

**AUGUST 23, 2017 CITY COUNCIL ADDENDUM  
CERTIFICATION**

This certification is given pursuant to Chapter XI, Section 9 of the City Charter for the City Council Addendum dated August 23, 2017. We hereby certify, as to those contracts, agreements, or other obligations on this Agenda authorized by the City Council for which expenditures of money by the City are required, that all of the money required for those contracts, agreements, and other obligations is in the City treasury to the credit of the fund or funds from which the money is to be drawn, as required and permitted by the City Charter, and that the money is not appropriated for any other purpose.

  
\_\_\_\_\_  
T.C. Broadnax  
City Manager

8/18/17  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Elizabeth Reich  
Chief Financial Officer

8-18-17  
\_\_\_\_\_  
Date



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CITY SECRETARY  
DALLAS, TEXAS

**ADDENDUM  
CITY COUNCIL MEETING  
WEDNESDAY, AUGUST 23, 2017  
CITY OF DALLAS  
1500 MARILLA STREET  
COUNCIL CHAMBERS, CITY HALL  
DALLAS, TX 75201  
9:00 A.M.**

**REVISED ORDER OF BUSINESS**

Agenda items for which individuals have registered to speak will be considered no earlier than the time indicated below:

9:00 a.m.      **INVOCATION AND PLEDGE OF ALLEGIANCE**

**OPEN MICROPHONE**

**CLOSED SESSION**

**MINUTES**

Item 1

**CONSENT AGENDA**

Items 2 - 70

**CONSENT ADDENDUM**

Items 1 - 3

**ITEMS FOR INDIVIDUAL CONSIDERATION**

No earlier  
than 9:15 a.m.

Items 71 - 73

**PUBLIC HEARINGS AND RELATED ACTIONS**

1:00 p.m.

Items 74 - 99  
Addendum Item 4



## **Handgun Prohibition Notice for Meetings of Governmental Entities**

"Pursuant to Section 30.06, Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

*"De acuerdo con la sección 30.06 del código penal (ingreso sin autorización de un titular de una licencia con una pistol oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."*

"Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

*"De acuerdo con la sección 30.07 del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."*



**ADDENDUM  
CITY COUNCIL MEETING  
AUGUST 23, 2017  
CITY OF DALLAS  
1500 MARILLA STREET  
COUNCIL CHAMBERS, CITY HALL  
DALLAS, TEXAS 75201  
9:00 A.M.**

ADDITIONS:

Closed Session

Attorney Briefings (Sec. 551.071 T.O.M.A.)

- Contemplated litigation regarding Senate Bill 1004.

CONSENT ADDENDUM

**Aviation**

1. Authorize the **(1)** acceptance of a grant from the U.S. Department of Transportation Federal Aviation Administration (FAA) (Grant No. 3-48-0062-053-2017/CFDA No. 20.106) for the federal share of the eligible capital improvement projects for the Airport Improvement Program (AIP) at Dallas Love Field in an amount not to exceed \$1,617,738 of the total estimated project cost to provide design for the Extension of Taxiway M Design Project and construction for the Runway 18-36 Conversion Project; **(2)** receipt and deposit of grant funds in an amount not to exceed \$689,258 in the FAA AIP Grant-Taxiway M Extension Design Project Fund and \$928,480 in the FAA AIP Grant-Runway 18-36 Conversion to Taxiway E Project Fund; **(3)** establishment of appropriations in an amount not to exceed \$689,258 in the FAA AIP Grant-Taxiway M Design Project Fund and \$928,480 in the FAA AIP Grant-Runway 18-36 Conversion to Taxiway E Project Fund; and **(4)** execution of the grant agreement with the Federal Aviation Administration for the Airport Improvement Program Grant Funds - Not to exceed \$1,617,738 - Financing: Federal Aviation Administration Airport Improvement Program Grant Funds

**Human Resources**

2. A resolution providing for the appointment and duties of an acting City Secretary pending the selection and appointment of a City Secretary on a permanent basis - Not to exceed \$103,654 annually - Financing: Current Funds

**ADDENDUM  
CITY COUNCIL MEETING  
AUGUST 23, 2017**

ADDITIONS: (continued)

CONSENT ADDENDUM (continued)

**Mobility and Street Services**

3. An ordinance amending Chapter 43, "Streets and Sidewalks," of the Dallas City Code to amend Sections 43-135, 43-139, 43-140 and add a new Section 43-139.1 to **(1)** clarify and add definitions; **(2)** grant the director discretion to prohibit street excavation if existing facilities are sufficient; **(3)** provide a permit process and regulations for network nodes and related infrastructure; and **(4)** designate certain areas of the city as design districts - Financing: No cost consideration to the City

PUBLIC HEARINGS AND RELATED ACTIONS

**Sustainable Development and Construction**

ZONING CASES - INDIVIDUAL

4. A public hearing to receive comments regarding an application for and an ordinance granting a Planned Development District for LO-1 Light Office District and private school uses on property zoned an LO-1 Light Office District with existing deed restrictions, on the southwest corner of Preston Road and Summerside Drive  
Recommendation of Staff and CPC: Approval, subject to a development plan, landscape plan, traffic management plan, and conditions  
Z145-173(SM)

CORRECTIONS:

VOTING AGENDA

1. Approval of Minutes of the August 8, 2017 City Council Budget Briefing and August 9, 2017 City Council Agenda Meeting



**ADDENDUM  
CITY COUNCIL MEETING  
AUGUST 23, 2017**

CORRECTIONS: (continued)

**Sustainable Development and Construction**

76. A public hearing to receive comments regarding an application for and an ordinance granting CS Commercial Services District and a resolution accepting the deed restrictions volunteered by the applicant on property zoned an A(A) Agricultural District, south of Telephone Road, east of Travis Trail  
Recommendation of Staff: Approval  
Recommendation of CPC: Approval, subject to deed restrictions volunteered by the applicant  
Z167-243(KK)

DELETION:

**Sustainable Development and Construction**

84. A public hearing to receive comments regarding an application for and an ordinance granting a new subdistrict on property zoned Subdistricts 4 and 5 within Planned Development District No. 462, and an MF-2(A) Multifamily District, on the northeast side of North Henderson Avenue, between McMillan Avenue and Glencoe Street, and the southwest side of North Henderson Avenue, east of Glencoe Street  
Recommendation of Staff and CPC: Approval, subject to a development plan, landscape plan and conditions  
Z145-300(SH)



**ADDENDUM DATE August 23, 2017**

ITEM		IND							DESCRIPTION
#	OK	DEF	DISTRICT	TYPE	DEPT.	DOLLARS	LOCAL	MWBE	
1			2	C	AVI	GT	NA	NA	Authorize the (1) acceptance of a grant from the U.S. Department of Transportation Federal Aviation Administration (FAA) (Grant No. 3-48-0062-053-2017/CFDA No. 20.106) for the federal share of the eligible capital improvement projects for the Airport Improvement Program (AIP) at Dallas Love Field in an amount not to exceed \$1,617,738 of the total estimated project cost to provide design for the Extension of Taxiway M Design Project and construction for the Runway 18-36 Conversion Project; (2) receipt and deposit of grant funds in an amount not to exceed \$689,258 in the FAA AIP Grant-Taxiway M Extension Design Project Fund and \$928,480 in the FAA AIP Grant-Runway 18-36 Conversion to Taxiway E Project Fund; (3) establishment of appropriations in an amount not to exceed \$689,258 in the FAA AIP Grant-Taxiway M Design Project Fund and \$928,480 in the FAA AIP Grant-Runway 18-36 Conversion to Taxiway E Project Fund; and (4) execution of the grant agreement with the Federal Aviation Administration for the Airport Improvement Program Grant Funds – Not to exceed \$1,617,738 - Financing: Federal Aviation Administration Airport Improvement Program Grant Funds
2			N/A	C	HRD	\$103,654.00	NA	NA	A resolution providing for the appointment and duties of an acting City Secretary pending the selection and appointment of a City Secretary on a permanent basis - Not to exceed \$103,654 annually - Financing: Current Funds
3			All	C	STS, ATT	NC	NA	NA	An ordinance amending Chapter 43, "Streets and Sidewalks," of the Dallas City Code to amend Sections 43-135, 43-139, 43-140 and add a new Section 43-139.1 to (1) clarify and add definitions; (2) grant the director discretion to prohibit street excavation if existing facilities are sufficient; (3) provide a permit process and regulations for network nodes and related infrastructure; and (4) designate certain areas of the city as design districts - Financing: No cost consideration to the City
4			12	PH	DEV	NC	NA	NA	A public hearing to receive comments regarding an application for and an ordinance granting a Planned Development District for LO-1 Light Office District and private school uses on property zoned an LO-1 Light Office District with existing deed restrictions, on the southwest corner of Preston Road and Summerside Drive

**TOTAL            \$103,654.00**



**ADDENDUM ITEM # 1**

**KEY FOCUS AREA:** Mobility Solutions, Infrastructure & Sustainability

**AGENDA DATE:** August 23, 2017

**COUNCIL DISTRICT(S):** 2

**DEPARTMENT:** Aviation

**CMO:** Jody Puckett, 670-3390

**MAPSCO:** 33D H; 34A E F J K

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**SUBJECT**

Authorize the **(1)** acceptance of a grant from the U.S. Department of Transportation Federal Aviation Administration (FAA) (Grant No. 3-48-0062-053-2017/CFDA No. 20.106) for the federal share of the eligible capital improvement projects for the Airport Improvement Program (AIP) at Dallas Love Field in an amount not to exceed \$1,617,738 of the total estimated project cost to provide design for the Extension of Taxiway M Design Project and construction for the Runway 18-36 Conversion Project; **(2)** receipt and deposit of grant funds in an amount not to exceed \$689,258 in the FAA AIP Grant-Taxiway M Extension Design Project Fund and \$928,480 in the FAA AIP Grant-Runway 18-36 Conversion to Taxiway E Project Fund; **(3)** establishment of appropriations in an amount not to exceed \$689,258 in the FAA AIP Grant-Taxiway M Design Project Fund and \$928,480 in the FAA AIP Grant-Runway 18-36 Conversion to Taxiway E Project Fund; and **(4)** execution of the grant agreement with the Federal Aviation Administration for the Airport Improvement Program Grant Funds – Not to exceed \$1,617,738 - Financing: Federal Aviation Administration Airport Improvement Program Grant Funds

**BACKGROUND**

This item is on the addendum due the official receipt of the grant award from the Federal Aviation Administration (FAA) was July 25, 2017 with an acceptance date of August 31, 2017 which is before the next consent agenda date of September 13, 2017. If we do not accept the grant within the required deadline we risk losing the grant and the funds going into the discretionary funding pool.

The Federal Aviation Administration (FAA) has indicated that the following projects are eligible for federal funding and can participate in an amount up to \$1,617,738 of the actual and eligible project costs.

## **BACKGROUND** (continued)

### **Extension of Taxiway M**

The existing pavement on Taxiway Bravo was assessed in a 2015 Airfield Pavement Condition Survey. The recommendation in the survey was reconstruction. To maintain capacity at the airport, a new portion of Taxiway M must be placed in order to reconstruct Taxiway B. In addition, the existing airfield drainage needs to be upgraded to conform to current standards.

### **Runway 18-36 Conversion**

A project to convert an existing 150-foot wide closed runway into a 75-foot wide taxiway. The work includes milling and placement of new asphaltic pavement and the installation of taxiway lighting and signage.

## **PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

On April 22, 2015, City Council authorized an engineering services contract with HNTB Corporation for design services necessary for the Runway 18-36 Conversion Project at Dallas Love Field by Resolution No. 15-0806.

On October 14, 2015, City Council authorized Supplemental Agreement No. 1 to the professional services contract with HNTB Corporation to provide design, construction documents and bidding services for the physical improvements necessary to convert the existing Runway 18-36 to a taxiway for the Runway 18-36 Conversion Project at Dallas Love Field by Resolution No. 15-1880.

On January 27, 2016, City Council authorized Supplemental Agreement No. 2 to the professional services contract with HNTB Corporation to provide design, construction documents and bidding services for a Runway Incursion Project identified by the Federal Aviation Administration (FAA) to be part of the Runway 18-36 Conversion Project at Dallas Love Field by Resolution No. 16-0181.

On October 11, 2016, City Council authorized a construction contract to EAS Contracting, L.P. to provide construction services required for physical improvements necessary for the Runway 18-36 Conversion Project at Dallas Love Field by Resolution No. 16-1649.

On October 11, 2016, City Council authorized Supplemental Agreement No. 3 to the professional services contract with HNTB Corporation to provide full time on-site construction administration and management services for the Runway 18-36 Conversion Project and the Runway Incursion Mitigation (RIM) Project at Dallas Love Field by Resolution No. 16-1651.

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)** (continued)

On March 22, 2017, City Council authorized Supplemental Agreement No. 4 to the professional services contract with Garver, LLC for design, planning, engineering, and construction document services for the Love Field Pavement Rehabilitation and Reconstruction Project, Taxiway Bravo Phase II, and Expansion of Taxiway Mike Design at Dallas Love Field by Resolution No. 17-0475.

On June 28, 2017, City Council authorized Supplemental Agreement No. 4 to the professional services contract with HNTB Corporation to provide design, on-site construction administration and management services for the expanded scope to keep Taxiway E open for aircraft traffic as requested by the Federal Aviation Administration for the Runway 18/36 Conversion by Resolution No. 17-1036.

On June 28, 2017, City Council authorized Change Order No. 1 to the construction contract with EAS Contracting, L.P. to provide construction services for the additional soil work, grading and electrical service to keep Taxiway E open for aircraft traffic exiting Runway 13R-31L by Resolution No. 17-1037.

City Council will be briefed by memorandum regarding this matter on August 18, 2017.

**FISCAL INFORMATION**

Federal Aviation Administration Airport Improvement Program Grant Funds -  
\$1,617,738

Extension of Taxiway M Design	\$ 689,258
Runway 18-36 Conversion	<u>\$ 928,480</u>
Total	\$1,617,738

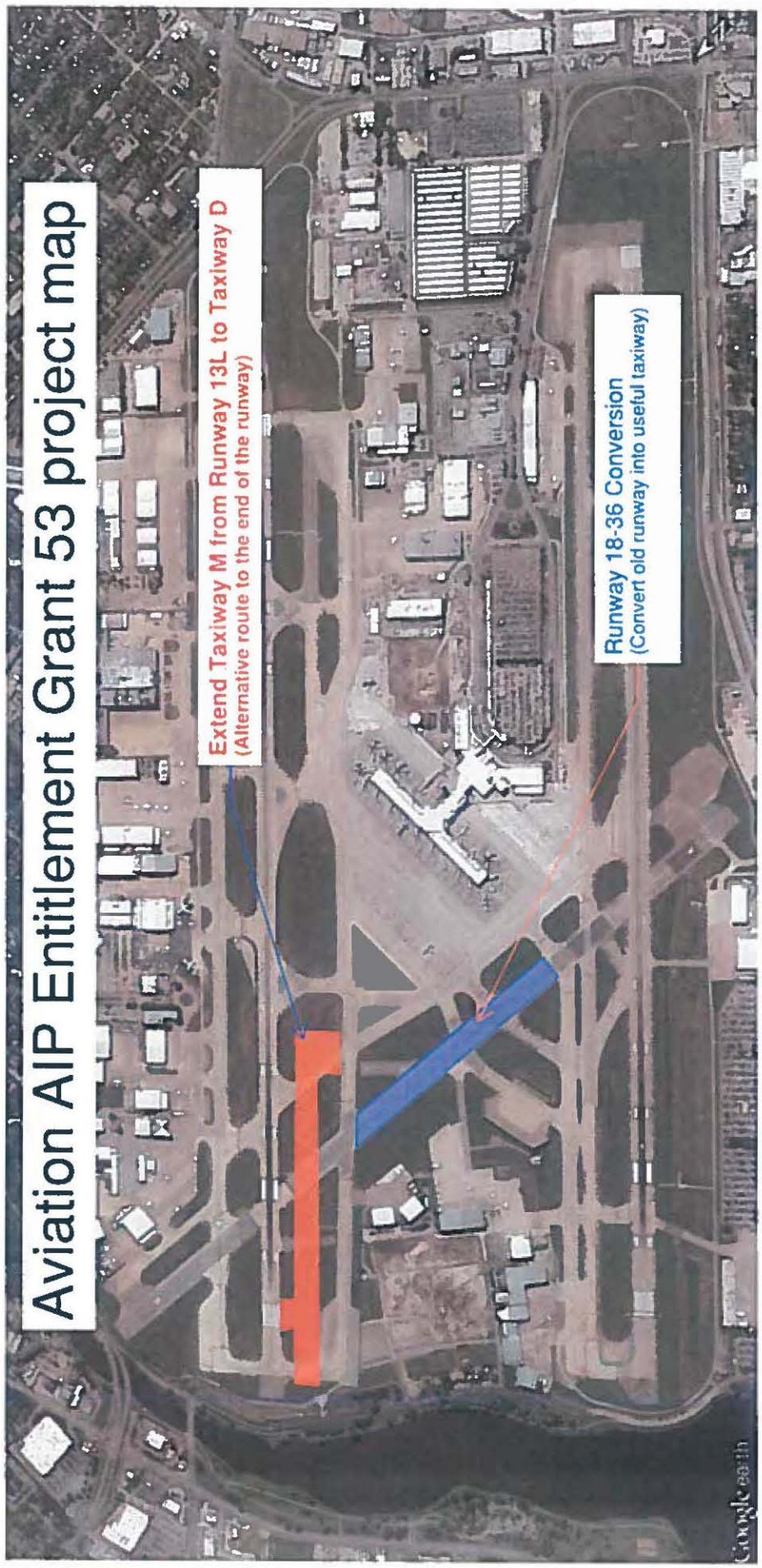
**MAP**

Attached

# Aviation AIP Entitlementment Grant 53 project map

**Extend Taxiway M from Runway 13L to Taxiway D**  
(Alternative route to the end of the runway)

**Runway 18-36 Conversion**  
(Convert old runway into useful taxiway)





August 23, 2017

**WHEREAS**, the Federal Aviation Administration (FAA) through the Airport Improvement Program (AIP) has indicated that the following Dallas Love Field Projects: Design for the Rehabilitation of Taxiway B from Runway 13L to 18-36 and Extension of Taxiway M at Dallas Love Field and the Construction of Runway 18-36 Conversion Project are eligible for federal funding from the FAA; and

**WHEREAS**, on April 22, 2015, City Council authorized an engineering services contract with HNTB Corporation for design services necessary for the Runway 18-36 Conversion Project at Dallas Love Field, in an amount not to exceed \$236,929, by Resolution No. 15-0806; and

**WHEREAS**, on October 14 2015, City Council authorized Supplemental Agreement No. 1 to the professional services contract with HNTB Corporation to provide design, construction documents and bidding services for the physical improvements necessary to convert the existing Runway 18-36 to a taxiway for the Runway 18-36 Conversion Project at Dallas Love Field, in an amount not to exceed \$525,492, from \$236,929 to \$762,421, by Resolution No. 15-1880; and

**WHEREAS**, on January 27, 2016, City Council authorized Supplemental Agreement No. 2 to the professional services contract with HNTB Corporation to provide design, construction documents and bidding services for a Runway Incursion Project identified by the Federal Aviation Administration (FAA) to be part of the Runway 18-36 Conversion Project at Dallas Love Field by Resolution No. 16-0181; and

**WHEREAS**, on October 11, 2016, City Council authorized a construction contract with EAS Contracting, L.P. to provide construction services required form physical improvements necessary for the Runway 18-36 Conversion Project at Dallas Love Field, in an amount not to exceed \$5,769,673, by Resolution No. 16-1649; and

**WHEREAS**, on October 11, 2016, City Council authorized Supplemental Agreement No. 3 to the professional services contract with HNTB Corporation to provide full time on-site construction administration and management services for the Runway 18-36 Conversion Project and the Runway Incursion Mitigation (RIM) Project at Dallas Love Field by Resolution No. 16-1651.

**WHEREAS**, on March 22, 2017, City Council authorized Supplemental Agreement No. 4 to the professional services contract with Garver, LLC for design, planning, engineering, and construction document services for the Love Field Pavement Rehabilitation and Reconstruction Project, Taxiway Bravo Phase II, and Taxiway Mike at Dallas Love Field by Resolution No. 17-0475; and

August 23, 2017

**WHEREAS**, on June 28, 2017, City Council authorized Supplemental Agreement No. 4 to the professional services contract with HNTB Corporation, to provide design, on-site construction administration and management services for the expanded scope to keep Taxiway E open for aircraft traffic as requested by the Federal Aviation Administration for the Runway 18-36 Conversion Project, in an amount not exceed \$91,000, increasing the contract amount from \$2,241,850 to \$2,332,850, by Resolution 17-1036; and

**WHEREAS**, on June 28, 2017, City Council authorized Change Order No. 1 to the construction contract with EAS Contracting, L.P. to provide construction services for the additional soil work, grading and electrical service to keep Taxiway E open for aircraft traffic as requested by the Federal Aviation Administration by Resolution 17-1037; and

**WHEREAS**, it is desirable to accept reimbursement funds from the FAA for the eligible costs of each project.

**Now, Therefore,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That the City Manager is hereby authorized to accept a grant from the U.S. Department of Transportation Federal Aviation Administration (FAA) for the Airport Improvement Program (Grant No. 3-48-0062-053-2017/CFDA No. 20.106), in an amount not to exceed \$1,617,738 of the total estimated project cost to provide design for the Extension of Taxiway M Project and construction for the Runway 18-36 Conversion Project; apply for and accept future increases in the project costs when approved by both the City and the FAA; and sign and execute the grant agreement with the U.S. Department of Transportation Federal Aviation Administration, approved as to form by the City Attorney.

**SECTION 2.** That the Chief Financial Officer is hereby authorized to receive and deposit funds in an amount not to exceed \$689,258 in the FAA AIP Grant-Taxiway M Extension Design Project Fund, Fund F515, Department AVI, Unit W153, Revenue Code 6506.

**SECTION 3.** That the City Manager is hereby authorized to establish appropriations in an amount not to exceed \$689,258 in the FAA AIP Grant-Taxiway M Extension Design Project Fund, Fund F515, Department AVI, Unit W153, Object 4111.

**SECTION 4.** That the Chief Financial Officer is hereby authorized to disburse grant funds in an amount not to exceed \$689,258 from the FAA AIP Grant-Taxiway M Extension Design Project Fund, Fund F515, Department AVI, Unit W153, Object 4111.

August 23, 2017

**SECTION 5.** That the Chief Financial Officer is hereby authorized to receive and deposit funds in an amount not to exceed \$928,480 in the FAA AIP Grant for the Runway 18-36 Conversion to Taxiway E Project Fund, Fund F526, Department AVI, Unit W004, Revenue Code 6506.

**SECTION 6.** That the City Manager is hereby authorized to establish appropriations in an amount not to exceed \$928,480 in the FAA AIP Grant-Runway 18-36 Conversion to Taxiway E Project Fund, Fund F526, Department AVI, Unit W004, Object 4599.

**SECTION 7.** That the Chief Financial Officer is hereby authorized to disburse grant funds in an amount not to exceed \$928,480 from the FAA AIP Grant-Runway 18-36 Conversion to Taxiway E Project Fund, Fund F526, Department AVI, Unit W004, Object 4599.

**SECTION 8.** That the City Manager is hereby authorized to reimburse to the granting agency any expenditures identified as ineligible. The City Manager shall notify the appropriate City Council Committee of any expenditures identified as ineligible not later than 30 days after the reimbursement.

