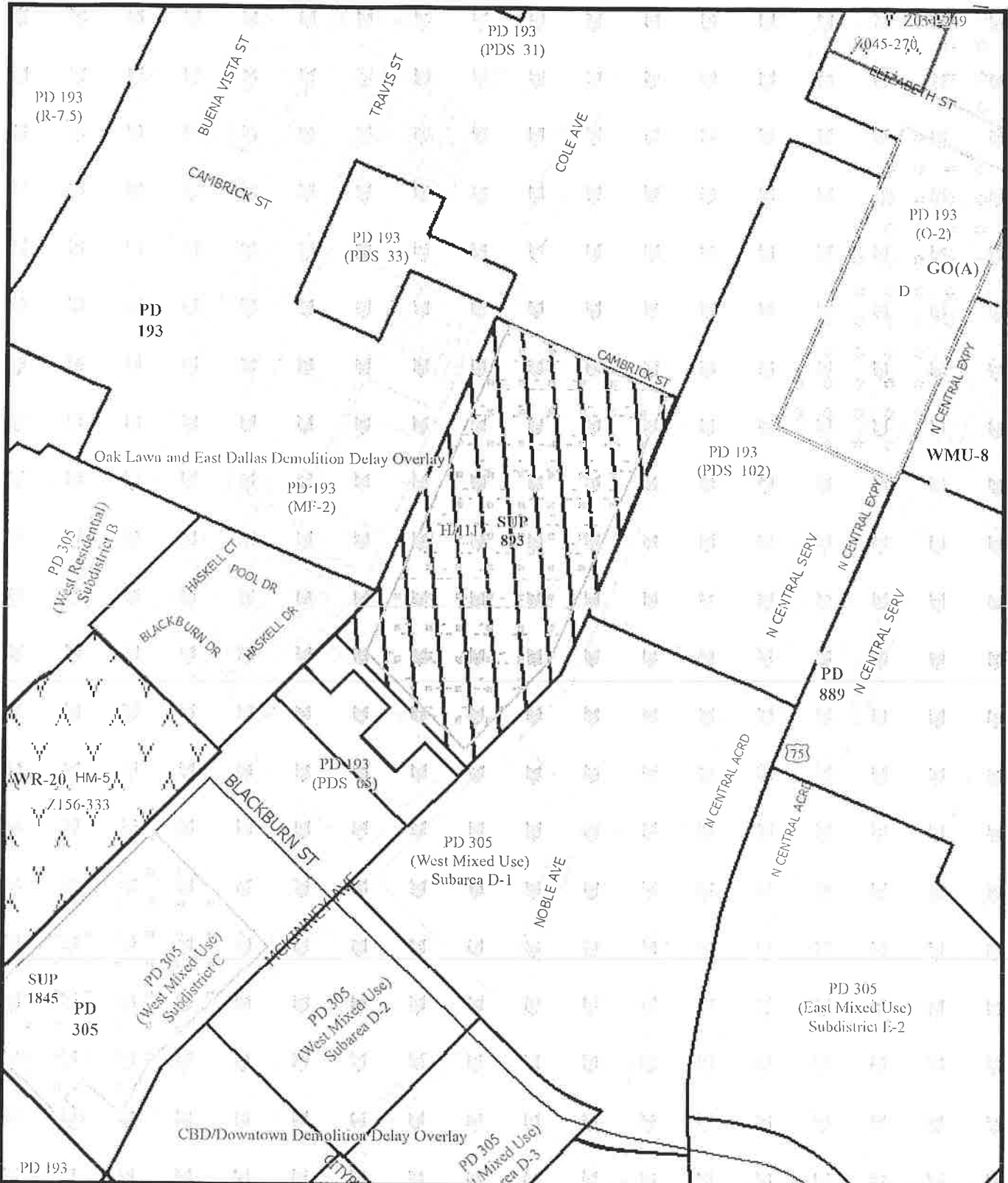
Any recommended TMP Strategies involving traffic control devices in the public right-of-way (including installation or removal of signs, pavement markings, etc.) are subject to the approval of, and must be implemented under direction of, the Traffic Department.

No private individual should perform, or attempt to perform, any act of traffic control within public right-of-way; only deputized officers of the law or other authorized representatives of the Traffic Department may manipulate traffic conditions within the public right-of-way.

The recommendations presented in this report reflect Pacheco Koch's assessment of current and projected traffic needs based on observations and professional judgment and incorporate feedback from DISD representatives. Pacheco Koch is not responsible for operations at the school; however, the recommendations have been presented to on-site school personnel with authority over implementation of the Plan (see **Exhibit 1** for on-site contact information). Pacheco Koch was not involved with site selection, site design, or the current operations for this project.

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1:3,600

# ZONING MAP

Case no: Z189-354

Date: 10/4/2019



**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 FEB 12 2020

ORDINANCE NUMBER 31448

DATE PUBLISHED FEB 15 2020

**ATTESTED BY:**