**SECTION 9.** That the City Manager shall keep the appropriate City Council Committee informed of all final granting agency monitoring reports not later than 30 days after the receipt of the report.

**SECTION 10.** That this contract is designated as Contract No. AVI-2017-00002301.

**SECTION 11.** That this resolution shall take effect immediately from and after its passage, in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.



**KEY FOCUS AREA:** E-Gov  
**AGENDA DATE:** August 23, 2017  
**COUNCIL DISTRICT(S):** N/A  
**DEPARTMENT:** Human Resources  
**CMO:** T.C. Broadnax, 670-3297  
**MAPSCO:** N/A

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**SUBJECT**

A resolution providing for the appointment and duties of an acting City Secretary pending the selection and appointment of a City Secretary on a permanent basis - Not to exceed \$103,654 annually - Financing: Current Funds

**BACKGROUND**

This item was placed on the addendum to appoint Bilierae Johnson as the acting City Secretary due to the unforeseen resignation of our City Secretary.

On August 18, 2017, Rosa A. Rios resigned as City Secretary of the City of Dallas. Pursuant to Section 2-119(a) of the Dallas City Code, an acting City Secretary must be appointed to serve in the capacity during this absence. Therefore, the City Council must appoint an acting City Secretary who can perform the duties of the office, pending the selection and appointment of a City Secretary on a permanent basis.

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

This item has no prior action.

**FISCAL INFORMATION**

Current Funds - \$103,654 annually

August 23, 2017

**WHEREAS**, on August 18, 2017, the position of City Secretary became vacant; and

**WHEREAS**, the City Council must appoint an acting City Secretary who can perform the duties of the office, pending the selection and appointment of a City Secretary on a permanent basis.

**Now, Therefore,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That Bilierae Johnson is hereby appointed as acting City Secretary for the City of Dallas beginning August 23, 2017, and shall be paid an annual base salary at the rate of \$103,654 per year pending the selection and appointment of a City Secretary on a permanent basis. As acting City Secretary, Bilierae Johnson shall have the same powers and duties of the City Secretary, as set forth in the City Charter, ordinances and resolutions.

**SECTION 2.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

## ADDENDUM ITEM # 3

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 23, 2017

**COUNCIL DISTRICT(S):** All

**DEPARTMENT:** Mobility and Street Services  
City Attorney's Office

**CMO:** Majed Al-Ghafry, 670-3302  
Larry Casto, 670-3491

**MAPSCO:** N/A

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### SUBJECT

An ordinance amending Chapter 43, "Streets and Sidewalks," of the Dallas City Code to amend Sections 43-135, 43-139, 43-140 and add a new Section 43-139.1 to **(1)** clarify and add definitions; **(2)** grant the director discretion to prohibit street excavation if existing facilities are sufficient; **(3)** provide a permit process and regulations for network nodes and related infrastructure; and **(4)** designate certain areas of the city as design districts - Financing: No cost consideration to the City

### BACKGROUND

This item was placed on the addendum because the Ordinance, which is a direct result of the passage of State Senate Bill 1004, was being drafted by the City Attorney's Office.

On April 6, 2017, the Texas Senate passed Senate Bill 1004, which relates to the deployment of network nodes in public right-of-way authorizing fees. The bill would allow cellular companies to place new network nodes in public rights of way and cap the fees that cities can charge for the use of public property.

On May 18, 2017, the Texas House of Representatives passed Senate Bill 1004, and on May 25, 2017, the Texas Senate concurred with the Texas House of Representatives on Senate Bill 1004.

On June 9, 2017, Texas Governor Gregg Abbott signed the passage of Senate Bill 1004 to be effective September 1, 2017.

### PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The Economic Development and Housing Committee will be briefed regarding this matter on August 21, 2017.

**FISCAL INFORMATION**

No cost consideration to the City.



## ORDINANCE NO. \_\_\_\_\_

An ordinance amending Chapter 43, “Streets and Sidewalks,” of the Dallas City Code by amending Sections 43-135, 43-139, 43-140; adding a new Section 43-139.1; clarifying and adding definitions; granting the director discretion to prohibit street excavation if existing facilities are sufficient; providing a permit process and regulations for network nodes and related infrastructure; designating certain areas of the city as design districts; providing a penalty not to exceed \$500; providing a saving clause; providing a severability clause; and providing an effective date.

Whereas, S.B. 1004 enacted by the 85<sup>th</sup> Texas Legislature and effective September 1, 2017, will allow network providers to place network nodes in the public right-of-way;

Whereas, S.B. 1004 provides that compensation must be paid to cities for use of the public right-of-way and that municipalities retain authority to manage the public right-of-way to ensure the health, safety, and welfare of the public; and

Whereas, this ordinance authorizes criteria and standards governing the placement, installation, and repair of network nodes and related infrastructure and provides for compensation for, and permit application fees related to, the use of the public right-of-way in accordance with state law;

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

SECTION 1. That Section 43-135, “Definitions,” of Article VIII, “Certain Uses of Public Right-of-Way,” of Chapter 43, “Streets and Sidewalks” of the Dallas City Code is amended to read as follows:

**“SEC. 43-135. DEFINITIONS.**

In this article:

(1) ABOVE GROUND UTILITY STRUCTURE or AGUS means any utility structure that extends higher than the surrounding grade.

(2) AGUS PLACEMENT GUIDELINES means a manual published by the city of Dallas that contains engineering, technical, and other special criteria and standards established by the director for the placement of above ground utility structures.

(3) BACKFILL means:

(A) the placement of new dirt, fill, or other material to refill an excavation; or

(B) the return of excavated dirt, fill, or other material to an excavation.

(4) CITY means the city of Dallas and the city's officers and employees.

(5) CLOSURE means a complete or partial closing of a sidewalk or one or more lanes of traffic of a thoroughfare for any period of time.

(6) CONSTRUCTION means any of the following activities performed by any person within a public right-of-way:

(A) Installation, excavation, laying, placement, repair, upgrade, maintenance, or relocation of facilities or other improvements, whether temporary or permanent.

(B) Modification or alteration to any surface, subsurface, or aerial space within the public right-of-way.

(C) Performance, restoration, or repair of pavement cuts or excavations.

(D) Reconstruction of any of the work described in Paragraphs (6)(A) through (6)(C) of this subsection.

(E) Other similar construction work.

(7) DESIGN DISTRICT means an area the city council has designated as a:

(A) public improvement district pursuant to Chapter 372 of the Texas Local Government Code, as amended;

(B) reinvestment zone pursuant to Chapter 311 of the Texas Tax Code, as amended;

(C) planned development zoning district;

(D) form zoning district subject to Chapter 51A of this code, as amended;

or

(E) conservation district.

(8) DESIGN MANUAL means a manual published by the city that contains engineering, technical, and other special criteria and standards established by the director for the placement, installation, collocation, replacement, and repair of network nodes, as that term is defined in Chapter 284 of the Texas Local Government Code, as amended, and any related infrastructure, including poles, in the public right of way.

(9[7]) DIRECTOR means the director of the department designated by the city manager to enforce and administer this chapter or the director's designee [~~mobility and street services or any designated representative~~].

(10[8]) EMERGENCY ACTIVITY means circumstances requiring immediate construction or operations by a public service provider to:

(A) prevent imminent damage or injury to the health or safety of any person or to the public right-of-way;

(B) restore service; or

(C) prevent the loss of service.

(11[9]) EXCAVATION means the removal of dirt, fill, or other material in the public right-of-way, including but not limited to the methods of open trenching, boring, tunneling, or jacking.

(12[40]) FACILITIES means the plant, equipment, buildings, structures, poles, wires, cables, lines, conduit, mains, pipes, vaults, above ground utility structures, and appurtenances of a public service provider and includes property owned, operated, leased, licensed, used, controlled, or supplied for, by, or in connection with the business of the public service provider.

(13[41]) MAJOR PROJECT means any construction that requires a pavement cut of a length of 300 linear feet or greater within any single street or alley or any construction in an area that the director determines occurs in an area of high vehicular traffic.

(14[42]) PAVEMENT CUT means a cut made into the paved surface of the public right-of-way.

(15[43]) PAVEMENT CUT AND REPAIR STANDARDS MANUAL means a manual published by the city of Dallas that contains engineering, technical, and other special criteria and standards established by the director for pavement cut, excavation, backfill, restoration, and repair activities in the public right-of-way.

(16[14]) PERMITTEE means the person applying for or receiving a permit to perform construction within the city's right-of-way under the terms and conditions of this article. The term includes:

(A) any officer, director, partner, manager, superintendent, or other authorized person exercising control over or on behalf of the permittee; and

(B) any contractor or subcontractor of the permittee, for purposes of compliance with the *City of Dallas Pavement Cut and Repair Standards Manual* and the traffic control, construction, and maintenance requirements of this article.

(17[45]) PERSON means a natural person, a corporation, a public service provider, a governmental entity or agency (including the city), a limited liability company, a joint venture, a business trust, an estate, a trust, a partnership, an association, or any other legal entity.

(18[46]) PUBLIC RIGHT-OF-WAY means any area of land within the city that is acquired by, dedicated to, or claimed by the city in fee simple, by easement, or by prescriptive right and that is expressly or impliedly accepted or used in fact or by operation of law as a public roadway, highway, street, sidewalk, alley, or utility access easement. The term includes the area on, below, and above the surface of the public right-of-way. The term applies regardless of whether the public right-of-way is paved or unpaved. The term does not include airwaves above the public right-of-way that fall under the exclusive jurisdiction of the United States government.

(19[47]) PUBLIC SERVICE PROVIDER means any wholesale or retail electric utility, gas utility, telecommunications company, cable company, water utility, storm water utility, or wastewater utility, regardless of whether the public service provider is publicly or privately owned or required to operate within the city pursuant to a franchise, including a network provider as that term is defined in Chapter 284 of the Texas Local Government Code, as amended.

(20[48]) SPOILS or EXCAVATED MATERIAL means construction waste, construction supplies, or excavated dirt, fill, or other similar material that is stored or placed upon the surface of a public right-of-way.

(21[49]) SUBDIVISION means “subdivision” as defined in Article VIII, “Plat Regulations,” of the Dallas Development Code, as amended.

(22[20]) THOROUGHFARE means:

- (A) a public traffic arterial, as designated in the city’s thoroughfare plan;
- (B) a nonresidential collector street, as defined in the *City of Dallas Paving Design Manual*; and
- (C) all streets within the central business district.

(23[24]) UTILITY STRUCTURE:

- (A) means any structure, cabinet, or other appurtenance (other than a pole

or a device attached to a pole) that is owned or used by a public service provider to provide service; and

(B) does not include:

(i) a device or structure used to control or direct pedestrian or vehicular traffic on an adjacent roadway; or

(ii) any infrastructure that provides water used for fire suppression.”

SECTION 2. That Paragraph (10) of Subsection (c) of Section 43-139, “Permit Required; Exceptions; Conditions; Denial and Revocation,” of Article VIII, “Certain Uses of Public Right-of-Way,” of Chapter 43, “Streets and Sidewalks,” of the Dallas City Code is amended to read as follows:

“(10) The permittee shall, as an express condition of the permit, comply in all respects with the requirements prescribed for the permitted activity in the Pavement Cut and Repair Standards Manual, the AGUS Placement Guidelines, and the Design Manual, as applicable; and with all other city ordinances and state or federal laws or regulations affecting the permitted activity.”

SECTION 3. That Subsection (c) of Section 43-139, “Permit Required; Exceptions; Conditions; Denial and Revocation,” of Article VIII, “Certain Uses of Public Right-of-Way,” of Chapter 43, “Streets and Sidewalks,” of the Dallas City Code is amended by adding a new Paragraph (21) to read as follows:

“(21) The director may prohibit street excavation when a permittee seeks to install facilities in a design district or in an area that is part of a major project, unless the permittee can show that existing facilities are unavailable to serve the current needs of the permittee or the permittee’s existing customers, whether through facilities owned by the permittee or are otherwise available.”

SECTION 4. That Article VIII, “Certain Uses of Public Right-of-Way,” of Chapter 43, “Streets and Sidewalks,” of the Dallas City Code is amended by adding a new Section 43-139.1, “Network Nodes and Related Infrastructure,” to read as follows:

**“SEC. 43-139.1. NETWORK NODES AND RELATED INFRASTRUCTURE.**

(a) The terms used in this section have the meanings ascribed to them in Chapter 284 of the Texas Local Government Code, as amended.

(b) A person shall not construct, place, install, replace, upgrade, repair, or collocate a network node or related infrastructure, including poles, within a public right-of-way without first obtaining a permit from the director.

(c) Permit applications must be accepted and processed as provided in the Design Manual and in accordance with Chapter 284 of the Texas Local Government Code, as amended. A permit application for a network node must be accompanied by a fully executed pole attachment agreement for the proposed location or an approved permit for a node support pole at the proposed location in order for the application to be deemed complete. The director shall deny applications that do not include required materials and information in accordance with state law and the Design Manual.

(d) A person shall not file, or have pending, more than 30 permit applications for the installation or collocation of network nodes at any time.

(e) Permit fees and compensation for use of the right of way and any city infrastructure pursuant to Chapter 284 of the Texas Local Government Code, as amended, shall be as provided by state law and the Design Manual.

(f) The placement, installation, or collocation of a network node or related infrastructure, including poles, in a design district with decorative poles or in a district the city has designated as historic, is subject to additional design, concealment, and aesthetic standards, as set out in the Design Manual.

(g) A network provider shall not install a new node support pole in a public right-of-way if the public right-of-way is:

- (1) adjacent to property under the control and jurisdiction of the park board; or
- (2) adjacent to a street or thoroughfare that is not more than 50 feet wide and adjacent to property zoned for residential uses, as that term is defined by the Dallas Development Code, or deed restriction.

(h) Designations.

(1) Any area that meets the definition of a design district under this article is hereby designated a design district for purposes of Chapter 284 of the Texas Local Government Code, as amended.

(2) Any area within the city without utility poles is hereby designated as an underground district pursuant to Chapter 284 of the Local Government Code, as amended, and is subject to additional design, concealment, and aesthetic standards as set out in the Design Manual.

(i) A person acting under this section shall do so in accordance with the terms of the permit, the Design Manual, and all applicable city ordinances, state, and federal laws.”

SECTION 5. That Paragraph (1) of Subsection (d) of Section 43-140, “Insurance and Indemnity Requirements; Exceptions,” of Article VIII, “Certain Uses of Public Right-of-Way,” of Chapter 43, “Streets and Sidewalks,” of the Dallas City Code is amended to read as follows:

“(1) A permittee who is a certificated telecommunications provider as defined in Chapter 283, Texas Local Government Code, as amended, or a network provider as defined by Chapter 284 of the Texas Local Government Code, as amended, agrees to give to the city the indemnity provided in Section 283.057, Texas Local Government Code, as amended.”

SECTION 6. That, unless specifically provided otherwise by this ordinance or by state law, a person violating a provision of this ordinance is, upon conviction, punishable by a fine not to exceed \$500.

SECTION 7. That Chapter 43 of the Dallas City Code shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 8. That any act done or right vested or accrued, or any proceeding, suit, or prosecution had or commenced in any action before the amendment or repeal of any ordinance, or part thereof, shall not be affected or impaired by amendment or repeal of any ordinance, or part thereof, and shall be treated as still remaining in full force and effect for all intents and purposes as if the amended or repealed ordinance, or part thereof, had remained in force.

SECTION 9. 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 10. That this ordinance shall take effect immediately, and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

LARRY E. CASTO, City Attorney

By \_\_\_\_\_  
Assistant City Attorney

Passed \_\_\_\_\_

DRAFT



**ADDENDUM ITEM # 4**

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 23, 2017  
**COUNCIL DISTRICT(S):** 12  
**DEPARTMENT:** Sustainable Development and Construction  
**CMO:** Majed Al-Ghafry, 670-3302  
**MAPSCO:** 5 K

**SUBJECT**

A public hearing to receive comments regarding an application for and an ordinance granting a Planned Development District for LO-1 Light Office District and private school uses on property zoned an LO-1 Light Office District with existing deed restrictions, on the southwest corner of Preston Road and Summerside Drive  
Recommendation of Staff and CPC: Approval, subject to a development plan, landscape plan, traffic management plan, and conditions  
Z145-173(SM)



**FILE NUMBER:** Z145-173(SM)

**DATE FILED:** September 13, 2016

**LOCATION:** Southwest corner of Preston Road and Summerside Drive

**COUNCIL DISTRICT:** 12

**MAPSCO:** 5 K

**SIZE OF REQUEST:** Approx. 29.9 Acres

**CENSUS TRACT:** 317.08

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**OWNER / APPLICANT:** HWB Preston, LP

**REPRESENTATIVE:** William S. Dahlstrom, Jackson Walker, LLP

**REQUEST:** An application for a Planned Development District for LO-1 Light Office District and private school uses on property zoned an LO-1 Light Office District with existing deed restrictions.

**SUMMARY:** The applicant proposes to modify the existing one-story office building for the relocation of the June Shelton School. The applicant proposes to further restrict the LO-1 District uses and setbacks, modify landscaping regulations, and apply additional restrictions to the proposed private school. The property's existing landscape berms along Preston Road and Campbell Road are proposed to be preserved and maintained.

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

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

**BACKGROUND INFORMATION:**

- The original office building was constructed around 1982 and was enlarged in 1988, according to Collin County Central Appraisal District Records.
- On May 14, 1997, the City Council approved Deed Restriction No. Z923-222 that 1) established a landscape berm in a landscaping zone along Campbell Road and Preston Road, 2) increased the minimum setback on Campbell to 50 feet, 3) restricted buildings constructed within 100 feet of Campbell Road to be one-story or 18 feet tall, 4) limited building height to 50 feet, and 4) limited driveway openings on Campbell Road to two.
- On January 2, 2015, the owner submitted an application for a planned development district for a single family neighborhood and retail uses and private streets. The application was later amended on September 13, 2015 to allow a private school on the subject site.
- The June Shelton School currently services over 800 students at 15720 Hillcrest Road and proposes to relocate to the request site in order to facilitate additional student capacity and add athletic facilities.

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

**Thoroughfare/Streets**

<b><u>Thoroughfare/Street</u></b>	<b><u>Designation</u></b>	<b><u>Thoroughfare Characteristics; ROW</u></b>
Preston Road	Principal Arterial	Minimum 6 lane divided; 100' ROW
Summerside Drive	Local	60' ROW
Campbell Road	Collector	Minimum 4 lane undivided; 60' ROW

**STAFF ANALYSIS:**

**COMPREHENSIVE PLAN:** The *fowardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *fowardDallas! 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.

**NEIGHBORHOOD PLUS**

Policy 4.2 Support and leverage emerging school quality and school choice programs.

**Surrounding Zoning and Land Uses:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	LO-1 and DR No. Z923-222	Vacant Office
<b>North</b>	PDD No. 104	Offices, Post Office, Restaurant, Retail
<b>East</b>	PDD No. 104	Offices, Restaurant, Retail
<b>South</b>	LO-1 and DR No. Z923-222 PDD No. 622, DR No. Z012-224	Office, Single Family
<b>West</b>	MF-1(A) and DR No. 801-207; PD 365; TH-2(A)	Single Family

**Land Use Compatibility:**

The site is developed with a one-story office campus, surrounded by surface parking, which has been vacant since 2015. Nonresidential uses occupy the majority of its adjacent neighboring properties including two office buildings, a post office, and shopping center to the north, across Summerside Drive; another shopping center and offices to the east, across Preston Road; and an office building and above ground parking garage to the south, across the previously abandoned McCallum Boulevard. The site is also bounded by streets in all directions with the exception of its southern property line which abuts a private street and the width of one single family lot.

There is also a significant single family residential presence in the site’s vicinity. The nearest single family properties lie to the west of Campbell Road and adjacent to the site’s southwestern corner. Additional residences lie beyond the offices and shopping center to the north. The school has been in discussion for many months with the nearby neighborhood associations and has proposed many additional restrictions as an outcome of those meetings.

Staff generally supports the proposed land uses because they are consistent with or further limit the existing LO-1 District uses. The following paragraphs address the limited number of conditions where staff does not support the applicant’s request. In some situations, staff is concerned that the applicant’s proposed restrictions do not consider the potential future needs of the public, and in others, staff’s primary concern is the difficulty the City will encounter if required to enforce the applicant’s proposed conditions.

***Public and open-enrollment charter schools***

The existing LO-1 District allows public schools by right and requires that open-enrollment charter schools obtain a specific use permit to operate. The applicant requests that both of these uses be prohibited. Conversely, staff recommends that they be allowed after obtaining a specific use permit.

The process to obtain a specific use permit, or SUP, requires public hearings at both City Plan Commission and City Council and the notices for each of those hearings would be mailed out to property owners within 500 feet of the property because the campus exceeds 25 acres. This basic process to obtain an SUP is almost identical to this application for a planned development district request, with the exception that the fees assessed are approximately ten thousand dollars less. In addition, the regulations of an SUP further restrict the property in contrast to a planned development district, which can allow relief from certain zoning restrictions.

Staff and CPC also recommends these schools by specific use permit rather than prohibiting them because the general provisions for approving 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.

Because an SUP 1) further restricts a use, in contrast to a planned development district amendment that could lessen zoning restrictions; 2) must meet the above standards of approval; and 3) is subject to another public engagement and hearing process is required, staff and CPC recommends that these two land uses, which are very similar to the request, be allowed by specific use permit in lieu of the applicant's request to prohibit these uses.

### **Additional Land Uses (Staff Supported)**

Staff recommends approval of the retention of the following land uses that are currently allowed in the LO-1 District.

- Transit passenger shelter.
- Electrical substation.
- Local utilities. [RAR]
- Police or fire station. [SUP]
- Post office. [SUP]
- Tower/antenna for cellular communication. [SUP or RAR may be required. See Section 51A-4.212(10.1) for LO-1 Districts]
- Utility or government installation other than listed. [SUP]
- Recycling drop-off container. [SUP required if the requirements of Section 51A-4.213(11.2)(E) are not satisfied.]
- Recycling drop-off for special occasion collection. [SUP required if the requirements of Section 51A-4.213(11.3)(E) are not satisfied.]

#### ***Transit passenger shelter***

A primary concern that has been expressed by some neighbors is overflow parking for when the school has events that generate additional traffic, such as graduation day, open house, athletic games, and fund raisers. However, the applicant, through neighborhood negotiations, has requested to prohibit the use of a transit passenger shelter. A transit passenger shelter allows a public mass transit agency to construct a shelter for transit riders. Staff and CPC supports a transit passenger shelter, because the site currently has a bus stop for the No. 350 DART bus route in the southeast corner and the retention of this stop, and the ability to enhance it with a shelter, would allow the site to decrease the amount of vehicular traffic during the school events and provide accessibility to nearby nonresidential properties along Preston Road.

#### ***Utility and public service uses***

The LO-1 District allows certain utility and public service uses in order to maintain public services to the surrounding properties such as water/wastewater, electricity, natural gas, cable, and telecommunications. Prohibiting utilities and public services limits the ability to quickly and adequately supply services that neighborhoods demand. Additionally, in the event that a public agency initiates plans for a new police station, fire station, post office, or any other governmental use (*government installation other than listed* in zoning terminology) on the site, staff supports the requirement for a specific use permit for these uses because it would require a minimum of two public hearings (CPC and City Council) before these uses could obtain a permit.

A specific use permit would also be required for a monopole tower that exceeds 50 feet in height. An electric substation, local utilities, and a tower/antenna for cellular communication are also supported by staff because those uses would provide services

to surrounding properties. CPC also supports these uses, with the exception of a tower/antenna for cellular communication and a police or fire station.

### ***Recycling Uses***

The Dallas Development Code outlines specific regulations regarding recycling drop-off container and recycling drop-off for special occasion collection uses. Among other restrictions, no more than two containers are allowed on site for a recycling drop-off container use; it must be screened; comply with spacing regulations; and hazardous waste collection is prohibited. A recycling drop-off for special occasion collection use is very similar to a recycling drop-off container, except that it increases the maximum size of the container allowed and is limited to one event per month and must be in conjunction with a church, school, or community center. These two recycling uses are customary and typical of schools. If these recycling uses cannot comply with the restrictions stated in the Dallas Development Code, a specific use permit is required.

### ***Additional Provisions for Land Uses***

The additional provision section in the proposed conditions outlines many of the additional restrictions that the applicant has added in response to issues that were raised during neighborhood meetings. Within the additional provisions section, seven items (outdoor athletic facilities, outdoor band practice, school events, lighting, sound, ingress/egress restrictions, and other restrictions) are more specifically addressed for private schools.

Staff and CPC supports the majority of this section because it generally contains binary conditions that can be observed and documented. However, although staff is somewhat concerned that the City may have difficulty enforcing the number of interscholastic tournaments and the frequency of outdoor band practice, one section in particular will be extremely difficult to enforce because it would require an extraordinary amount of time and effort on the behalf of Code Compliance to document and enforce.

The applicant's subsection regarding the frequency of school events generally stipulates that unspecified school events hosting 1,500 or more attendees are limited to four per year; school events hosting between 1,000 and 1,500 attendees are limited to four per year; and school events hosting fewer than 1,000 attendees are not limited in number. Staff does not support this request because in order to effectively enforce this provision, Code Compliance would have to somehow definitively count and document the number of attendees at a minimum of nine events every year to enforce the applicant's request. This is not a reasonable or equitable restriction for the City to fulfill and therefore, staff and CPC recommends denial of that stipulation.



The campus is almost thirty acres in size and the closest neighbors are more than 1,000 feet away from the football field. In addition to the physical distance that exists, other restrictions that the development will be subject to include: the noise regulations of Article VI; specified days and hours of operation for various events; regulated lighting standards; preparation of an extensive traffic management plan that includes a circulation plan for the football stadium; and the conditions which stipulate that an off-duty officer is required at all drop-off and pick-up times. It is staff and CPC's position that the number of school events is irrelevant when viewed in conjunction with the additional regulations the school has volunteered and the restrictions that are standard operating procedures within the City.

**Development standards**

DISTRICT	SETBACKS		Density	Height	Lot Coverage	Special Standards	PRIMARY Uses
	Front	Side/Rear					
Existing <b>LO-1</b> <b>Limited Office 1</b> <i>With Existing Deed Restrictions</i>	15' <i>Campbell Rd:</i> 50'+ <i>Limited to 18'</i> <i>tall for first</i> 100'	20' adjacent to residential OTHER: No Min.	1.0 FAR	80' (Residential Proximity Slope applies) 50' buildings 3 stories	80%	Urban Form setback Tower spacing Visual Intrusion	Office – limited retail & personal service uses
Proposed <b>PDD</b> <b>Regulations</b> <i>With Existing Deed Restrictions</i>	15' <i>Campbell Rd:</i> 50'+ <i>Limited to 18'</i> <i>tall for first</i> 100'	20' adjacent to residential OTHER: No Min.	1.0 FAR	Generally, 50' (Residential Proximity Slope applies), 32' baseball stadium, 35' gymnasium, 60' art décor, 70' football stadium lighting, 50' buildings 3 stories	80%	Urban Form setback Tower spacing Visual Intrusion	Private school and Office – limited retail & personal service uses

The existing deed restrictions are remaining intact and will not be terminated with this application. Regarding development standards, the existing deed restrictions increase the building setback along Campbell Road from 15 feet to 50 feet and restrict buildings that exceed one story or 18 feet within 100 feet of Campbell Road. Although the deed restrictions are not proposed to be terminated with this application, the proposed planned development regulations also restrict the site to the existing setbacks to ensure consistency in the event that the deed restrictions are terminated in the future.

The applicant proposes to comply with a general maximum structure height of 50 feet and residential proximity slope with allowances for 70-foot tall football stadium lights onto a recessed football field, as noted on the proposed development plan, and a 60-foot tall art decoration at the southern building entrance. Other further restrictions are proposed to limit areas below the maximum 50 foot height. The existing deed restrictions state, “the maximum height of any building on the Property may not exceed three stories or 50 feet (excluding mechanical penthouses and atriums).” Since *building* means a structure for the support or shelter of any use or occupancy, Building Inspections has determined that 70-foot tall football stadium lights and 60-foot tall free-

standing art decorations are not buildings and therefore would comply with the existing deed restrictions.

Because the proposed planned development district and development plans incorporate and comply with the existing deed restrictions and LO-1 development standards, staff and CPC supports the request.

**Traffic:**

The traffic management plan (TMP) models and makes recommendations for the school to implement to facilitate efficient pick up and drop off operations. In addition to the narrative to explain the plan's recommendations, this TMP has provided circulation plans for both school pick-up and stadium operations. The site currently has four access points, however, the TMP recommends blocking the Campbell Road and mid-block Preston Road driveways to inbound traffic during the drop-off/pick-up school periods to facilitate two separate queue lanes with designated loading/unloading areas based on student grade level and controlled ingress and egress points.

The TMP recommends two separated queuing routes and staggered dismissal times for the groups of grades at the school. Preschool through second grade is proposed to have two dismissal times with a queue length capacity of 95 vehicle lengths, 67 vehicle lengths in excess of the estimated demand of 28 vehicle lengths. Grades three through five is proposed to have one dismissal time with a queue length capacity of 110 vehicle lengths, 74 vehicle lengths in excess of the estimated demand of 36 vehicle lengths. Grades six through eight is proposed to have the same dismissal time as grades three through five, but in a separate queue route, with a queue length capacity of 63 vehicle lengths, 5 vehicle lengths in excess of the estimated demand of 58 vehicle lengths. Grades nine through 12 is proposed to have the last dismissal time with a queue length capacity of 63 vehicle lengths, 23 vehicle lengths in excess of the estimated demand of 40 vehicle lengths.

The stadium traffic management plan shows inbound traffic from Preston Road to Summerside Drive and making a left-turn into the property and exiting in the reverse manner; this access point also recommends the assistance of an off-duty officer. It also shows two other access points, one directly on Preston Road to a parking area, and another from Preston Road onto the previously abandoned McCallum Boulevard and directly into a parking area.

The TMP, development plan, and landscape plan all denote a "pork-chop" island on Summerside Drive to facilitate a westbound left-in and eastbound right-out only access in order to discourage school-related parent, student, and staff vehicles from accessing

Campbell Road. The site's driveway on Campbell Road is also required to be gated and only accessible for emergency access.

The Engineering Division of the Sustainable Development and Construction Department has reviewed the request, including a traffic impact analysis and the attached traffic management plan, and determined that the proposed development will not have a negative impact on the surrounding street system.

**Parking:**

The school proposes to contain 97 classrooms from preschool to the twelfth grade, including 37 elementary, 33 junior high, and 27 high school classrooms. The Dallas Development Code would require 429 parking spaces based on the school's proposed classroom mix. This particular private school specializes in small classroom sizes and therefore, would conceivably need less parking due to reduced student population than the industry standard that the Dallas Development Code requires. The applicant proposes to provide 585 off-street parking spaces, which are in excess of 156, or 36 percent, more parking spaces than the City's standard parking requirement for on-site parking. The City generally does not require this inflated parking requirement and no sufficient evidence, in the form of a parking demand study, has been supplied in evidence that such a large number of parking spaces are required for this school. The applicant requested the large amount of parking based on discussions with neighborhood groups.

An additional 215 remote parking spaces for occasional school events is also requested by the applicant which is also not typical; however, staff supports the request because the property is allowed to provide the additional parking by a remote parking agreement that is based on a lease.

Since the applicant has requested to increase the City's standard parking requirement of 429 parking spaces on site to 585 parking spaces on site, with an additional 215 for school events off-site, staff and CPC have agreed to support the inflated parking requirement.

**Landscaping:**

The existing office building campus contains many mature shade trees. The existing deed restrictions, which will remain intact and not terminated, specify a landscape zone on both Preston Road and Campbell Road. The landscape zone must contain a berm

and trees, and the proposed landscaping conditions require the preservation of the existing landscape zone.

The site complies with Article X of the Dallas Development Code. Article X requires that one site tree be provided for each 4,000 square feet of site area. The 1,304,731 square-foot area would therefore require 327 site trees. The proposed landscape plan depicts 459 trees provided and preserved; therefore, the proposed landscape plan exceeds the requirements of Article X.

Additionally, the applicant has proposed some modifications to the tree preservation, removal and replacement of Article X. Whereas Article X does not require the replacement of dead or diseased trees, the proposed conditions require its replacement with a three-caliper inch tree of a similar type as the tree removed. Regarding mitigation, staff and CPC supports the applicant's request to mitigate tree removal and replacement on property within two miles, in contrast to Article X's provision to allow mitigation within one mile of the property in an effort to maintain as much tree canopy as possible.

**CPC Action – August 17, 2017:**

**Motion:** It was moved to recommend **approval** of a Planned Development for LO-1 Light Office District and private school uses, subject to staff's recommended revised development plan, revised landscape plan, revised traffic management plan, and staff's revised recommended conditions as briefed with the following changes: that in Section 51P\_106 Item 12 Utility and Public Service Uses the tower/antenna for cellular communication and the police or fire station provisions be removed on property zoned an LO-1 Light Office District with existing deed restrictions on the southwest corner of Preston Road and Summerside Drive.

Maker: Peadon  
Second: Schultz  
Result: Carried: 14 to 0

For: 14 - Anglin, Rieves, Houston, Davis, Shidid, Mack, Haney, Jung, Housewright, Schultz, Peadon, Murphy, Ridley, Tarpley

Against: 0  
Absent: 1 - Anantasomboon  
Vacancy: 0  
Conflict: 0

**Notices:** Area: 500 Mailed: 266  
**Replies:** For: 13 Against: 78

**Speakers:** For: William S. Dahlstrom, 2323 Ross Ave., Dallas, TX, 75201  
Christy Lambeth, 400 S Houston St., Dallas, TX, 75202  
Suzanne Stell, 8516 Stable Glen Ave., Dallas, TX 75243  
Mike Sanderson, 2200 Ross Ave. Ste. 2800, Dallas, TX 75201  
FOR (Did not speak): Amanda Rollen, 3410 Caruth Blvd., Dallas, TX 75225  
Jenny Cheatham, 15720 Adillcrest Road, Dallas, TX 75248  
Keith Buriesh, 6802 Kenwood Ave., Dallas, TX 75214  
Holly Vilhulh, 8207 Sunnybrook Ln., Dallas, TX 75220  
Benjamin Armour, 5706 Watson Cir., Dallas, TX 75225  
Ethan Armour, 5706 Watson Cir., Dallas, TX 75225  
Kimberly Armour, 5706 Watson Cir., Dallas, TX 75225  
EJ Copeland, 5600 Celestial Rd., Dallas, TX 75254  
Stacey Segal, 5902 Edinburgh Ct., Dallas, TX 75252  
Aida Walter-Reid, 7828 Stone River Dr., Frisco TX75034  
Amanda Dockweker, 1909 forestwood Dr., Richardson, TX 75081  
Katherine Stuart, 1100 Pawnee Dr., Richardson, TX 75080  
Andrew Pena, 4705 San Jacinto St., Dallas, TX 75214  
Gina Rangel, 4705 San Jacinto St., Dallas, TX 75214  
Heather Hunt, 5709 Thames Ct., Dallas, TX 75252

Laura Gilbreath, 4515 Stonehollow Way, Dallas, TX 75287  
Tommy Gilbreath, 4515 Stonehollow Way, Dallas, TX 75287  
Suzette Hinds, 5310 Meadow Crest Dr., Dallas, TX 75229  
Harper Hinds, 5310 Meadow Crest Dr., Dallas, TX 75229  
Haven Hinds, 5310 Meadow Crest Dr., Dallas, TX 75229  
Mandy Gildersleeve, 6415 Westgale Dr., Dallas, TX 75254  
Laura Gershenson, 6702 Sawmill Rd., Dallas, TX 75252  
Mary Connolly, 9135 Windcrest Rd., Dallas, TX 75243  
Meredith Moody, 2113 Chatsworth Rd., Carrollton, TX 75007  
Kimberly Street, 2120 Oklahoma Ave., Plano, TX 75074  
CJ Kinney, 5353 Keller Springs Rd., Apt. 224, Dallas, TX 75248  
Kara 5353 Keller Springs Rd., Apt. 224, Dallas, TX 75248  
Jenny Duncan, 945 Whitehall Dr., Plano, TX 75023  
Gary Webb, 4401 Travis St., Dallas, TX 75205  
Jean Huddleston, 4130 La Place Rd., Dallas, TX 75220  
Steve Dwolf, 8129 San Fernando Ave., Dallas, TX 75218  
William H. Bulmer, 6110 Warm Mist Ln., Dallas, TX 75248  
Tabitha Valdez, 2704 Palo Duro Canyon Dr., McKinney, TX 75070  
Genevieve Taylor Shryer, 4127 Hawthorne Rd., Sachse, TX 75048  
Carol Yastym, 109 Fall Creek Ct., Garland, TX 75044  
Anonymous, 15720 Hillcrest Rd., Dallas, TX 75248  
Susmita Sarma, 15720 Hillcrest Rd., Dallas, TX 75248  
Zachary Ladd, 15720 Hillcrest Rd., Dallas, TX 75248  
Wil Matthews, 5458 Longview St., Dallas, TX 75206  
Tony Billings, 5916 Charlestown Dr., Dallas, TX 75230  
Paul Billings, 5916 Charlestown Dr., Dallas, TX 75230  
Brad Reeves, 4001 W. Lawther Dr., Dallas, TX 75214  
Theresa Bruno, 4580 Southgate Dr., Plano, TX 75024  
Kelly Van Den Handel, 600 Timber Bend, Highland Village, TX 75057  
Glen R. Brown, 6540 Dartbrook Rd., Dallas, TX 75254  
Linda Kneese, 623 Stillmeadow Dr., Richardson, TX 75081  
Joni Harris, 6301 Clear Ridge Dr., Dallas, TX 75248  
Donna Gonzalez, 9403 Edgecreek Dr., Dallas, TX 75227  
Anne Thomas, 11224 Dwarfs Cir., Dallas, TX 75229  
Ada A. Hinkle, 7071 Regalview Cir., Dallas, TX 75248  
Mary Drexler, 3321 Carriage Ln., Plano, TX 75023  
Tracy Wilson, 3509 Princess Ln., Dallas, TX 75229  
Nicole Miller, 6609 Shadowcrest Dr., Plano, TX 75093  
Sandra Balis, 11404 Harbor Rd., Frisco, TX 75035  
Ann Shortall, 10415 Carry Back Pl., Dallas, TX 75229  
Charlotte Lee, 2112 Grove Park Ln., Richardson, TX 75080  
Nancy McCord, 7619 Kevin Dr., Dallas, TX 75248  
Brandy Wayne, 7118 Winding Creek Rd., Dallas, TX 75252  
Anne Hughes, 8600 Thackery Ave., #8107, Dallas, TX 75225  
Christy Fowler, 5818 E University Blvd. # 223, Dallas, TX 75225  
Larry Gingold, 6407 Riverview Ln., Dallas, TX 75248  
Myra Gingold, 6407 Riverview Ln. Dallas, TX 75248  
Debbie Knox, 1416 Chesterton Dr., Richardson, TX 75080



Jay Jacobs, 5505 Prestwick Ln., Dallas, TX 75252  
Leigh Taylor, 3121 Cross Timbers Ln., Garland, TX 75044  
Sherry Houpt, 6011 Penrose Ave., Dallas, TX 75206  
Zachary Paxton, 2631 Carmel Dr., Carrollton, TX 75006  
Clifford A. Samuelson, 414 S. Jefferson St., Irving, TX 75060  
Tobin Knox, 1416 Chesterton Dr., Richardson, TX 75080  
James Boots Reeder, 1925 Cedar Springs Rd. #302, Dallas, TX 75021  
Claire Duesing, 6039 Lupton Dr., Dallas, TX 75225  
Hunter Duesing, 6039 Lupton Dr., Dallas, TX 75225  
Amy Kelton, 5950 Lindenshire Ln. #403, Dallas, TX 75230  
Nancy McCann, 3645 Ingleside Dr., Dallas, TX 75229  
Susan Sutton, 4327 Hollow Oak Dr., Dallas, TX 75287  
Elizabeth A. Gonzalez, 8601 Forsythia Dr., McKinney, TX 75070  
Christine Davis, 1313 Kenshire Ct., Allen, TX 75013  
Win Bell, 6433 Waggoner St., Dallas, TX 75230  
Gulzar Babool, 15720 Hillcrest Rd., Dallas, TX 75248  
Mark Ashby, 5624 Covehaven Dr., Dallas, TX 75252  
Nancy Gold, 5825 Norway Rd., Dallas, TX 75230  
Amie Moyer, 6362 Prestoncrest Ln., Dallas, TX 75230  
Sam Crantree, 14151 Montfort Rd. #247, Dallas, TX 75254  
Jennifer Zeavin, 6411 Norbury Dr., Dallas, TX 75248  
Julie C. Niederer, 17211 Village Ln., Dallas, TX 75248  
Sally Baird, 7716 Chattington Dr., Dallas, TX 75248  
Bobbie Sparks Williams, 18267 Meandering Way, Dallas, TX 75252  
Nicole James, 410 Parkshire Dr., Murphy, TX 75094  
Elizabeth Brooks, 7004 Kingsbury Dr., Dallas, TX 75231  
Laura Gordon, 4672 Fairfax Ave., Dallas, TX 75209  
Alison Conger, 6111 Preston Haven Dr., Dallas, TX 75230  
Ben Gordon, 4672 Fairfax Ave., Dallas, TX 75209  
Megan Ball, 15221B Sagovia Dr., Dallas, TX 75248  
Patricia Gallaher, 3960 Shady Hill Rd., Dallas, TX 75229  
Steve Spencer, 9811 Windy Terrace Dr., Dallas, TX 75231  
Anthony Marchetti, 2013 Lancer Ln., Dallas, TX 75256  
Seth Kassanoff, 701 Splash Dr., Dallas, TX 75071  
Spencer Rubin, 75287 Spyglass Dr., Dallas, TX 75287  
Ryan Kassanoff, 6035 Aberdeen Ave., Dallas, TX 75230  
Ann Stroth, 7550 Stonecrest Dr., Dallas, TX 75254  
Georgana Jinks, 3603 High Vista Dr., Dallas, TX 75234  
Stephanie Weatherford, 14501 Montfort Dr. #1528, Dallas TX 75254  
Leslie Cashdollar, 4326 Fawnhollow Dr., Dallas, TX 75244  
Benson Markey, 7703 Caruth Blvd., Dallas, TX 75225  
Judy Markey, 7703 Caruth Blvd., Dallas, TX 75225  
Jennifer Drake, 4110 Sweetbriar Dr., Garland, TX 75042  
Beth Riggs, 6214 Royal Ln., Dallas, TX 75230  
Daniel King, 2109 Yewpon Ct., Carrollton, TX 75007  
Richard Clay Houston, 841 Eastridge Cir., Red Oak, TX 75154  
Suzanne Harrington, 5847 Coolwater Cove, Dallas, TX 75252  
Laura Brown, 5733 Remington Park Sq., Dallas, TX 75252

Z145-173(SM)

Marla Beikman, 5739 Preston Fairways Rd., Dallas, TX 75252  
Against: Lawrence E. Steinberg, 10131 Hollow Way Rd., Dallas, TX 75228  
Leslie Noe, 5522 Preston Fairways Dr., Dallas, TX 75252  
Michael Kennedy, 5635 Preston Fairways Dr., Dallas, TX 75252  
Against (Did not speak): Walter Laidlaw, 5708 Archer Ct., Dallas, TX 75252  
Carolee Blumin, 5723 Wortham Ln., Dallas, TX 75252  
Heidi Sterlacy, 5999 Summerside Dr. Ste. 200, Dallas TX 75248  
Mary Bashara, 17362 Remington Park Pl., Dallas, TX 75252



Z145-173(SM)

**List of Officers**

**HWB Preston, LP**  
**List of Partners/Principals/Officers**

HWB Preston GP, LLC, General Partner

**HWB Preston GP, LLC**  
**List of Partners/Principals/Officers**

John Hawkins, Manager

**CPC RECOMMENDED CONDITIONS**

**ARTICLE \_\_\_\_\_.**

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

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

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

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

PD \_\_\_\_\_ is established on property located at the southwest corner of Preston Road and Summerside Drive. The size of PD \_\_\_\_\_ is approximately 29.9 acres.

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

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

(1) **INTERSCHOLASTIC TOURNAMENT** means a sporting event not involving or hosted by a private school that operates with a certificate of occupancy on the Property.

(2) **SCHOOL EVENT** means any non-athletic event in conjunction with a private school that is outside of the routine daily operations of the private school that occurs outside the regular weekday school hours.

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

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

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

The following exhibits are incorporated into this article:

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

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

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

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

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

The following uses are the only main uses permitted:

(1) Agricultural uses.

None permitted.

(2) Commercial and business service uses.

- Catering service. [L]
- Medical or scientific laboratory. [SUP]

(3) Industrial uses.

None permitted.

(4) Institutional and community service uses.

- Adult day care facility. [L]
- Child-care facility. [L]
- College, university, or seminary.
- Community service center. [SUP]
- Convent or monastery.
- Library, art gallery, or museum.

*CPC recommendation:*

--	Public school. [SUP]
--	Open-enrollment charter school. [SUP]

*Applicant requested:*

<del>---</del>	<del>Public school. [SUP]</del>
<del>---</del>	<del>Open enrollment charter school. [SUP]</del>

- Private school. [Limited to a maximum total of 1,400 students.]

(5) Lodging uses.

None permitted.

(6) Miscellaneous uses.

- Attached non-premise sign. [SUP]
- Temporary construction or sales office.

(7) Office uses.

- Financial institution without drive-in window.
- Financial institution with drive-in window. [SUP]
- Medical clinic or ambulatory surgical center.
- Office.

(8) Recreation uses.

- Private recreation center, club, or area. [SUP]
- Public park, playground, or golf course.

(9) Residential uses.

None permitted.

(10) Retail and personal service uses.

- Business school.
- Dry cleaning or laundry store. [L]
- General merchandise or food store 3,500 square feet or less. [L]
- Personal service uses. [L]
- Restaurant without drive-in or drive-through service. [L][RAR]

*CPC recommendation:*

(11) Transportation uses.

- Transit passenger shelter.

(12) Utility and public service uses.

- Electrical substation.
- Local utilities. [RAR]
- Post office. [SUP]
- Utility or government installation other than listed. [SUP]

*CPC recommendation (continued):*

- |   |
|---|
| (13) <u>Wholesale, distribution, and storage uses.</u>  |
| -- Recycling drop-off container. <i>[SUP required if the requirements of Section 51A-4.213(11.2)(E) are not satisfied.]</i>                       |
| -- Recycling drop-off for special occasion collection. <i>[SUP required if the requirements of Section 51A-4.213(11.3)(E) are not satisfied.]</i> |

*Staff recommendation:*

- |   |
|---|
| (11) <u>Transportation uses.</u>  |
| -- Transit passenger shelter.   |
| (12) <u>Utility and public service uses.</u>  |
| -- Electrical substation.   |
| -- Local utilities. <i>[RAR]</i>  |
| -- Police or fire station. <i>[SUP]</i>   |
| -- Post office. <i>[SUP]</i>  |
| -- Tower/antenna for cellular communication. <i>[SUP or RAR may be required. See Section 51A-4.212(10.1) for LO-1 Districts]</i>                  |
| -- Utility or government installation other than listed. <i>[SUP]</i>   |
| (13) <u>Wholesale, distribution, and storage uses.</u>  |
| -- Recycling drop-off container. <i>[SUP required if the requirements of Section 51A-4.213(11.2)(E) are not satisfied.]</i>                       |
| -- Recycling drop-off for special occasion collection. <i>[SUP required if the requirements of Section 51A-4.213(11.3)(E) are not satisfied.]</i> |

*Applicant requested:*

- |  |
|--|
| (11) <u>Transportation uses.</u>                       |
| None permitted.  |
| (12) <u>Utility and public service uses.</u>           |
| None permitted.  |
| (13) <u>Wholesale, distribution, and storage uses.</u> |
| None permitted.  |

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

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

(b) The following accessory uses are not permitted:

- Accessory helistop.
- Amateur communications tower.
- Accessory outside storage.
- Day home.
- General waste incinerator.
- Occasional sales (garage sales).
- Swimming pool (private).

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

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

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the LO-1 Office District apply.

(b) Front yard.

(1) Campbell Road.

(A) Except as provided in this subparagraph, minimum front yard is 50 feet. No building higher than one story or 18 feet, excluding mechanical penthouses, may be constructed within 100 feet of the Campbell Road right-of-way line.

(B) For a private school, minimum front yard is 100 feet. Outdoor play areas, play equipment, and nets are allowed in the required front yard in the locations shown on the development plan.

(2) Summerside Drive. Scoreboards and nets are allowed in the setback area in the locations shown on the development plan.

(c) Height.

(1) Maximum height.

(A) Except as provided in this subsection, maximum structure height is 50 feet.

(B) For the following structures constructed in conjunction with a private school, maximum structure height is:

- (i) 32 feet for a baseball stadium, press box, bleachers, concessions, and restrooms.
- (ii) 35 feet for a gymnasium.
- (iii) 60 feet for an art decoration at south entry.
- (iv) 70 feet for football stadium lighting.

(2) Residential proximity slope. If any portion of a structure is over 26 feet in height, that portion may not be located above a residential proximity slope. Exception: Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less. Chimneys may project through the slope to a height 12 feet above the slope and 12 feet above the maximum structure height.

(d) Lot size. No minimum lot size.

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

(a) In general. Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use. Consult the off-street parking and loading regulations (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.

(b) Private school.

(1) For a private school up to 455,223 square feet, 585 off-street parking spaces are required on the Property. An additional one space for every 390 square feet of additional floor area is required.

(2) An additional 215 spaces are required for school events and may be provided by remote parking agreement. A private school may not host a school event until the additional 215 spaces are provided.

(c) Remote parking.

(1) Remote parking is permitted if the requirements of Division 51A-4.320, "Special Parking Regulations," are met, except that the remote parking may be within a walking distance of 2900 feet from the use served with a special parking license.

(2) An agreement authorizing a private school to use remote parking may be based on a lease of the remote parking spaces only if the lease:

- (A) is in writing;
- (B) contains legal descriptions of the properties affected;
- (C) specifies the special parking being provided and the hours of operation of any use involved;
- (D) is governed by the laws of the state of Texas;
- (E) is signed by all owners of the properties affected;
- (F) is for a minimum term of three years;
- (G) provides both the owner of the lot occupied by the private school and the owner of the remote parking lot shall notify the building official in writing if there is a breach of any provision of the lease, or if the lease is modified or terminated.

(d) Aboveground parking structures. Aboveground parking structures are prohibited.

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

See Article VI.

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

(a) In general. Except as provided in this section, landscaping must be provided in accordance with Article X.

(b) Private school.

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

(2) Fencing must be a minimum of five feet high and constructed of steel or wrought iron with brick columns in the locations shown on the landscape plan.

(3) The berms facing Campbell Road and Chipping Way, and the trees located on or between the berms, may not be altered, except for the construction of trails and repairs necessary to maintain the berms in their original form.

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



**SEC. 51P-\_\_\_\_.112. TREE PRESERVATION, REMOVAL, AND REPLACEMENT.**

(a) Except as provided in this section, tree preservation, removal, and replacement must comply with Article X.

(b) The total diameter inches of existing trees preserved on the Property count toward the tree mitigation requirements for the development of a private school.

(c) Replacement of a dead or diseased tree must be completed on the property with a tree of a similar type as the removed tree, and a minimum of three caliper inches per tree.

(d) Replacement trees may be planted on property within Dallas within two miles of the tree removal property, as long as the responsible party obtains the written approval of the building official based on:

(1) a submitted site plan indicating the location of the tree to be removed or seriously injured, the address of the property where the replacement tree will be planted, and a site plan indicating the location of the replacement tree; and

(2) a written agreement between the owner of the property where the replacement tree will be planted and the responsible party, to assume mutual responsibility for the replacement tree under Article X.

**SEC. 51P- \_\_\_\_ .113. SIGNS.**

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

**SEC. 51P- \_\_\_\_ .114. TRAFFIC MANAGEMENT PLAN.**

(a) In general. The operation of the private school use must comply with the traffic management plan (Exhibit \_\_\_\_C).

(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.

(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 November 1, 2021. After the initial traffic study, the Property owner or operator shall submit annual updates of the traffic study to the director by November 1 of each odd-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. 51P- \_\_\_\_ .115. ADDITIONAL PROVISIONS.**

(a) Private school.

(1) Outdoor athletic facilities.

(A) Hours of operation. Outdoor athletic facilities may only operate between 6:30 a.m. and 10:00 p.m., Monday through Friday, and 9:00 a.m. and 6:00 p.m. on

Saturday, except for scheduled games, which must conclude by 11:00 p.m. Use of outdoor athletic facilities are limited to athletic events of the school, school events, band practice in accordance with Section 51P-\_\_\_\_.115(c)(2), and interscholastic tournaments.

(B) Scoreboards. Scoreboards may not exceed 25 feet in height and 30 feet in width.

(C) Seating. Seating may not exceed 200 for the baseball field and 1,500 for the football or soccer field in the locations shown on the development plan. For purposes of this paragraph, a seat is 36 inches of length of a fixed bench if individual seats are not provided.

(D) Nets. Nets along Summerside Drive may not exceed 10 feet in height and must remain down at all times except during baseball games or practices.

(E) Interscholastic tournaments. Interscholastic tournaments must be noted in the athletic schedule of the private school and are limited to:

(i) three tournaments per year; and

(ii) three consecutive days per tournament.

(2) Outdoor band practice.

(A) Location. Except when occupied by athletic games or practices, outdoor band practice must be held at the football or soccer field. Outdoor band practice may be located in the parking lot area south of the football or soccer field during athletic games or practices held at the football or soccer field.

(B) Hours of operation. Outdoor band practice is limited to a maximum of one hour per day and is only permitted between 10:00 a.m. and 7:00 p.m., Monday through Friday.

(C) Frequency. Except as provided in this subparagraph, outdoor band practice may occur a maximum three days per week. During football season, outdoor band practice may occur a maximum five days per week.

*CPC recommended:*

(3) Outside sales, carnivals, and fairs. Outside sales, carnivals, and fairs are limited to two per calendar year and are limited to one calendar day.

*Applicant requested:*

(3) School Events.

(A) School events hosting 1,500 or more attendees are limited to four per year. School events hosting between 1,000 and 1,500 attendees are limited to four per year. School events hosting fewer than 1,000 attendees are not limited in number.

(B) Outside sales, carnivals, and fairs are limited to two per calendar year, one calendar day, and are not limited in number of attendees.

(4) Lighting.

(A) No lighting of the baseball field is permitted except for normal security lighting.

(B) Lighting of athletic fields and courts is only allowed when the athletic fields are in use between 6:30 a.m. and 11:00 p.m.

(C) All light fixtures must be hooded and shielded and must direct light downward.

(D) Except as provided in this subparagraph, lighting may not exceed 20 feet in height. Football stadium field lighting may not exceed 70 feet in height.

(C) Spillover light onto adjacent property must not exceed 0.1 footcandle above ambient light conditions measured five feet above ground level at the property line. Lighting may not spill over into any residential lot.

(5) Sound.

(A) Bell towers or similar structures that emit sounds are prohibited.

(B) A maximum of one clock tower is permitted and must not chime or emit sound.

(C) Except for fire or other emergency warning systems, loudspeakers, public address systems, chimes, bells, buzzers and sirens may sound only internally within a building.

(D) At the first athletic event on each athletic field the Property owner or operator must provide an analysis prepared by a registered engineer or acoustician measuring sound generated that verifies the private school complies with Article VI.

(6) Ingress/egress.

(A) In general. Ingress and egress must be provided in the locations shown on the development plan. No other ingress or egress is permitted.

(B) Summerside Drive.

(i) A minimum of one off-duty police officer must be employed and stationed at the access drive at Summerside Drive during drop-off and pick-up of students.

(ii) A concrete island at the driveway on Summerside Drive must be constructed as shown on the development plan. The island must:

(aa) restrict northbound traffic from the private school to right turns;

(bb) prohibit right turns for eastbound traffic on Summerside Drive; and

(cc) be completed prior to the issuance of a certificate of occupancy.

(C) Campbell Road. The entrance at Campbell Road may only be used by emergency vehicles. It must remain gated and locked at all other times.

(7) Other restrictions.

(A) Additions to the existing building must have exterior siding, roofing, roof pitch, foundation fascia, and fenestration compatible with the existing main building. COMPATIBLE means similar in application, color, materials, pattern, quality, shape, size, slope, and other characteristics, but does not necessarily mean identical. The burden is on the property owner or applicant to supply proof of compatibility.

(B) No portable buildings may be placed on the Property.

(C) All roof top mechanical equipment must be screened from Campbell Road and Chipping Way.

(b) Campbell Road driveways. There may be no more than two driveway openings on Campbell Road.

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

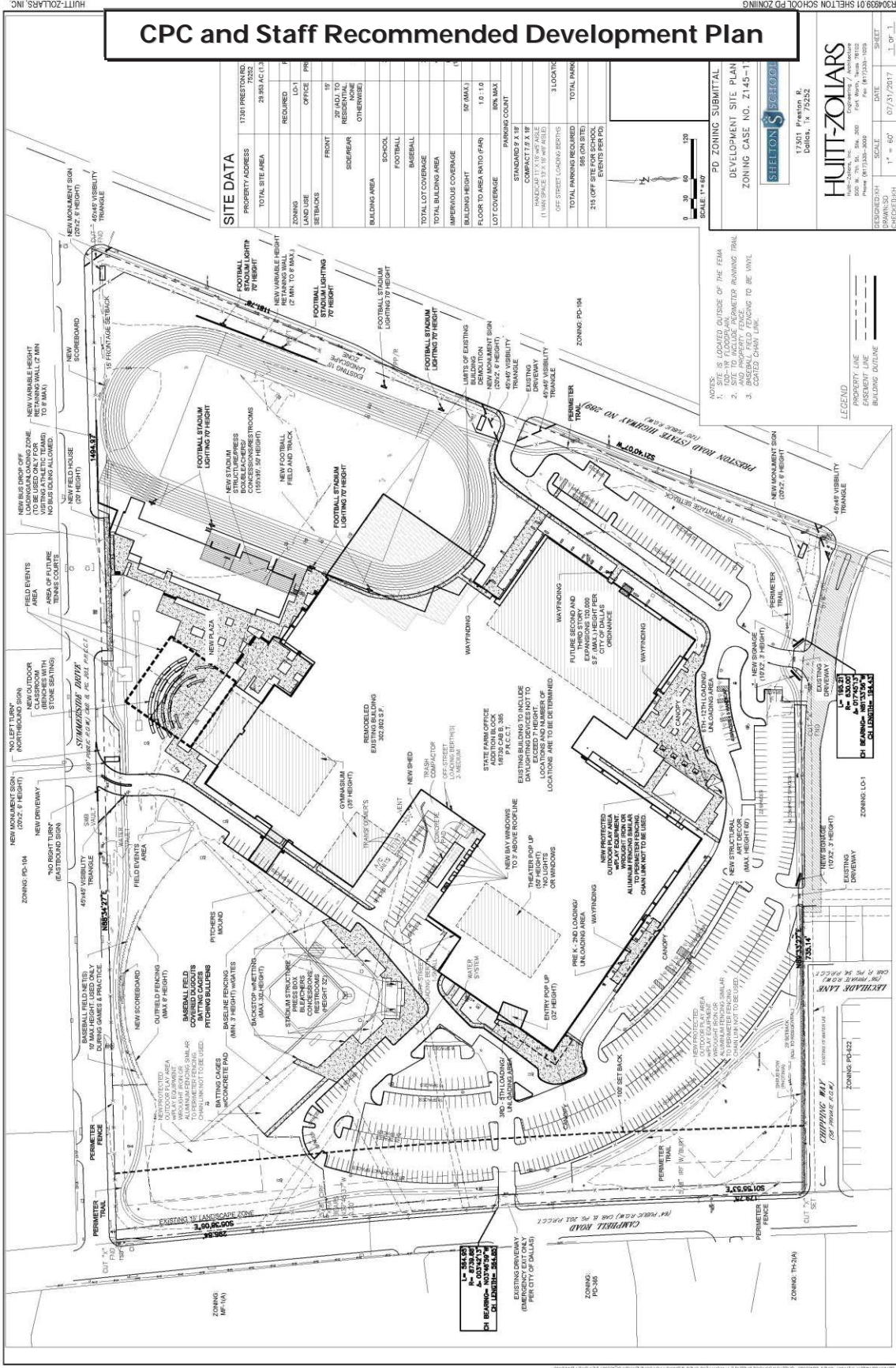
(d) Compliance. Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

**SEC. 51P-\_\_\_\_.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, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.





# CPC and Staff Recommended Development Plan

SITE DATA	
PROPERTY ADDRESS	17301 Preston R. Deloitte, TX 75252
TOTAL SITE AREA	28,943 ACRES
REQUIRED	LO-1
LAND USE	OFFICE
SETBACKS	FRONT 25' (ADJ. TO RESIDENTIAL) SIDE/REAR 10' (ADJ. TO OTHERS)
BUILDING AREA	SCHOOL
TOTAL LOT COVERAGE	FOOTBALL
TOTAL BUILDING AREA	BASEBALL
IMPERVIOUS COVERAGE	10-15'
FLOOR TO AREA RATIO (FAR)	10-15'
LOT COVERAGE	80% MAX
PARKING COUNT	3,000
STANDARDS 2.1.1.9	
STANDARDS 2.1.1.10	
STANDARDS 2.1.1.11	
STANDARDS 2.1.1.12	
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STANDARDS 2.1.1.100	

PD ZONING SUBMITTAL  
 DEVELOPMENT SITE PLAN  
 ZONING CASE NO. Z145-173

17301 Preston R.  
 Deloitte, TX 75252

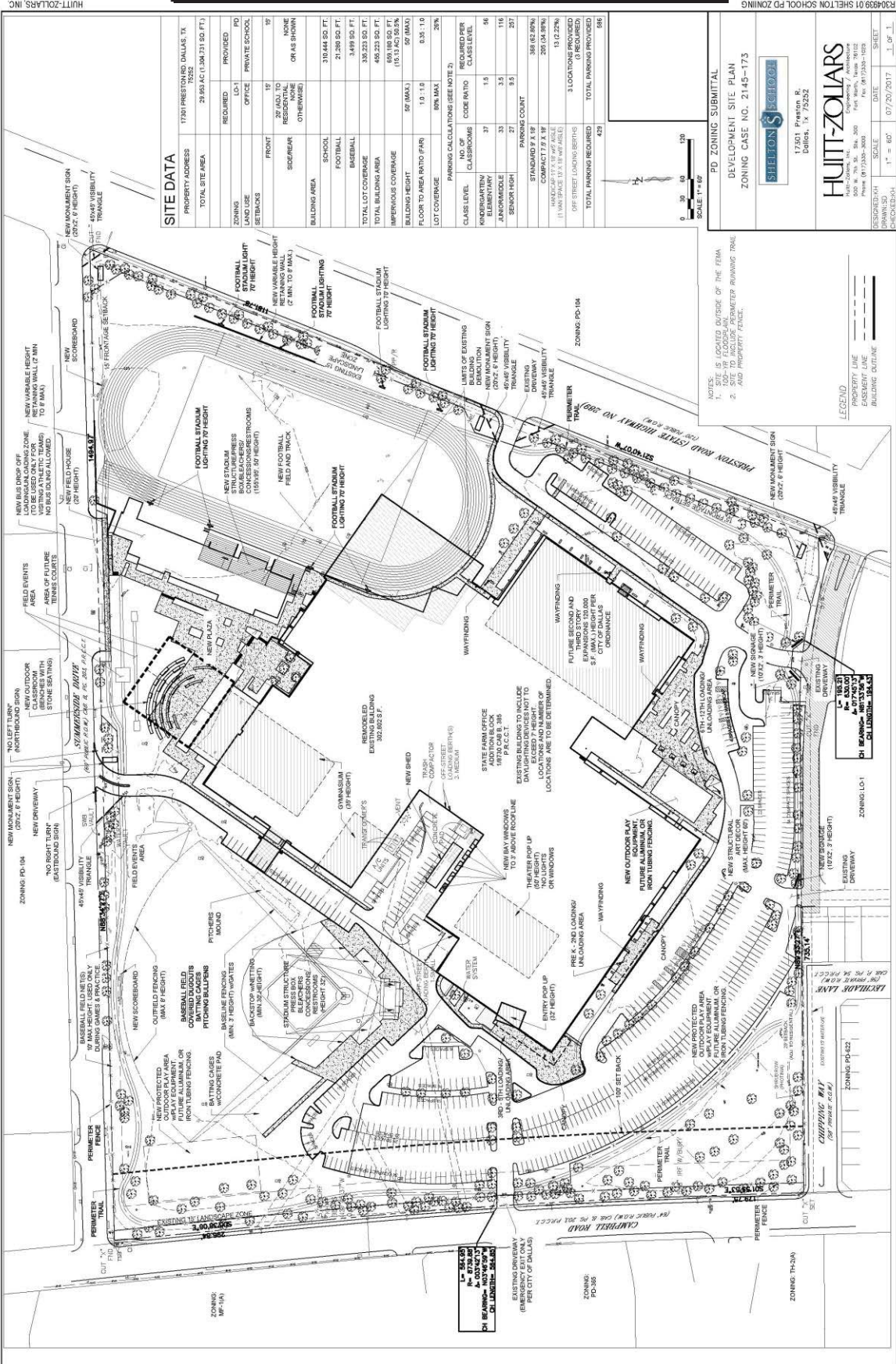
**HUIT-ZOLLARS**  
 ENGINEERING / ARCHITECTURE  
 17301 Preston R., Suite 200  
 Deloitte, TX 75252  
 Phone: (972) 336-3000 Fax: (972) 336-1029

DESIGNED BY: [Signature]  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 SCALE: 1" = 60'  
 DATE: 07/31/2017  
 SHEET: 1 OF 1

- NOTES:  
 1. SEE SHOWN OUTSIDE OF THE TEAM  
 2. SITE TO INCLUDE PERIMETER RUNNING TRAIL  
 3. BASEBALL FIELD TENDING TO BE W/AY  
 4. COVERED CHAIR LANE
- LEGEND:  
 PERIMETER LINE  
 EASEMENT LINE  
 BUILDING OUTLINE



# Applicant Proposed Development Plan



SITE DATA		
PROPERTY ADDRESS	17301 PRESTON ROAD, DALLAS, TX 75222	
TOTAL SITE AREA	29.89 AC (1,304,331 SQ. FT.)	
REQUIRED ZONING	PD	
PROVIDED ZONING	PD	
LAND USE	OFFICE	
SETBACKS	FRONT: 15' SIDE/REAR: 10' TO ADJ. TO RETAINING WALL OR AS SHOWN OTHERWISE	
BUILDING AREA	SCHOOL: 310,444 SQ. FT. FOOTBALL: 21,280 SQ. FT. BASEBALL: 3,499 SQ. FT.	
TOTAL LOT COVERAGE	330,223 SQ. FT.	
TOTAL BUILDING AREA	450,233 SQ. FT.	
IMPERVIOUS COVERAGE	(15.13 AC @ 50.57%)	
BUILDING HEIGHT	50' (MAX.)	
FLOOR TO AREA RATIO (FAR)	1.0 - 1.0	
LOT COVERAGE	89% (MAX.)	
PARKING CALCULATIONS (SEE NOTE 2)		
CLASS LEVEL	NO. OF CLASSROOMS	REQUIRED PER CLASS LEVEL
KINDERGARTEN	37	14
ELEMENTARY	35	116
JUNIOR/MIDDLE	37	116
SENIOR HIGH	37	121
PARKING COUNT		
STANDARD 9' X 18'	368 (2.29%)	
COMPACT 7' X 10'	200 (0.89%)	
(1) MAXIMUM 13' X 18' (2) MAXIMUM 13' X 18' (3) MAXIMUM 13' X 18'	200 (0.89%)	13 (0.22%)
OFF-STREET LOCATIONS (SEE NOTE 3)	3 LOCATIONS PROVIDED (0 REQUIRED)	
TOTAL PARKING REQUIRED	421	
TOTAL PARKING PROVIDED	569	

PD ZONING SUBMITTAL  
DEVELOPMENT SITE PLAN  
ZONING CASE NO. 2145-173

**SHILTON S SCHOOLS**  
17301 Preston R.  
Dallas, TX 75222

**HUITT-ZOLLARS**  
508 W. 7th St., Ste. 300  
Fort Worth, Texas 76102  
Phone: (817) 330-5500  
Fax: (817) 330-1025

DATE: 07/20/2017  
SCALE: 1" = 60'  
SHEET: 1 OF 1

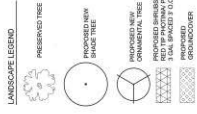
- NOTES:
- SITE IS LOCATED OUTSIDE OF THE FEMA FLOODPLAIN.
  - SITE TO INCLUDE PERMETER RUNNING TRAIL AND PROPERTY FENCE.
- LEGEND
- PROPERTY LINE
  - EASEMENT LINE
  - BUILDING FOOTPRINT
  - BUILDING SETBACK





# Proposed Landscape Plan

June Shelton School and Evaluation Center



- NOTES:**
1. TREES TO BE REMOVED TO ALLOW ADDITIONAL LIGHT TO CONTROL SEDIMENT ACCUMULATION, AND COVER 5/8" IN WIDTH INSIDE THE PHOTOVA HEDGE PROVIDED. SOUTH PROPERTY BOUNDARY TO BE PROVIDED.
  2. A VISIBILITY TRIANGLE SHALL BE PROVIDED AT THE CAMPBELL ROAD FENCING SHOULD INCLUDE A 45 DEGREE VISIBILITY TRIANGLE TO BE PROVIDED TO PRESERVE TREES WITHIN THE VISIBILITY TRIANGLE.
  3. PERIMETER TRACK SHALL BE A PERMEABLE SURFACE RUNNING SURFACE.
  4. PERIMETER TRACK SHALL BE A PERMEABLE SURFACE RUNNING SURFACE OR SYNTHETIC GRASS.
  5. ACCUMULATE EXISTING TREES BEING REMOVED ON A VISIBILITY BASIS.
  6. LANDSCAPE AREAS SHALL BE IRRIGATED MINIMALLY ON A VISIBILITY BASIS.

**BASE ARTICLE X LANDSCAPE REQUIREMENTS:**

- (1) PRESERVE EXISTING TREES.
- (2) PROVIDE A LANDSCAPE BUFFER 8' STRIP - 10' WIDTH AT RESIDENTIAL ADJACENCY.
- (3) SCREENING OF OFF-STREET LOADING SPACES - N/A
- (4) SITE TREES - PRESERVE EXISTING TREES WITHIN THE VISIBILITY TRIANGLE.
- (5) STREET TREES - (1) PER 50' WITHIN 30' FEET OF CURB

TREE ID	SPACING	TREE RELATIONSHIP	PROPOSED
1000	30' x 42'	1	42
1001	30' x 42'	1	42
1002	30' x 42'	1	42
1003	30' x 42'	1	42
1004	30' x 42'	1	42
1005	30' x 42'	1	42
1006	30' x 42'	1	42
1007	30' x 42'	1	42
1008	30' x 42'	1	42
1009	30' x 42'	1	42
1010	30' x 42'	1	42
1011	30' x 42'	1	42
1012	30' x 42'	1	42
1013	30' x 42'	1	42
1014	30' x 42'	1	42
1015	30' x 42'	1	42
1016	30' x 42'	1	42
1017	30' x 42'	1	42
1018	30' x 42'	1	42
1019	30' x 42'	1	42
1020	30' x 42'	1	42
1021	30' x 42'	1	42
1022	30' x 42'	1	42
1023	30' x 42'	1	42
1024	30' x 42'	1	42
1025	30' x 42'	1	42
1026	30' x 42'	1	42
1027	30' x 42'	1	42
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1031	30' x 42'	1	42
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1034	30' x 42'	1	42
1035	30' x 42'	1	42
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1037	30' x 42'	1	42
1038	30' x 42'	1	42
1039	30' x 42'	1	42
1040	30' x 42'	1	42
1041	30' x 42'	1	42
1042	30' x 42'	1	42
1043	30' x 42'	1	42
1044	30' x 42'	1	42
1045	30' x 42'	1	42
1046	30' x 42'	1	42
1047	30' x 42'	1	42
1048	30' x 42'	1	42
1049	30' x 42'	1	42
1050	30' x 42'	1	42

- (6) PARKING LOT TREES - NO PARKING SPACE LOCATED MORE THAN 100 FEET FROM A LARGE CANOPY TREE. THE MINIMUM DISTANCE BETWEEN EXISTING AND PROPOSED TREES SHALL BE 10 FEET.
- (7) MINIMUM SIZE - ALL NEW TREES WILL BE A MINIMUM 3" CALIBER SIZE WHEN PLANTED AND MEET THE CITY'S SPECIFICATIONS FOR TREE PLANTING AND ARE LARGER THAN 3" AS NOTED ON TREE SURVEY.
- (8) REFER PLANT MATERIALS - VARIANCE REQUESTED AS PART OF COMPLIANCE WITH SECTION 11A-10.03 (2) FOR LARGE CANOPY OR NON-CANOPY TREES (2" CALIBER) TO BE ALLOWED TO MEET THE MINIMUM SIZE REQUIREMENTS. VARIANCE REQUESTED UNDER 11A-10.03 (7) (B) (I.E. NOT REQUIRE THE MAX OF CANOPY AND NON-CANOPY).

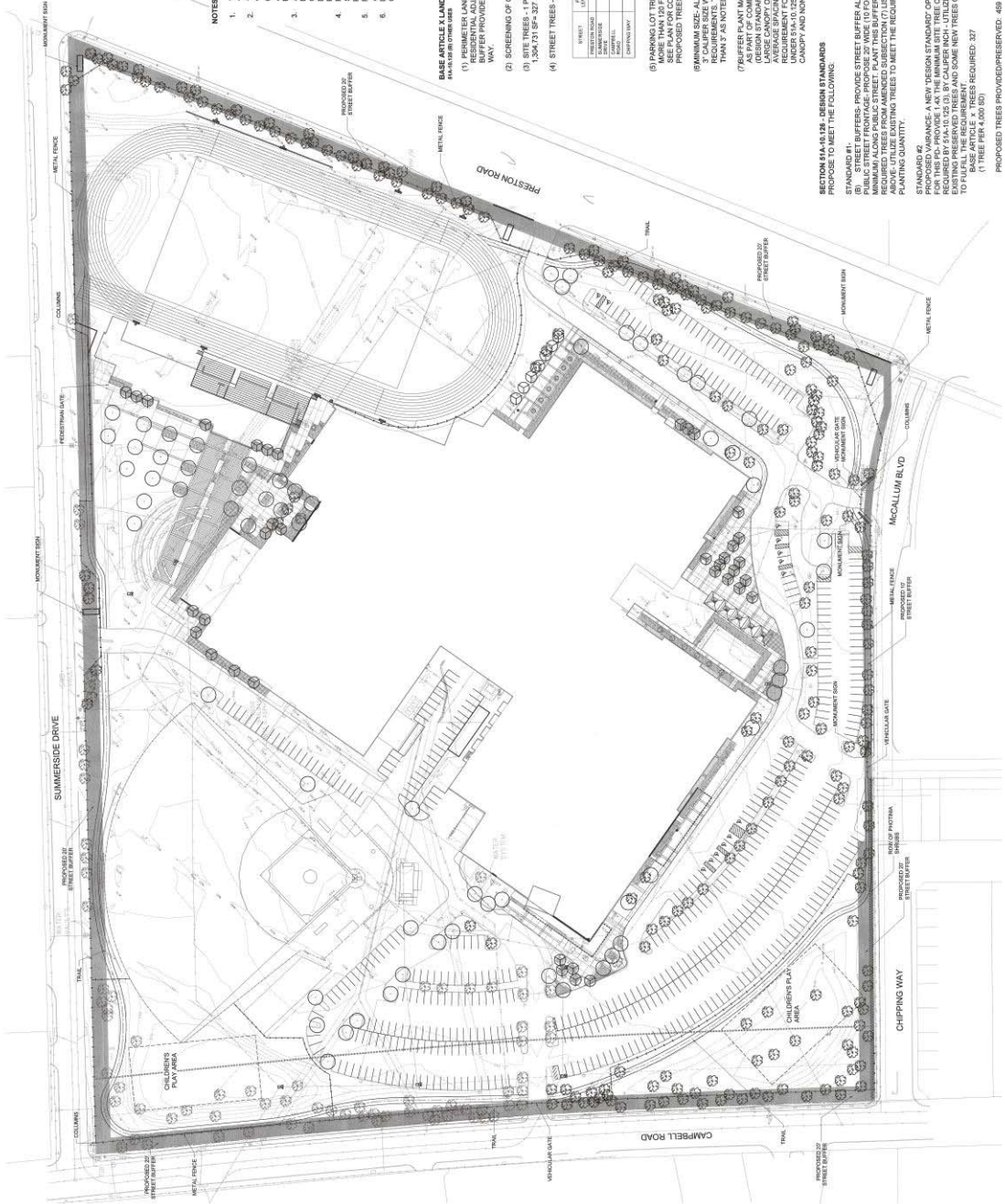
**SECTION 11A-10.03 - DESIGN STANDARDS**

PROPOSE TO MEET THE FOLLOWING:

STANDARD SET BUFFERS - PROVIDE STREET BUFFER ALONG PUBLIC STREET FRONTAGE - PROVIDE 20' WIDE 10' FOOT BUFFER FROM PUBLIC STREET FRONTAGE TO PROPERTY LINE. REQUIRED TREES FROM AMENDED SUBSECTION (7) LISTED ABOVE. UTILIZE EXISTING TREES TO MEET THE REQUIRED PLANTING QUANTITY.

PROPOSED VARIANCE A NEW DESIGN STANDARD OPTION FOR THIS PD - PROVIDE 1' AT THE MINIMUM SITE TREE COUNT EXISTING PRESERVED TREES AND SOME NEW TREES ON SITE TO MEET THE REQUIRED QUANTITY. VARIANCE REQUESTED UNDER BASE ARTICLE X TREES REQUIRED 327 (1 TREE PER 4,000 SQ)

PROPOSED TREES PROVIDED/PRESERVED: 499



SL1.01

TRAFFIC MANAGEMENT PLAN FOR  
**JUNE SHELTON SCHOOL AND  
EVALUATION CENTER**

*IN DALLAS, TEXAS*  
DESHAZO PROJECT NO. 15113

*Prepared for:*

**CaCo Architecture LLC**  
921 N. Riverfront Blvd., Suite 500  
Dallas, Texas 75207

*Prepared by:*



**Texas Registered Engineering Firm F-3199**  
400 South Houston Street, Suite 330  
Dallas, Texas 75202  
214.748.6740

*August 9, 2017*



Traffic Management Plan for  
**June Shelton School and Evaluation Center**

~ DeShazo Project No. 15113 ~

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**LIST OF TABLES:**

- Table 1. Proposed School Operational Characteristics
- Table 2. Peak On-Site Vehicle Demand during Afternoon Pick-Up Period

**LIST OF EXHIBITS:**

- Exhibit 1. Traffic Management Plan for Peak School Traffic
- Exhibit 2. Traffic Management Plan for Peak Stadium Traffic

**APPENDIX**





*Traffic. Transportation Planning. Parking. Design.*

400 S. Houston Street, Suite 330  
Dallas, TX 75202  
ph. 214.748.6740  
*deshazogroup.com*

## **Technical Memorandum**

**To:** *Ms. Myriam E. Camargo, AIA, NCARB — CaCo Architecture LLC*

**Cc:** *June Shelton School and Evaluation Center*

**From:** *DeShazo Group, Inc.*

**Date:** *August 9, 2017*

**Re:** *Traffic Management Plan for June Shelton School and Evaluation Center in Dallas, Texas*  
*DeShazo Project Number 15113*

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### **INTRODUCTION**

**DeShazo Group, Inc. (DeShazo)** is an engineering consulting firm providing licensed engineers skilled in the field of traffic/transportation engineering. The services of DeShazo were retained by **CaCo Architecture LLC** to prepare a traffic management plan (TMP) for the proposed relocation of **June Shelton School and Evaluation Center** (“Shelton School” or “the school”).

Shelton School is an academic institution currently serving over 800 students from preschool (ages 3 years and older) through 12<sup>th</sup> grade. It is currently located at 15720 Hillcrest Road in Dallas, Texas. The school administration is planning a relocation of their facilities with the opportunity to provide additional student capacity for a maximum enrollment of 1,400 students and to provide on-site school athletic activities. The proposed new campus is located at 17301 Preston Road in Dallas, Texas. A preliminary site plan, prepared by Huitt-Zollars, is provided as reference in this report.

The proposed school site is zoned LO-1 (for Limited Office - 1). Zoning provisions permit the development of a private school under specific stipulations of a Specific Use Permit; however, a new Planned Development (PD) District is being created for the site. As part of the approval process, the City of Dallas requires submittal of a TMP as a record of the preferred traffic control strategies and to ensure safe and efficient traffic operations. The plan is intended to assess anticipated traffic conditions during the morning drop-off and afternoon pick-up activities on the basis of satisfying these objectives. By consent of the TMP submittal, the school agrees to the strategies presented herein. In addition, the school is held self-accountable to enforce the plan until and unless the City of Dallas deems further mitigation measures are necessary.

*June Shelton School and Evaluation Center  
Traffic Management Plan  
Page 1*

## TRAFFIC MANAGEMENT PLAN

A school TMP is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up operations. By properly managing the vehicular traffic generated during critical periods, the safety and efficiency of school carpool operations will also inherently improve. This TMP should not be considered a comprehensive set of instructions to ensure adequate safety; however, it is a tool that aims to facilitate a safer and more efficient environment.

The analysis summarized below identifies the projected vehicle demand—including parking and queuing space (i.e. vehicle stacking)—needed on site to accommodate projected school traffic demands during peak periods. A concerted effort and full participation by the school administration, staff, students and parents are essential to maintain safe and efficient traffic operations. The use of designated parking and queuing areas is necessary to minimize the operational impact on adjacent properties and the public street system.

### School Operational Characteristics

Table 1 summarizes the proposed operational characteristics for Shelton School:

**Table 1. Proposed School Operational Characteristics**

Student Enrollment:	Preschool–2 <sup>nd</sup> ..... 220 Grades 3–5 <sup>th</sup> ..... 280 Grades 6–8 <sup>th</sup> ..... 450 Grades 9–12 <sup>th</sup> ..... 450 <i>Total (all grades): 1,400</i>
School Staff:	270 staff members
Daily Arrival Schedule:	Preschool–2 <sup>nd</sup> ..... 8:30 AM Grades 3–8 <sup>th</sup> ..... 8:35 AM Grades 9–12 <sup>th</sup> ..... 8:30 AM
Daily Departure Schedule (Monday-Thursday):	Preschool ..... 2:50 PM Preprimary–2 <sup>nd</sup> ..... 3:10 PM Grades 3–8 <sup>th</sup> ..... 3:35 PM Grades 9–12 <sup>th</sup> ..... 4:05 PM
Students Travelling by Modes Other Than Drop-off/Pick-up:	School/Public Bus, Walk ..... 0% Student Drivers(225) ..... 15% Parent Pick-up ..... 85%

NOTE #1: All grades are dismissed an hour earlier on Friday. In addition, the school may hold occasional events that generate traffic outside of traditional peak periods. While some measures presented in this report may apply to such cases, this analysis evaluates traffic characteristics associated only with traditional school peak periods.

NOTE #2: Up to 225 students (approximately 15% of the total student population) are anticipated to drive themselves to school. Only students from 10<sup>th</sup> through 12<sup>th</sup> grade are currently permitted to park on campus; this policy will remain in effect in the future.

NOTE #3: To the highest degree practical, accounts of existing conditions in this report are based upon information provided by the Client and supplemented by actual on-site observations conducted by DeShazo on Wednesday, July 15, 2015, during the Summer School peak-hour periods and from personal interviews of school representatives. The analysis and recommendations presented in this report as proposed conditions are based upon evaluation of this information and supported by DeShazo’s professional judgment and experience with other similar projects. Proposed conditions are intended to reflect the anticipated day-to-day conditions at full-occupancy.



***Site Access and Circulation***

As shown in **Exhibit 1**, a total of three driveways will serve the proposed site. Each driveway provides both inbound and outbound access; however, the school's front driveway on Preston Road will remain closed to inbound traffic during drop-off/pick-up school periods. The driveway on Summerside Drive will serve traffic generated by Preschool through 5<sup>th</sup> grade students (a combined total of 500 students). A southern driveway on McCallum Boulevard will serve traffic for 6<sup>th</sup> through 8<sup>th</sup> grade (450 students) and 9<sup>th</sup> through 12<sup>th</sup> grade (450 students). As part of the school's efforts to minimize the anticipated impact of school traffic through the adjacent residential neighborhood, the school driveway on Summerside Drive is intentionally designed at an angle to limit vehicle access. The proposed plan will restrict right in and left out movements and effectively force traffic to arrive from and depart toward Preston Road. Furthermore, an off-duty police officer will be stationed at the Summerside Drive access point at all times during school drop-off, pick-up as well as during all special events to enforce compliance with the posted turn restrictions.

Passenger vehicles will enter their respective access driveway and directly proceed to form a queue towards the loading/unloading area along the designated route. Traffic circulation may be demarcated by either pavement markings or signs. Once in queue, traffic will operate as a single line of vehicles with the opportunity to exit and park before reaching the loading/unloading area. Based upon actual on-site observations of existing traffic operations, vehicles should have no problem exiting sequentially upon leaving the loading/unloading area. Exiting traffic will drive back towards the egress driveway along the designated route. As indicated in Exhibit 1, the school driveway on Summerside Drive will allow right turns only for exiting traffic and left turns only for entering traffic. There will be permanent "no right turn" and "no left turn" signs, as applicable, in place at the driveway on Summerside Drive as well as the aforementioned police officer.

***Passenger Unloading/Loading***

During morning drop-off periods, vehicular traffic will enter the school site to unload students directly at their designated unloading areas. Alternatively, parents may also be permitted to proceed toward the visitor-designated parking area and walk students to the building. During pick-up periods, vehicular traffic will again drive into the parking lot and either enter the queue line to load passengers or park in a designated visitor parking space to wait for the student(s) to arrive. Parents who have parked may choose to walk to the building to greet their child.

However, as evident from observations of existing operations, school staff carefully patrols traffic activities and coordinate traffic in a timely and organized manner. The school currently enforces a managed loading protocol during the afternoon pick-up periods whereby vehicles enter and circulate through a prescribed route and form a systematic queue. Similar operations are anticipated to remain in place in the future. Students will be released from school at specified dismissal times and wait inside the school building for school staff to pair them with their parents' vehicles by actively managing the loading process. School staff will also be positioned at strategic locations ahead of the pick-up areas to relay the sequence of parents' arrival back to the loading zone. School will potentially load several vehicles simultaneously with the assistance of staff stationed at the loading area. Once loaded, vehicles are cleared by school staff to carefully egress along the designated route.

***Vehicle Queuing***

The goal for any school is to accommodate all vehicular queuing and drop-off/pick-up procedures on private property. In lieu of any published, standardized technique for projecting necessary queue lengths, DeShazo

developed a proprietary methodology for estimating peak vehicular queue based upon historical studies conducted at various school sites.

School observations consistently indicate that maximum queues occur during the afternoon peak period when students are being picked-up—the morning period is typically not a significant traffic issue since drop-off activities are more temporally distributed and occurs much more quickly than student pick-up. The projected peak number of vehicles during each dismissal time is provided in **Table 2**. A summary of these calculations is provided in the **Appendix**.

**Table 2. Peak On-Site Vehicle Demand during Afternoon Pick-Up Period**

	LOADING ZONE A	LOADING ZONE B	LOADING ZONE C	
	Pre-2 <sup>nd</sup> Grade 3:10 PM 220 students <i>(16% of total enrollment)</i>	3 <sup>rd</sup> -5 <sup>th</sup> Grade 3:35 PM 280 students <i>(20% of total enrollment)</i>	6 <sup>th</sup> -8 <sup>th</sup> Grade 3:35 PM 450 students <i>(32% of total enrollment)</i>	9 <sup>th</sup> -12 <sup>th</sup> Grade 4:05 PM 450 students <i>(32% of total enrollment)</i>
Approx. Peak Number of Vehicles	28 vehicles	36 vehicles	58 vehicles	34 vehicles

**School Stadium Traffic**

The proposed athletic facilities include a baseball field and a track and football field stadium. The school’s Athletic Department coordinates various activities throughout the year. Top traffic-generating events include baseball and football games in addition to track meets where attendance is expected to include school participants, parents and visiting teams. Baseball games take place throughout the week. According to school officials, attendance at baseball games is approximately 50 spectators. Track teams meet on Saturday mornings with fewer than 100 total participants and spectators. Junior varsity football games are scheduled on Thursday evenings with an anticipated attendance of approximately 100 spectators per game. The trend for varsity football game attendance on Friday nights indicates a maximum of 600 spectators. The proposed baseball and football stadiums will have a maximum capacity of 200 and 1,500 seats, respectively.

The assessment of all school athletic activities indicates that no two major events will coincide to generate the respective traffic generation from both events. With reasonable certainty, a football game on a Friday night will be the most significant traffic generator scenario. Although current attendance trends are far below the proposed stadium’s maximum capacity, the traffic impact from the proposed athletic facilities was analyzed during a typical Friday night football game with 1,500 spectators. However, unless otherwise indicated in this report, all technical assumptions made in the original analysis remain unchanged in the evaluation of the school athletic facilities.

A published, technical methodology to calculate the projected trip generation for high school football stadiums is not available. Instead of an established equation or rate, DeShazo evaluated the traffic characteristics for such events. A trip generation rate of 0.30 trip-ends per seat was determined based upon the following considerations.

- The average parking demand ratio observed at three high school football events and published in the *Shared Parking* (2<sup>nd</sup> Edition) by the Urban Land Institute is 0.26 parked vehicles per attendee. Although parking ratios are not directly related to trip-ends, the published rate is indicative of a number of vehicles per unit ratio.



- DeShazo also studied the trip generation characteristics of other land uses provided in the Institute of Transportation Engineers (ITE) *Trip Generation* manual (9<sup>th</sup> Edition). A similar trip generation description is related to church activities based upon seats with concurrent entering and exiting traffic. The rate of 0.61 per seat is recommended for continuous church services with 50% inbound for one service and 50% outbound traffic from a previous service.

The trip generation rate is considered appropriate for this analysis based upon factors that accurately reflect specific traffic conditions at high school football stadiums.

The distribution and assignment of game-generated trip ends to the surrounding roadway system was determined by proportionally estimating the orientation of travel via various travel routes. A concerted effort was devoted to developing a recommended traffic management plan in conjunction with this analysis. In doing so, all outbound traffic will be directed towards Preston Road at the end of any major game.

## SUMMARY & RECOMMENDATIONS

School traffic delays and congestion during the afternoon pick-up period is notably greater than the traffic generated during the morning drop-off period due to timing and concentration characteristics. In most instances, achieving efficiency during the afternoon period is most critical, while the morning traffic operations require nominal active management. The following recommendations are provided by DeShazo to the school for the management of traffic specifically generated by the school during the afternoon periods.

DeShazo recommends implementation of the traffic circulation plan depicted in **Exhibit 1** based upon a review of the proposed site and the anticipated needs of traffic during peak conditions. This plan was designated to optimize the on-site vehicular circulation and retention of queued vehicles in a manner that promotes safety and operational efficiency. The recommended plan provides a designated route for each queue and its respective loading zone.

- Loading Zone A provides 2,229 linear feet of on-site vehicular queuing or storage for up to 95 vehicles at 23.5 feet per vehicle. This capacity is expected to accommodate the projected vehicle demand for preschool-2<sup>nd</sup> grade students of 28 vehicles and provide a surplus of 1,575 linear feet.
- Loading Zone B provides 2,587 linear feet of on-site vehicular queuing or storage for up to 110 vehicles at 23.5 feet per vehicle. This capacity is expected to accommodate the projected vehicle demand of 36 vehicles and provide a surplus of 1,739 linear feet.
- Loading Zone C provides 1,481 linear feet of on-site vehicular queuing or storage for up to 63 vehicles at 23.5 feet per vehicle. This capacity is expected to accommodate the projected middle school demand of 58 vehicles at 3:35 PM and provide a surplus of 118 linear feet as well as the projected high school demand of 34 vehicles at 4:05 PM and provide a surplus of 682 linear feet.

NOTE: Studies of student pick-up operations consistently show that vehicular traffic typically clears after 10-15 minutes following the student dismissal time. Although parents of 9<sup>th</sup>-12<sup>th</sup> graders are expected to arrive while the previous queue is still in progress, the parents of 6<sup>th</sup>-8<sup>th</sup> grader queue will have cleared in time for the 9<sup>th</sup>-12<sup>th</sup> grade group to start lining up. As needed, a secondary lane may be designated for early arrivals as depicted in Exhibit 1.

The plan also includes a recommended configuration of temporary traffic control devices (such as traffic cones, etc.) that shall be installed on a daily basis when typical traffic conditions are expected. An appropriate number



of school staff should be assigned to fulfill the duties of student supervision, traffic control, and other related duties as generally depicted on the plan.

Staff directing traffic at the intersecting point of two queue lanes (and other areas, where appropriate) should, in lieu of simple hand gestures, procure and use reversible hand-paddle signs with the messages (and symbols) for STOP and for SLOW (i.e., proceed slowly). Optional additional equipment used by staff may include whistles (for audible warnings) and flashlights (for visual warnings) in order to better-gain the attention of motorists.

The full cooperation of all school staff members, students, and parents is crucial for the success of any traffic management plan. Proper training of school staff on duties and expectations pertaining to the plan is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended. Observations of the existing traffic management and a cursory review of the carpool procedures indicate that current operations are optimal and should remain in practice in the future. In general, the following practices should be enforced.

- Passenger loading and unloading within public right-of-way should be avoided at all times to maximize personal safety. All queuing and parking should be accommodated within the school site boundaries.
- No person(s) other than deputized officers of the law should engage or attempt to influence traffic operations in public right-of-way to minimize liabilities.
- Reserved parking areas should be clearly marked for parents and visitors to identify staff and student parking to optimize traffic operations. The recommended parking assignment shown in **Exhibit 1** is meant to assign school staff (i.e., reserved) to spaces that may potentially be blocked by ingress queue under the assumption that those school staff do not arrive/depart the campus during student pick-up period(s). Likewise, the proposed student parking is intended to be located outside of the queue operations during the 9<sup>th</sup>-12<sup>th</sup> grade dismissal time.
- The driveway on Summerside Drive should have a mountable curb with yellow, flexstake delineator posts between the ingress/egress lanes, as shown in Exhibit 1A. This is designed to:
  - prevent eastbound, right-turning vehicles entering the site,
  - prevent left-turning vehicles leaving the site, and
  - allow emergency vehicle access into the site from east and west directions.
- Egress traffic onto Summerside Drive should be directed to turn right towards Preston Road. Ingress traffic from Summerside Drive should be allowed only for vehicles westbound on Summerside Drive. A permanent traffic sign should clearly inform and direct traffic. Further, an off-duty police officer should direct ingress and egress traffic at this location. However, to minimize liabilities, no person(s) other than deputized officers should engage or attempt to influence traffic operations in public right-of-way.

*DeShazo Group, Inc.  
August 9, 2017*

Additional recommendations are also depicted in **Exhibit 2**. This second graphic presents an assessment of the projected traffic during peak stadium traffic. The following practices should be enforced during this peak period:

- Egress traffic onto Summerside Drive should be directed to turn right towards Preston Road. Ingress traffic from Summerside Drive should be allowed only for vehicles westbound on Summerside Drive. A permanent traffic sign should clearly inform and direct traffic. Further, an off-duty police officer should direct ingress and egress traffic at this location. However, to minimize liabilities, no person(s) other than deputized officers should engage or attempt to influence traffic operations in public right-of-way.
- All driveways connecting to Summerside Drive, Preston Road and South Drive should remain open and provide both inbound and outbound access prior to, during and post-game traffic activities.

This TMP is to be used by the Shelton School to provide safe and efficient transportation of students, staff, and faculty to and from the site. The plan was developed with the intent of optimizing safety and efficiency and the goal of accommodating within the site vehicular traffic generated by the school at peak traffic periods. The details of the TMP shall be reviewed by the school on a regular basis to confirm its effectiveness.

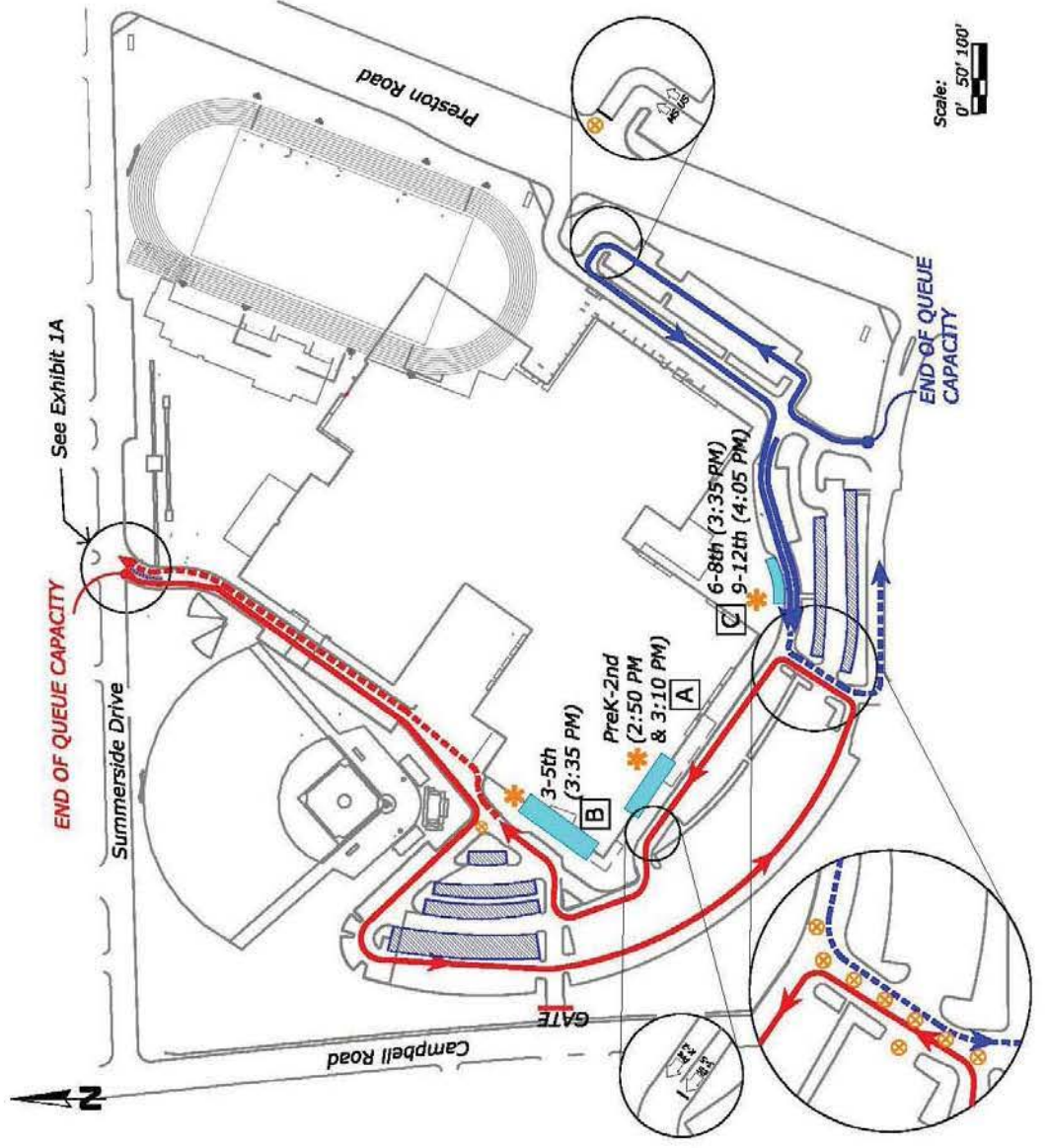
*END OF MEMO*



Projected Queue	
• Preschool-2nd (2:50 PM & 3:10 PM)	2,229 LF (95 veh) 665 LF (28 veh) 1,575 LF (67 veh)
• Grades 3-5th (3:35 PM)	2,587 LF (110 veh) 846 LF (36 veh) 1,739 LF (74 veh)
• Grades 6-8th (3:35 PM)	1,481 LF (63 veh) 1,363 LF (58 veh) 118 LF (5 veh)
• Grades 9-12th (4:05 PM)	1,481 LF (63 veh) 799 LF (34 veh) 682 LF (29 veh)

Legend	
	- School Staff Observed
	- Loading/Unloading Area
	- Provided Queue
	- Outbound Route
	- Student Parking
	- Traffic Cones
	- Yellow Flexstake Delineator Post (See Exhibit 1A)



The purpose of this Traffic Management Plan (TMP) is to evaluate traffic operations that promote safety and efficient vehicle circulation. This TMP was developed to prevent queuing of drop-off/pick-up related vehicles within the city rights-of-way. The school administration should adhere to this TMP. Any deficiency due to spillover of queuing into undesignated areas of the city rights-of-way, including roadway travel lanes, should be corrected by the school immediately.

J. Christy Lambeth, P.E. #91036, certify that the results of the queuing analysis—upon complete enforcement of this Traffic Management Plan—indicate that no queuing of vehicles will extend into City of Dallas rights-of-way as a result of internal queuing constraints during the study peak hours of school operation.

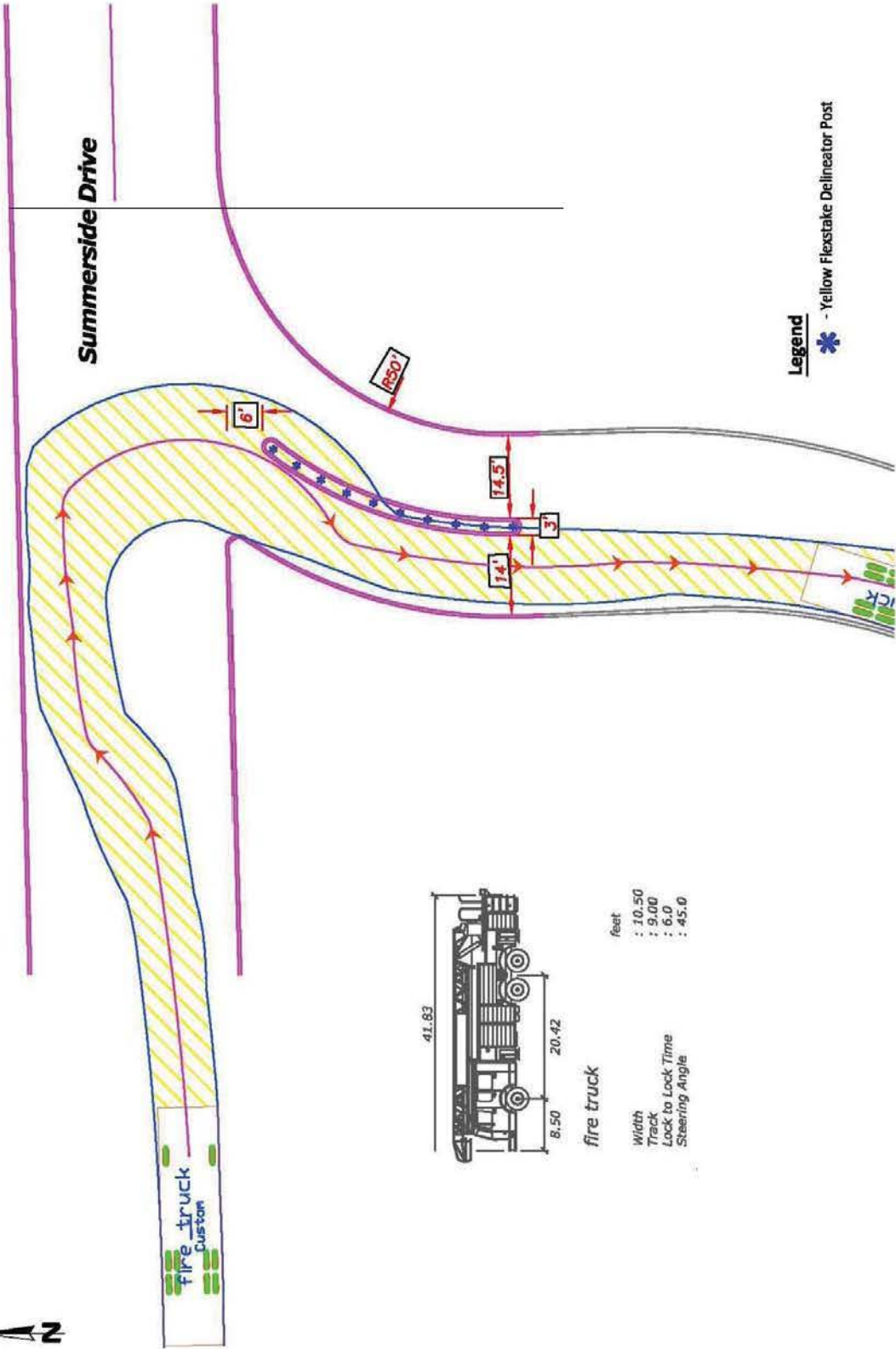
\*All grades are dismissed an hour earlier on Friday  
 \*\*Vehicle queue calculated at 23.5 ft/pc based on field observations

DeShazo Group, Inc.  
 Texas Registered Engineering Firm P-3139  
 400 S. Houston St. Suite 230  
 Dallas, Texas 75202  
 (214) 748.6740

**Traffic Management Plan**  
 Shelton School, Dallas, Texas.

**EXHIBIT 1**

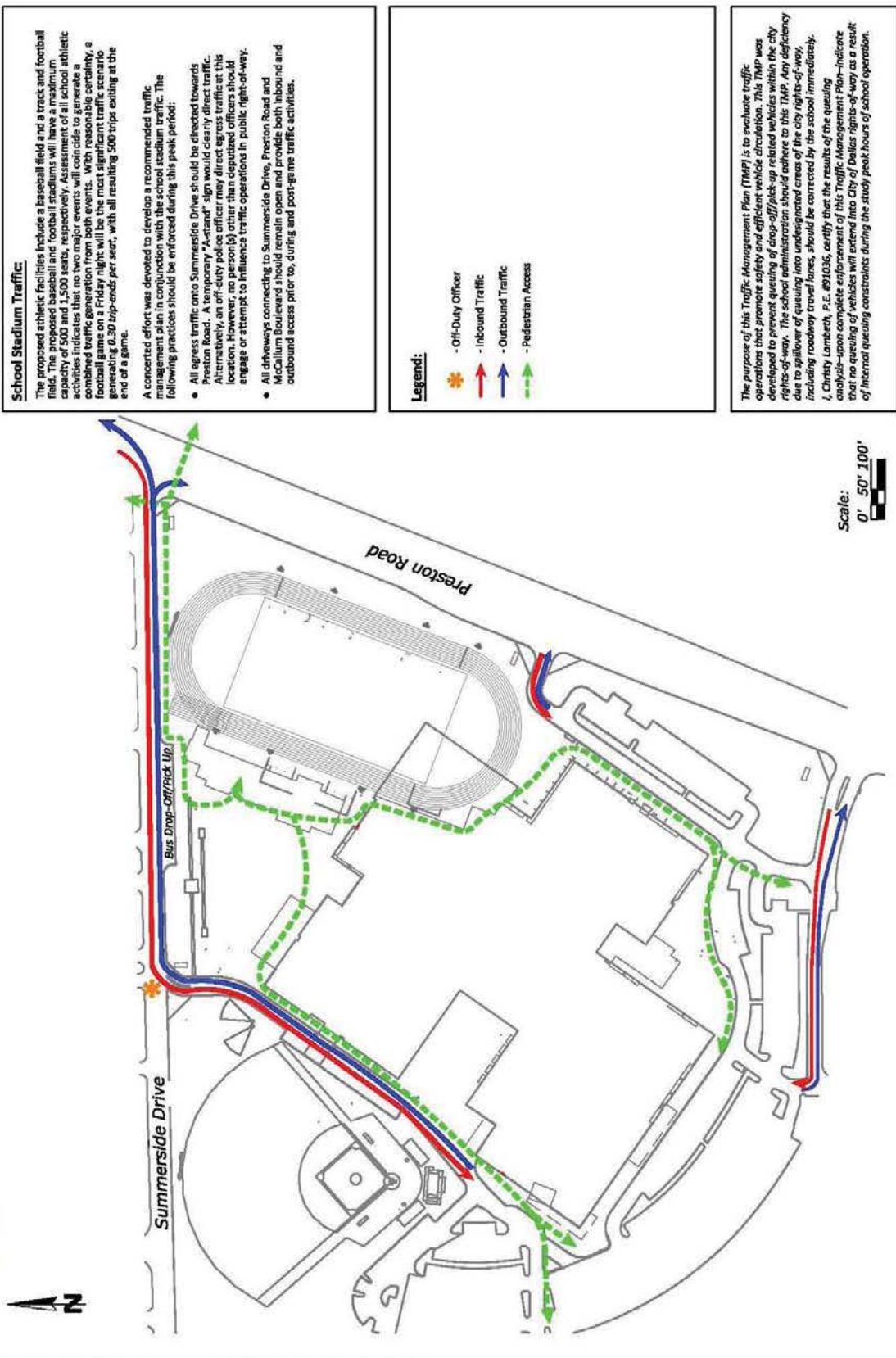




DeShazo Group, Inc.  
 Texas Registered Engineering Firm F-3199  
 400 S. Houston St. Suite 330  
 Dallas, Texas 75202  
 (214) 748.6940

**Traffic Management Plan**  
 Shelton School, Dallas, Texas.

**EXHIBIT 1A**



**School Stadium Traffic:**

The proposed athletic facilities include a baseball field and a track and football field. The proposed baseball and football stadiums will have a maximum capacity of 500 and 1,500 seats, respectively. Assessment of all school athletic activities indicates that no two major events will coincide to generate a combined traffic generation from both events. With reasonable certainty, a football game on a Friday night will be the most significant traffic scenario generating 0.30 trip-ends per seat, with all resulting 500 trips exiting at the end of a game.

A concerted effort was devoted to develop a recommended traffic management plan in conjunction with the school stadium traffic. The following practices should be enforced during this peak period:

- All ingress traffic onto Summerside Drive should be directed towards Preston Road. A temporary "A-stand" sign would clearly direct traffic. Alternatively, an off-duty police officer may direct ingress traffic at this location. However, no person(s) other than deputized officers should engage or attempt to influence traffic operations in public right-of-way.
- All driveways connecting to Summerside Drive, Prestons Road and McCullin avenues should remain open and pedestrian access both inbound and outbound access prior to, during and post-game traffic activities.

**Legend:**

- Off-Duty Officer
- Inbound Traffic
- Outbound Traffic
- Pedestrian Access

The purpose of this Traffic Management Plan (TMP) is to evaluate traffic operations that promote safety and efficient vehicle circulation. This TMP was developed to prevent queuing of drop-off/pick-up related vehicles within the city rights-of-way. The school administration should adhere to this TMP. Any deficiency due to spillover of queuing into undesignated areas of the city rights-of-way, including roadway travel lanes, should be corrected by the school immediately.

Christy Lambert, P.E. #91036, certify that the results of the queuing analysis upon complete enforcement of this Traffic Management Plan indicate that no queuing of vehicles will extend into City of Dallas rights-of-way as a result of internal queuing constraints during the study peak hours of school operation.

DeShazo Group, Inc.  
Texas Registered Engineering Firm F-1159  
400 S. Houston St. Suite 330  
Dallas, Texas 75202  
(214) 746.6740

**EXHIBIT 2**  
**Stadium Traffic Management Plan**  
Shelton School, Dallas, Texas.

## ***Appendix***

**PROJECT INFORMATION**

School Name: Shelton School Grades: PreK-2<sup>nd</sup>  
 City, State: Dallas, Texas District: \_\_\_\_\_  
 School Type: Private School Date: 8/19/2015

**A. BASE DATA**

- Scenario: 1<sup>st</sup> Dismissal (3:10 PM)
- Anticipated Enrollment:  (16%)
- Mode Split:
 

	Est.
Drop-Off/Pick-Up	100%
Bus/Van/Transit	0%
Walking	0%
After School	0%
Student Drivers	0%
- Net Queue Generators:

**B. TRIP GENERATION**

- Enrollment: 220 Students
- ITE Land Use 534 (9<sup>th</sup> Ed.) Average Rates:
 

	Trip Ends	Inbound	Outbound
AM	$T=0.90x + 3.01$	55%	45%
PM	$T=0.61x - 4.70$	47%	53%
- Adjustment Factor\*:
- Calculated Trip Generation:
 

	Total	Inbound	Outbound
AM Peak	201	111	90
PM Peak	130	61	69

**C. PM/AFTERNOON QUEUE MODEL**

- Projected Inbound PM Peak Hour Trips:  $T_{in} =$
- Estimated % of PM-Inbound Trip Ends in Peak Queue:  $F_Q =$
- Theoretical Peak Queue:
 
$$Q_{min} = T_{in} \times F_Q =$$
  $\times$    $= 27$  vehicles in theoretical peak queue
- Adjusted Peak Queue:
  - Traffic Management In Effect:   $\rightarrow F_M =$    
*[i.e., coordinated inbound traffic/queuing plan; range: 0.00-0.47]*
  - Mixed Traffic Circulation:   $\rightarrow F_C =$    
*[i.e. apportioned location for each mode of transp.; range: 0.00-0.25]*
  - Parking Allocation:   $\rightarrow F_P =$   (Parking expected, see Report for details)  
*[i.e. portion of theoretical peak queue heading to a parking stall; 0.00 for mandatory queues]*
- Projected Peak Queue:
 

$Q_{proj} = Q_{min} \times (1 + F_M - F_C - F_P)$ 
 28 vehicles (658 LF @ 23.5 feet/vehicle)

\*Calculations may yield trip generation values greater than those otherwise derived using the standard ITE equations for public schools. Adjustment factors applied in this analysis (if any) were investigated and considered appropriate based on empirical data and previous studies from other schools of similar size.



**PROJECT INFORMATION**

School Name: Shelton School Grades: 3-5<sup>th</sup>  
 City, State: Dallas, Texas District: \_\_\_\_\_  
 School Type: Private School Date: 8/19/2015

**A. BASE DATA**

- Scenario: 2<sup>nd</sup> Dismissal (3:35 PM)
- Anticipated Enrollment:  (20%)
- Mode Split:
 

	Est.
Drop-Off/Pick-Up	100%
Bus/Van/Transit	0%
Walking	0%
After School	0%
Student Drivers	0%
- Net Queue Generators:

**B. TRIP GENERATION**

- Enrollment: 280 Students
- ITE Land Use 534 (9<sup>th</sup> Ed.) Average Rates:
 

	Trip Ends	Inbound	Outbound
AM	$T=0.90x + 3.01$	55%	45%
PM	$T=0.61x - 4.70$	47%	53%
- Adjustment Factor\*:
- Calculated Trip Generation:
 

	Total	Inbound	Outbound
AM Peak	255	140	115
PM Peak	166	78	88

**C. PM/AFTERNOON QUEUE MODEL**

- Projected Inbound PM Peak Hour Trips:  $T_{in} =$
- Estimated % of PM-Inbound Trip Ends in Peak Queue:  $F_Q =$
- Theoretical Peak Queue:
 
$$Q_{min} = T_{in} \times F_Q = 78 \times 45\% = 35 \text{ vehicles in theoretical peak queue}$$
- Adjusted Peak Queue:
  - Traffic Management In Effect:  →  $F_M =$    
*[i.e., coordinated inbound traffic/queuing plan; range: 0.00-0.47]*
  - Mixed Traffic Circulation:  →  $F_C =$    
*[i.e. apportioned location for each mode of transp.; range: 0.00-0.25]*
  - Parking Allocation:  →  $F_P =$   (Parking expected, see Report for details)  
*[i.e. portion of theoretical peak queue heading to a parking stall; 0.00 for mandatory queues]*
- Projected Peak Queue:
 

$Q_{proj} = Q_{min} \times (1 + F_M - F_C - F_P)$  **36 vehicles (846 LF @ 23.5 feet/vehicle)**

\*Calculations may yield trip generation values greater than those otherwise derived using the standard ITE equations for public schools. Adjustment factors applied in this analysis (if any) were investigated and considered appropriate based on empirical data and previous studies from other schools of similar size.



**PROJECT INFORMATION**

School Name: Shelton School Grades: 6-8<sup>th</sup>  
 City, State: Dallas, Texas District: \_\_\_\_\_  
 School Type: Private School Date: 8/19/2015

**A. BASE DATA**

- Scenario: 2<sup>nd</sup> Dismissal (3:35 PM)
- Anticipated Enrollment:  (32%)
- Mode Split:
 

	Est.
Drop-Off/Pick-Up	100%
Bus/Van/Transit	0%
Walking	0%
After School	0%
Student Drivers	0%
- Net Queue Generators:

**B. TRIP GENERATION**

- Enrollment: 450 Students
- ITE Land Use 534 (9<sup>th</sup> Ed.) Average Rates:
 

	Trip Ends	Inbound	Outbound
AM	$T=0.90x + 3.01$	55%	45%
PM	$T=0.61x - 4.70$	47%	53%
- Adjustment Factor\*:
- Calculated Trip Generation:
 

	Total	Inbound	Outbound
AM Peak	408	224	184
PM Peak	270	127	143

**C. PM/AFTERNOON QUEUE MODEL**

- Projected Inbound PM Peak Hour Trips:  $T_{in} =$
- Estimated % of PM-Inbound Trip Ends in Peak Queue:  $F_Q =$
- Theoretical Peak Queue:
 
$$Q_{min} = T_{in} \times F_Q =$$
  $\times$   = 57 vehicles in theoretical peak queue
- Adjusted Peak Queue:
  - Traffic Management In Effect:  →  $F_m =$    
*[i.e., coordinated inbound traffic/queuing plan; range: 0.00-0.47]*
  - Mixed Traffic Circulation:  →  $F_c =$    
*[i.e. apportioned location for each mode of transp.; range: 0.00-0.25]*
  - Parking Allocation:  →  $F_p =$   (Parking expected, see Report for details)  
*[i.e. portion of theoretical peak queue heading to a parking stall; 0.00 for mandatory queues]*
- Projected Peak Queue:
 

$Q_{proj} = Q_{min} \times (1 + F_m - F_c - F_p)$  58 vehicles (1363 LF @ 23.5 feet/vehicle)

\*Calculations may yield trip generation values greater than those otherwise derived using the standard ITE equations for public schools. Adjustment factors applied in this analysis (if any) were investigated and considered appropriate based on empirical data and previous studies from other schools of similar size.

**PROJECT INFORMATION**

School Name: Shelton School Grades: 9-12<sup>th</sup>  
 City, State: Dallas, Texas District: \_\_\_\_\_  
 School Type: Private School Date: 8/9/2017

**A. BASE DATA**

- Scenario: 3<sup>rd</sup> Dismissal (4:05 PM)
  - Anticipated Enrollment:  (32%)
  - Mode Split:
 

	Est.	
Drop-Off/Pick-Up	50%	(225)
Bus/Van/Transit	0%	(0)
Walking	0%	(0)
After School	0%	(0)
Student Drivers	50%	(225) *
  - Net Queue Generators:
- \*50% of 9-12th grade students = 225 students  
 225 of the total 1,400 students is approximately 15%

**B. TRIP GENERATION**

- Enrollment: 225 Students (Generating queue)
- ITE Land Use 536 (9<sup>th</sup> Ed.):
 

	Trip Ends	Inbound	Outbound
AM	$T=0.77x + 19.92$	61%	39%
PM	$T=0.43x + 79.59$	42%	58%
- Adjustment Factor\*:
- Calculated Trip Generation:
 

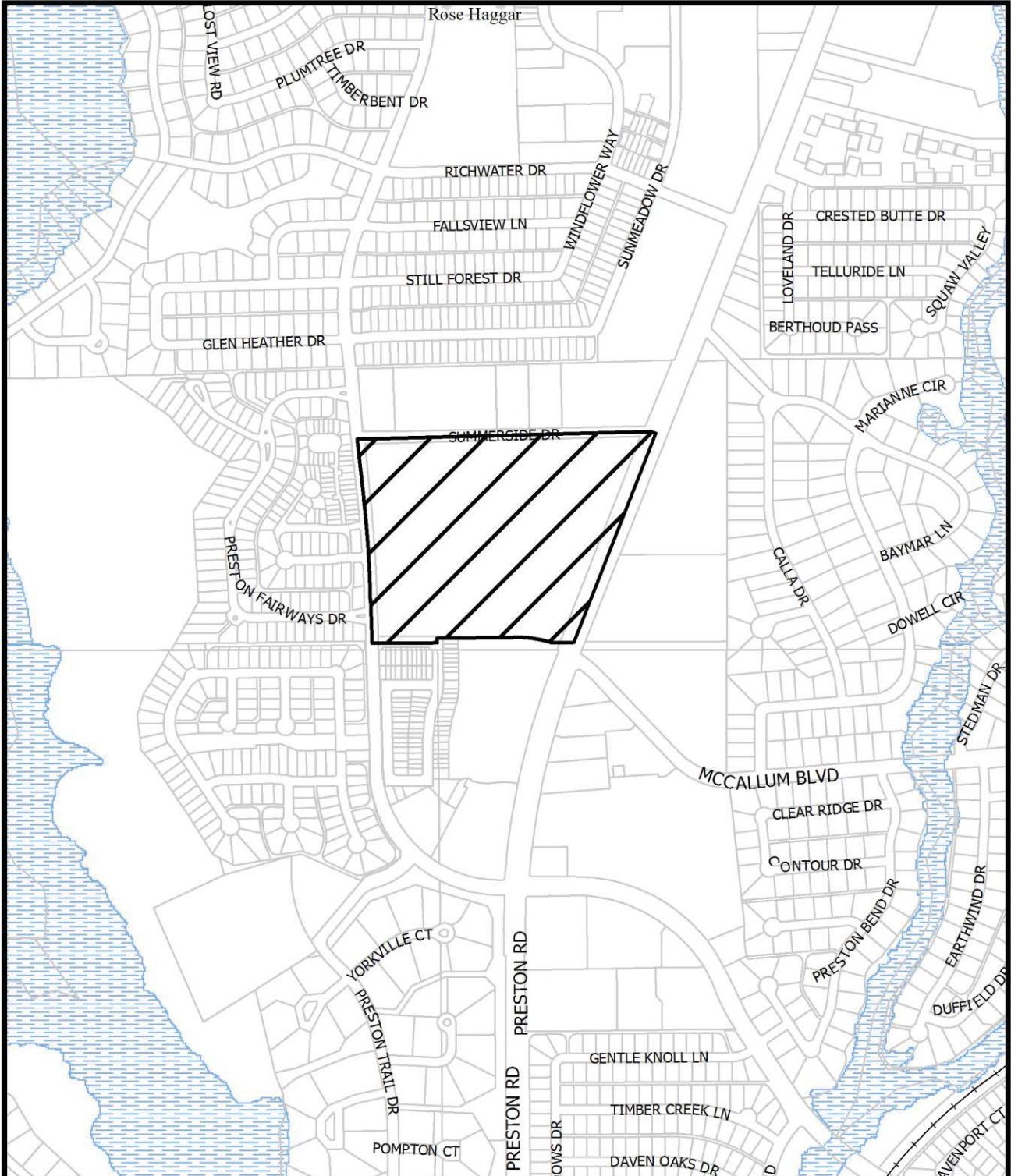
	Total	Inbound	Outbound
AM Peak	206	125	80
PM Peak	176	74	102

**C. PM/AFTERNOON QUEUE MODEL**

- Projected Inbound PM Peak Hour Trips:  $T_{in} =$
- Estimated % of PM-Inbound Trip Ends in Peak Queue:  $F_Q =$
- Theoretical Peak Queue:
 
$$Q_{min} = T_{in} \times F_Q = 74 \times 45\% = 33 \text{ vehicles in theoretical peak queue}$$
- Adjusted Peak Queue:
  - Traffic Management In Effect:  →  $F_m =$    
[i.e., coordinated inbound traffic/queuing plan; range: 0.00-0.47]
  - Mixed Traffic Circulation:  →  $F_c =$    
[i.e. apportioned location for each mode of transp.; range: 0.00-0.25]
  - Parking Allocation:  →  $F_p =$   (Parking expected, see Report for details)  
[i.e. portion of theoretical peak queue heading to a parking stall; 0.00 for mandatory queues]
- Projected Peak Queue:
 

$Q_{proj} = Q_{min} \times (1 + F_m - F_c - F_p)$  34 vehicles (799 LF @ 23.5 feet/vehicle)

\*Calculations may yield trip generation values greater than those otherwise derived using the standard ITE equations for public schools. Adjustment factors applied in this analysis (if any) were investigated and considered appropriate based on empirical data and previous studies from other schools of similar size.



1:8,400

# VICINITY MAP

Case no: **Z145-173**

Date: **3/20/2017**





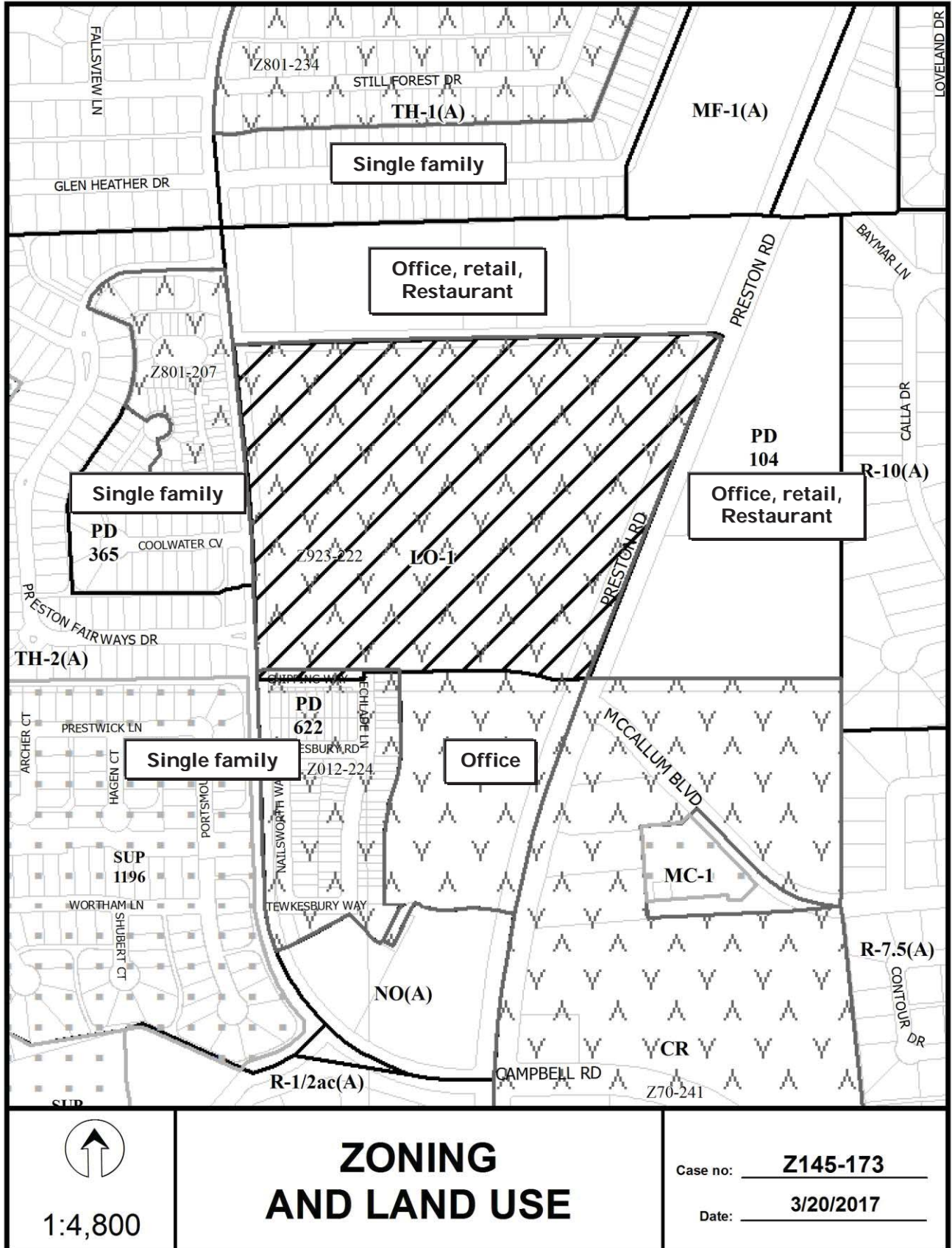
1:4,800

# AERIAL MAP

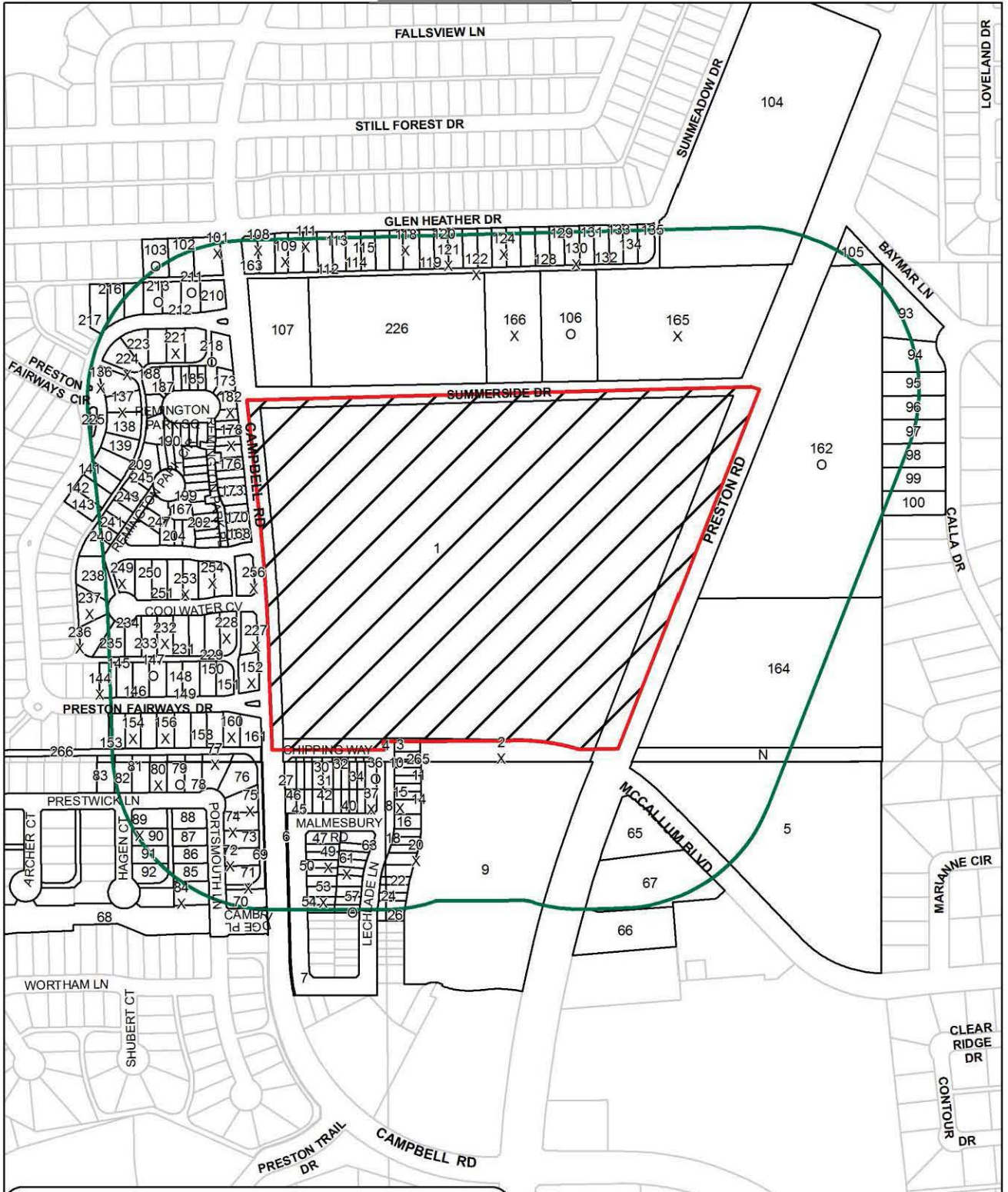
Case no:           Z145-173          

Date:           3/20/2017





**CPC Responses**



<b>266</b>	Property Owners Notified (294 parcels)
<b>13</b>	Replies in Favor (13 parcels)
<b>78</b>	Replies in Opposition (85 parcels)
<b>500'</b>	Area of Notification
<b>8/17/2017</b>	Date

**Z145-173**  
**CPC**



1:4,800

08/16/2017

**Reply List of Property Owners****Z145-173****266 Property Owners Notified****13 Property Owners in Favor****78 Property Owners Opposed**

<b>Reply</b>	<b>Label #</b>	<b>Address</b>	<b>Owner</b>
	1	17301 PRESTON RD	STATE FARM MUTUAL INS CO
X	2	17177 PRESTON RD	AMBERTRAIL OPERATING ASSOCIATES LIMITED PARTNERSHIP
	3	17254 LECHLADE LN	YOUNG JENNIFER T & JEFFREY D
	4		WINDSOR PLACE AT PRESTON TRAIL HOA
	5	17304 PRESTON RD	MEMSHALAH REALTY ADA
	6	17250 CAMPBELL RD	HW WINDSOR PTNRS LP
	7	17250 CAMPBELL RD	WINDSOR PLACE AT PRESTON
	8	17250 CAMPBELL RD	WINDSOR PLACE AT PRESTON
	9	17111 PRESTON RD	AMBERTRAIL OPERATING
	10	17250 LECHLADE LN	VELA ANA
	11	17248 LECHLADE LN	CAPUA BARBARA M
X	12	17246 LECHLADE LN	GRESHAM KIM S
X	13	17244 LECHLADE LN	BOBBITT CAROLYN
	14	17242 LECHLADE LN	LUBY CATHERINE
X	15	17240 LECHLADE LN	TATUM THOMAS GLEN & CAROL ANN
	16	17238 LECHLADE LN	LYSCHIK RICHARD V &
X	17	17236 LECHLADE LN	SMITH LARRY P & PATRICIA
	18	17234 LECHLADE LN	STONE JEREMY E
	19	17232 LECHLADE LN	CHENG PAUL S
X	20	17230 LECHLADE LN	HAMRICK JULIA M
X	21	17228 LECHLADE LN	SIDWEBER MARA
	22	17226 LECHLADE LN	BLANTON RONALD E
	23	17224 LECHLADE LN	CUEVAS JOSE L & CRISTINA
	24	17222 LECHLADE LN	BLAKEMORE KARA
	25	17220 LECHLADE LN	SERNA GAELLE

08/16/2017

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	26	17218 LECHLADE LN	DOWDLE DON MICHAEL &
	27	5902 CHIPPING WAY	CHIONO LISA GARNETT &
	28	5906 CHIPPING WAY	CASEY CONNOR MATTHEW
	29	5910 CHIPPING WAY	V W ENTERPRISE LLC
	30	5914 CHIPPING WAY	CASEY NEIL E
	31	5918 CHIPPING WAY	GLANGER KAREN S
	32	5922 CHIPPING WAY	PABILONA JOSE L
X	33	5926 CHIPPING WAY	MATERA FRANCES
	34	5930 CHIPPING WAY	BARRETT BRADLEY G & SANDRA
X	35	5934 CHIPPING WAY	BOUCHER PAUL E & CONNIE S
O	36	5938 CHIPPING WAY	WOODARD ROBERT M.
X	37	5937 MALMESBURY RD	ANDERSON KENNETH L
	38	5933 MALMESBURY RD	POHLMAN MICHAEL JOSEPH & LINDA FRAN
	39	5929 MALMESBURY RD	ACKERMANN ROZLYN
	40	5925 MALMESBURY RD	HALL JASON J
	41	5921 MALMESBURY RD	TISCHLER WENDY S
	42	5917 MALMESBURY RD	DAUES KIRK A &
X	43	5913 MALMESBURY RD	RETZSCH SUSAN & DAVID T
X	44	5909 MALMESBURY RD	DEARING RONALD D & BONNIE
	45	5905 MALMESBURY RD	BOE BARBARA JOAN
	46	5901 MALMESBURY RD	FLATT GARY VAUGHN & SHERRI ANNE
	47	17236 NAILSWORTH WAY	SHZU TZU SHUN
	48	17234 NAILSWORTH WAY	ROOS MARY LOUISE
X	49	17232 NAILSWORTH WAY	JARVIS NORMA SUSAN
	50	17230 NAILSWORTH WAY	RILEY BENJAMIN J &
X	51	17228 NAILSWORTH WAY	KOCHEM SUSAN M
	52	17226 NAILSWORTH WAY	RICHARDS RANDALL
X	53	17224 NAILSWORTH WAY	NICHOLAS TOLLIE B & MARY ANN
	54	17222 NAILSWORTH WAY	HERSON GAIL J
	55	17220 NAILSWORTH WAY	BEAN TERRI



08/17/2017

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	56	17219 LECHLADE LN	17219 LECHLADE LN LLC
O	57	17221 LECHLADE LN	ANWYL CATHRYN M
X	58	17223 LECHLADE LN	PECHLOFF 2015 FAMILY TRUST
X	59	17225 LECHLADE LN	CLEM MITCHELL L
O	60	17227 LECHLADE LN	NOLEN JOHN E III
X	61	17229 LECHLADE LN	MILLER LISA L
	62	17231 LECHLADE LN	NELSON ROBERT M JR & ERIN
	63	17233 LECHLADE LN	CHARNEY LINDA
O	64	17235 LECHLADE LN	GEGICH MARK & DEBORAH C OKELLEY
	65	17290 PRESTON RD	PRESTON MCCALLUM CENTER LLC
	66	17230 PRESTON RD	LUCTO INVESTMENTS LLC
	67	17250 PRESTON RD	MCDONALDS CORP 042 0468
	68	5601 PRESTWICK LN	CAMBRIDGE PLACE AT
	69	17200 CAMPBELL RD	CAMBRIDGE PLACE AT
	70	5804 PORTSMOUTH LN	DILLENBACK FAMILY LIVING TRUST
X	71	5808 PORTSMOUTH LN	PETTY MARY JANE
X	72	5812 PORTSMOUTH LN	DIXON GUY J & LISA A
	73	5814 PORTSMOUTH LN	BINGHAM VICTORIA PAIGE
X	75	5822 PORTSMOUTH LN	COHEN BASIL A & CAROL A
	76	5826 PORTSMOUTH LN	PAL DYNASTY TRUST THE
X	77	5783 PRESTWICK LN	WITHEILER ALAN & JORDANA
	78	5777 PRESTWICK LN	SCHEURER HUGH H & SUSAN DAVIDSON
O	79	5771 PRESTWICK LN	VINOCUR SAMUEL &
X	80	5765 PRESTWICK LN	CHAFFIN JAMES S & MARY
	81	5759 PRESTWICK LN	LAWLEY KENNETH & ARLENE E
	82	5753 PRESTWICK LN	ORR CLYDE H & MAIZIE H
	83	5747 PRESTWICK LN	SOLIS ROLANDO M
X	84	5809 PORTSMOUTH LN	CROCKER LORNA BURTON
	85	5815 PORTSMOUTH LN	ODOM SUSAN

08/16/2017

	<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
		86	5821 PORTSMOUTH LN	WINNETTE MARK A
		87	5827 PORTSMOUTH LN	PIOT JAMES L &
		88	5833 PORTSMOUTH LN	ADAMS HOMER C & CATHIE L
	X	89	5730 HAGEN CT	MAY JOE D & CAROL JEAN
		90	5724 HAGEN CT	THOMPSON CRAIG A &
		91	5718 HAGEN CT	VITTETOE JAMES E.
		92	5712 HAGEN CT	NOORD ROBERT K VAN & REBECCA L VAN
		93	17439 CALLA DR	ISMAIL KAMAL IBRAHIM
		94	17437 CALLA DR	HERZOG JUSTIN W & CANDACE M
		95	17435 CALLA DR	EBERAHIMI FARIBORZ
		96	17433 CALLA DR	CHEN CALVIN CHING YUEN
		97	17431 CALLA DR	MIRBAHAEDDIN DANA RENAE
		98	17429 CALLA DR	AZARI AFSANEH
		99	17427 CALLA DR	BARROS LUIS M ETUX
		100	17425 CALLA DR	LAVAUT JEROME & MAGDA
	X	101	5822 GLEN HEATHER DR	PAPKIN LARRY D & RHONDA A MATZEK
		102	5818 GLEN HEATHER DR	VAN BUSKIRK JEFFREY S ETUX
	O	103	5814 GLEN HEATHER DR	WILLIS SAMUEL
		104	17601 PRESTON RD	WESTDALE PRESTON VILLAS LTD
		105	17580 PRESTON RD	PIZZA HUNT OF AMERICA INC
	O	106	6001 SUMMERSIDE DR	GIRL SCOUTS OF NORTHEAST TEXAS
		107	17430 CAMPBELL RD	MILBAUER JOHN E TRUST THE
	X	108	5906 GLEN HEATHER DR	TILLER JUANITA M
	X	109	5910 GLEN HEATHER DR	RODRIGUEZ FRANCISCO &
	X	110	5914 GLEN HEATHER DR	FRANKLIN STEVEN R
	X	111	5918 GLEN HEATHER DR	PANTUSA ANNE L
		112	5922 GLEN HEATHER DR	GONZALEZ ISABEL
		113	5926 GLEN HEATHER DR	BABALOUI PARVANEH
		114	5930 GLEN HEATHER DR	GARCIA SUE

08/16/2017

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	115	5934 GLEN HEATHER DR	MEAD SCOTT ALLEN
X	116	5938 GLEN HEATHER DR	TERRY MARGERY J
	117	5942 GLEN HEATHER DR	BERG NANCY MEYER
X	118	5946 GLEN HEATHER DR	NIBERT BRENDA
	119	5950 GLEN HEATHER DR	BLANCHARD RITA J
	120	5954 GLEN HEATHER DR	WALB ELIZABETH A
X	121	6002 GLEN HEATHER DR	FLANNERY VICKI C
X	122	6006 GLEN HEATHER DR	DALY JASON E & SHELLIE H
	123	6010 GLEN HEATHER DR	HUANG ERIC
X	124	6014 GLEN HEATHER DR	TULLY BOB D
	125	6018 GLEN HEATHER DR	DEJKRAISAK VIPAVADEE V
X	126	6022 GLEN HEATHER DR	LEIGH LORI D &
X	127	6022 GLEN HEATHER DR	LEIGH MANILLA E &
	128	6026 GLEN HEATHER DR	TWYMAN RONDA L
	129	6030 GLEN HEATHER DR	RAD MAHMOOD & MONIR &
X	130	6034 GLEN HEATHER DR	FRONING DIANE J
	131	6038 GLEN HEATHER DR	DANIELS PATRICIA
	132	6042 GLEN HEATHER DR	UMANA DAVID & CHANTEL
	133	6046 GLEN HEATHER DR	PEZESHKY PARVIN
	134	6050 GLEN HEATHER DR	AMES DICIA & JEFFREY L PUTNAM
	135	6052 GLEN HEATHER DR	ALLRICH CINDI M
X	136	5534 PRESTON FAIRWAYS DR	PEASLEY DORIS J
X	137	5602 PRESTON FAIRWAYS DR	KLINE JAMES F & OLLIE
	138	5606 PRESTON FAIRWAYS DR	BOOKATZ STEPHEN H &
	139	5610 PRESTON FAIRWAYS DR	HENRY SUZANNE ELIZABETH FAMILY LIVING TRUST
X	140	5614 PRESTON FAIRWAYS DR	JASINSKI STANLEY &
	141	5618 PRESTON FAIRWAYS DR	LAWLER WAYNE D JR & KAREN P
	142	5622 PRESTON FAIRWAYS DR	SCHENCK GARRETT & SUE E
	143	5626 PRESTON FAIRWAYS DR	GODLEWSKI SUE ELLEN
X	144	5816 PRESTON FAIRWAYS DR	KUSTU LALE
	145	5818 PRESTON FAIRWAYS DR	CARDONA ANNETTE B

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	146	5822 PRESTON FAIRWAYS DR	KING SHARON K
O	147	5826 PRESTON FAIRWAYS DR	GORROD HERBERT ETUX
	148	5830 PRESTON FAIRWAYS DR	GEOLATE PJ REVOCABLE LIVING TRUST
	149	5834 PRESTON FAIRWAYS DR	BRIDGE MELVIN & LILA
	150	5838 PRESTON FAIRWAYS DR	CHARNEY LINDA Z
	151	5842 PRESTON FAIRWAYS DR	CODE DAVID E & ELIZABETH C
X	152	5846 PRESTON FAIRWAYS DR	FOX DALE HENRY
	153	5819 PRESTON FAIRWAYS DR	CHEN RORY
X	154	5823 PRESTON FAIRWAYS DR	CONNER MICHAEL H & DEBORAH L
	155	5827 PRESTON FAIRWAYS DR	BROOKS YOLANDA B
X	156	5831 PRESTON FAIRWAYS DR	GONI MICHAEL F & MAUREEN
	157	5835 PRESTON FAIRWAYS DR	RANK AMY Y
	158	5839 PRESTON FAIRWAYS DR	DENT NANCY BURN & ALLISON RAY
X	159	5843 PRESTON FAIRWAYS DR	HEBERT MICHAEL L & DEBORAH G
X	160	5847 PRESTON FAIRWAYS DR	PETERS MARSHA
	161	5851 PRESTON FAIRWAYS DR	GREGORY MICHAEL J & KAREN J
O	162	17370 PRESTON RD	HOPKINS PRESTON TRAIL PLAZA LP
	163	5902 GLEN HEATHER DR	DRAKE DIANA JEAN
	164	17330 PRESTON RD	QUADRANT PRESTON TRAIL PARTNERS LP
X	166	5999 SUMMERSIDE DR	KARIS ENTERPRISES LLC
	167	REMINGTON PARK PL	REMINGTON PARK HOMEOWNERS ASSN
	168	17336 REMINGTON PARK PL	FENCO LP
	169	17338 REMINGTON PARK PL	BENNETT RODGER
	170	17340 REMINGTON PARK PL	THOMAS LESLIE RICHARD
X	171	17342 REMINGTON PARK PL	WALKER PAMELA J
X	172	17344 REMINGTON PARK PL	MYERS MARGARET
	173	17346 REMINGTON PARK PL	WALLACE GRETA J
X	174	17348 REMINGTON PARK PL	STOUT STACY M

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	175	17350 REMINGTON PARK PL	CASHION HERSCHELL A & BARBARA C
	176	17352 REMINGTON PARK PL	OSTERHOLT GREGORY
X	177	17354 REMINGTON PARK PL	BOUNDS GLENDA RUTH
X	178	17356 REMINGTON PARK PL	STEED JOHN M
	179	17358 REMINGTON PARK PL	TRACE 356 PROPERTIES LLC
X	180	17362 REMINGTON PARK PL	BASHAR MARY MARGARET
X	181	5747 REMINGTON PARK SQ	ANDERSON KENNETH L
X	182	5745 REMINGTON PARK SQ	ANDERSON KENNETH L
	183	5741 REMINGTON PARK SQ	BRADFORD KENNETH C
X	184	5739 REMINGTON PARK SQ	ANGEL MARIA DEL PILAR
	185	5737 REMINGTON PARK SQ	EDER SCOTT E
X	186	5733 REMINGTON PARK SQ	BROWN LAURA
	187	5731 REMINGTON PARK SQ	NGUYEN KIMUYEN DINH
	188	5729 REMINGTON PARK SQ	WILLIAMSON PHILLIP LEE
	189	5727 REMINGTON PARK SQ	NIEDENS HEATHER M
	190	5726 REMINGTON PARK SQ	EVERETT SCOTT A
X	191	5728 REMINGTON PARK SQ	TOMCKO SUSAN M
	192	5730 REMINGTON PARK SQ	MOORE ANTHONY T
X	193	5732 REMINGTON PARK SQ	ANDERSON KENNETH L
	194	5734 REMINGTON PARK SQ	FENOCO LP
	195	17351 REMINGTON PARK PL	DEVINE JOANNE MARIE
	196	17349 REMINGTON PARK PL	HUGHES JOHN F
	197	17347 REMINGTON PARK PL	WU CHENG-YUEH &
X	198	17345 REMINGTON PARK PL	MORGAN DONNA R
	199	17343 REMINGTON PARK PL	WU CHENG-YUEH &
X	200	17341 REMINGTON PARK PL	DEORNELLAS LLOYD J
	201	17339 REMINGTON PARK PL	WILLIAMS JERRY I &
	202	17337 REMINGTON PARK PL	MCKENNA MICHAEL KEVIN
	203	17335 REMINGTON PARK PL	LANTOWER REALTY INC
	204	5733 REMINGTON PARK DR	LUO ZHEJING
	205	5731 REMINGTON PARK DR	MORGAN GILDA N

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	206	17365 REMINGTON PARK CIR	SCHMID EDWARD JOHN & LINDY NOURY
	207	17363 REMINGTON PARK CIR	MOURNING DOVE HOLDINGS LLC
	208	17361 REMINGTON PARK CIR	EVERETT FINANCIAL CORPORATION
	209	17359 REMINGTON PARK CIR	VAZQUEZ ANDER
	210	5503 PRESTON FAIRWAYS DR	CONROY MICHAEL & MEGHAN DEWHURST-CONROY
O	211	5507 PRESTON FAIRWAYS DR	DENISOFF LAWRENCE J
	212	5511 PRESTON FAIRWAYS DR	EDWARDS CAMPBELL C & NANCY M
	214	5519 PRESTON FAIRWAYS DR	CORLEY CHARLES W &
	215	5519 PRESTON FAIRWAYS DR	HART MONA M &
	216	5523 PRESTON FAIRWAYS DR	ANDREWS JUDY
	217	5527 PRESTON FAIRWAYS DR	SHI JIMING & SHIRLEY XIAO YAN
O	218	5502 PRESTON FAIRWAYS DR	SLUDER JERALD LEWIS
	219	5506 PRESTON FAIRWAYS DR	HOLL JACK & JACQUELINE
	220	5506 PRESTON FAIRWAYS DR	MUSSELMAN DAVID & INGA
X	221	5510 PRESTON FAIRWAYS DR	BELL TRACE T
	222	5514 PRESTON FAIRWAYS DR	POTTS STEPHEN M
	223	5518 PRESTON FAIRWAYS DR	WOODS JANET LYNN
X	224	5522 PRESTON FAIRWAYS DR	NOE GARY W & LESLIE
	225		PRESTON TRAILS FAIRWAY CORP
	226	SUMMERSIDE DR	U S POSTAL SERVICE
X	227	5851 COOLWATER CV	BUTTERLY FAMILY LIVING TRUST
X	228	5847 COOLWATER CV	HARRINGTON BARRY & SUZANNE
	229	5843 COOLWATER CV	KUCLO STEPHEN A
X	230	5839 COOLWATER CV	TANNER MARY E
	231	5835 COOLWATER CV	FREIDBERG RONALD D
X	232	5831 COOLWATER CV	FLEETWOOD BARBARA L
	233	5827 COOLWATER CV	TULLO PATRICK JOSEPH
	234	5823 COOLWATER CV	POWELL DOUGLAS W ETUX

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	235	5819 COOLWATER CV	HERSKOVITZ HOWARD & GRETA
X	236	5815 COOLWATER CV	LLOYD JAMES B
X	237	5810 COOLWATER CV	HORAN RALPH R & PATTY M
	238	5814 COOLWATER CV	NORTON PATRICIA E
	239	17333 REMINGTON PARK CIR	JING LEI
	240	17337 REMINGTON PARK CIR	BALDWIN MERL W & PATRICIA A
	241	17341 REMINGTON PARK CIR	LANGHAM JAMES T JR ETAL
	242	17345 REMINGTON PARK CIR	PLATTNER LINDA M
	243	17349 REMINGTON PARK CIR	HARRIS ASTRID
	244	17353 REMINGTON PARK CIR	HAMILTON ADAM & KANA
	245	17357 REMINGTON PARK CIR	MASTERPIECE BUILDERS INC
	246	17348 REMINGTON PARK CIR	WANG YONGHUA
	247	17344 REMINGTON PARK CIR	CASEY DANYA S
	248	17340 REMINGTON PARK CIR	IBSEN RURIKO O
X	249	5816 COOLWATER CV	TERRELL JAMES ROBINSON II
	250	5822 COOLWATER CV	KAAS LORRAINE P
	251	5826 COOLWATER CV	PIERCE GREGORY D &
X	252	5830 COOLWATER CV	DOYLE FRED WAYNE & CAROL T HEWETT
X	253	5834 COOLWATER CV	CUNNINGHAM LIVING TRUST
X	254	5838 COOLWATER CV	MAXWELL MAE L
X	255	5842 COOLWATER CV	BEALL RONNIE T & MAJEL B
X	256	5846 COOLWATER CV	HIBBITT WILLIAM JOSEPH &
	257	PRESTWICK LN	CAMBRIDGE PLACE AT PRESTON TRAIL I LP
	258	5826 PORTSMOUTH LN	PAL DYNASTY TRUST
	259	5771 PRESTWICK LN	VINOCUR SAMUEL & GAIL VINOCUR
	260	5759 PRESTWICK LN	LAWLEY ARLENE E & LAWLEY KENNETH
	261	5902 CHIPPING WAY	CHIONO LISA GARNETT
	262	5914 CHIPPING WAY	CASEY NEIL E



Z145-173(SM)

	263	5918	CHIPPING WAY	GLANGER TREVOR & KAREN S
O	264	5938	CHIPPING WAY	WOODARD ROBERT M & PATRICIA C
	265	17252	LECHLADE LN	MILLER KURT
	266		PRESTWICK LN	CAMBRIDGE PLACE AT PRESTON TRAIL HOA
X	A1	5818	PORTSMOUTH LN	BLUM JENIFER S & MICHAEL A
X	A2	17415	PRESTON RD	PRESTON SUMMERSIDE LP
O	A3	5515	PRESTON FAIRWAYS DR	LONDON TERRY E & NANCY

**KEY FOCUS AREA:** E-Gov

**AGENDA DATE:** August 23, 2017

**COUNCIL DISTRICT(S):** All

**DEPARTMENT:** Business Development & Procurement Services  
Communication and Information Services  
Water Utilities

**CMO:** Elizabeth Reich, 670-7804  
Jody Puckett, 670-3390  
Majed Al-Ghafry, 670-3302

**MAPSCO:** N/A

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**SUBJECT**

Authorize a five-year service contract, with two one-year renewal options, for maintenance and support of the supervisory control and data acquisition system for Dallas Water Utilities - Prime Controls, LP, most advantageous proposer of two - Not to exceed \$948,304 - Financing: Water Utilities Current Funds (subject to annual appropriations)

**BACKGROUND**

This action does not encumber funds; the purpose of a service contract is to establish firm pricing for services, for a specific term, which are ordered on an as needed basis.

This service contract will provide maintenance and support for the supervisory control and data acquisition (SCADA) system for Dallas Water Utilities (DWU). The SCADA system located at pumping operation locations allow for automated control of pump stations, data logging, and regulatory reporting of operations. The current system was installed in 2010 and requires periodic maintenance. Maintenance includes patches, updates, technical, and customer service support to ensure compliance with state or federal requirements.

DWU utilizes this SCADA system to effectively monitor and control 21 water storage tanks and 22 high service pump stations located throughout its 4,940 mile potable pipeline network. DWU provides water and wastewater service to approximately 2.4 million customers in the Dallas service area of approximately 700 square miles.

**BACKGROUND** (continued)

A seven member committee from the following departments reviewed and evaluated the qualifications:

- Trinity Watershed Management (1)
- Dallas Water Utilities (2)
- Communication and Information Services (2)
- Business Development & Procurement Services (BDPS) (2)\*

\*BDPS only evaluated cost and the Business Inclusion and Development Plan.

The committee selected the successful respondent on the basis of demonstrated competence and qualifications under the following criteria:

- Cost 30%
- Capability and expertise 20%
- Technical match 20%
- Overall approach 15%
- Business Inclusion and Development Plan 15%

As part of the solicitation process and in an effort to increase competition, BDPS used its procurement system to send out 709 email bid notifications to vendors registered under respective commodities. To further increase competition, BDPS uses historical solicitation information, the internet, and vendor contact information obtained from user departments to contact additional vendors by phone. Additionally, in an effort to secure more bids, the Office of Business Diversity's ResourceLINK Team sent notifications to 25 chambers of commerce, the DFW Minority Business Council, and the Women's Business Council – Southwest, to ensure maximum vendor outreach.

On November 10, 2015, City Council authorized the wage floor rate of \$10.37, by Resolution No. 15-2141; the selected vendor meets this requirement.

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

The ~~Mobility Solutions, Infrastructure & Sustainability~~ Government Performance & Financial Management Committee will be briefed by memorandum regarding this matter on August 14, 2017.

**FISCAL INFORMATION**

Water Utilities Current Funds - \$948,304 (subject to annual appropriations)

## **M/WBE INFORMATION**

98 - Vendors contacted  
98 - No response  
0 - Response (Bid)  
0 - Response (No bid)  
0 - Successful

The awardee has fulfilled the good faith effort requirements set forth in the Business Inclusion and Development (BID) Plan adopted on October 22, 2008, by Resolution No. 08-2826, as amended.

## **PROPOSAL INFORMATION**

BDPS received the following proposals from solicitation number BUZ1707. We opened them on March 16, 2017. We recommend the City Council award this service contract in its entirety to the most advantageous proposer.

\*Denotes successful proposer

<b><u>Proposers</u></b>	<b><u>Address</u></b>	<b><u>Score</u></b>	<b><u>Amount</u></b>
*Prime Controls, LP	1725 Lakepointe Dr. Lewisville, TX 75057	85.98%	\$948,304
Trimax Systems, Inc.	565 Explorer St. Brea, CA 92821	65.80%	\$859,305

## **OWNER**

### **Prime Controls, LP**

Jason D. McNiel, President  
Gary D. McNiel, Vice President

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize a five-year service contract, with two one-year renewal options, for maintenance and support of the supervisory control and data acquisition system for Dallas Water Utilities - Prime Controls, LP, most advantageous proposer of two - Not to exceed \$948,304 - Financing: Water Utilities Current Funds (subject to annual appropriations)

Prime Controls, LP is a non-local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use their own workforce.

**PROJECT CATEGORY:** Other Services

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### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$0.00	0.00%
Total non-local contracts	\$948,304.00	100.00%
<b>TOTAL CONTRACT</b>	<b>\$948,304.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

None

#### Non-Local Contractors / Sub-Contractors

None

### TOTAL M/WBE CONTRACT PARTICIPATION

	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$0.00	0.00%	\$0.00	0.00%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$0.00	0.00%
Total	<u>\$0.00</u>	<u>0.00%</u>	<u>\$0.00</u>	<u>0.00%</u>

August 23, 2017

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That the City Manager is hereby authorized to sign a service contract with Prime Controls, LP (VS0000007557), approved as to form by the City Attorney, for maintenance and support of the supervisory control and data acquisition system for Dallas Water Utilities for a term of five years, with two one-year renewal options, in an amount not to exceed \$948,304. If the service was bid or proposed on an as needed, unit price basis for performance of specified tasks, payment to Prime Controls, LP shall be based only on the amount of the services directed to be performed by the City and properly performed by Prime Controls, LP under the contract.

**SECTION 2.** That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$948,304 (subject to annual appropriations) to Prime Controls, LP from Service Contract No. DSV-2017-00002549.

**SECTION 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.





**KEY FOCUS AREA:** E-Gov

**AGENDA DATE:** August 23, 2017

**COUNCIL DISTRICT(S):** All

**DEPARTMENT:** Business Development & Procurement Services  
Communication and Information Services

**CMO:** Elizabeth Reich, 670-7804  
Jody Puckett, 670-3390

**MAPSCO:** N/A

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**SUBJECT**

Authorize Supplemental Agreement No. 2 to exercise the second one-year renewal option to the service contract with Cellco Partnership dba Verizon Wireless and its related entities through the Department of Information Resources, State of Texas Cooperative for commercial wireless communication services and equipment - Not to exceed \$3,596,410, from \$13,385,429 to \$16,981,839 - Financing: Current Funds (subject to annual appropriations)

**BACKGROUND**

This action does not encumber funds; the purpose of a service contract is to establish firm pricing for services, for a specific term, which are ordered on an as needed basis.

This renewal will allow the City to have continued commercial wireless communication services and equipment. This agreement is mainly utilized by Public Safety for real time exchange of data and communications during day-to-day and emergency operations. Other City departments that require devices such as laptops, tablets, and other mobile wireless devices also utilize this agreement to deliver timely and efficient services while in the field. Additionally, this agreement allows for wireless cell phone use which increases mobility and collaboration between departments and residents.

Wireless technology includes voice, data, and internet capabilities which are used in various combinations to capture and share information. Utilizing Verizon's commercial wireless technology provides the ability for staff to access information, research inquiries, and respond instantly.

## **BACKGROUND** (continued)

This agreement is authorized by Chapter 791 of the Texas Government Code and Subchapter F, Chapter 271, Texas Local Government Code. Section 271.102 of the Texas Local Government Code authorizes a local government to participate in a Cooperative Purchasing Program with another local government or a local cooperative organization.

## **PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

On August 22, 2012, City Council authorized a four-year service contract, with two one-year renewal options, for commercial wireless communication services and equipment for public safety and other City departments by Resolution No. 12-2077.

Information about this item was provided to the Budget, Finance and Audit Committee on August 15, 2016.

On August 24, 2016, City Council authorized supplemental agreement no. 1 to exercise the first one-year renewal option of the service contract for commercial wireless communication services and equipment by Resolution No. 16-1310.

The ~~Mobility Solutions, Infrastructure & Sustainability~~ Government Performance & Financial Management Committee will be briefed by memorandum regarding this matter on August 14, 2017.

## **FISCAL INFORMATION**

Current Funds - \$3,596,409.72 (subject to annual appropriations)

## **OWNER**

### **Cellco Partnership dba Verizon Wireless and its related entities**

Ronan Dunne, President  
Christine Baron, Senior Vice President

## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize Supplemental Agreement No. 2 to exercise the second one-year renewal option to the service contract with Cellco Partnership dba Verizon Wireless and its related entities through the Department of Information Resources, State of Texas Cooperative for commercial wireless communication services and equipment - Not to exceed \$3,596,410, from \$13,385,429 to \$16,981,839 - Financing: Current Funds (subject to annual appropriations)

Cellco Partnership dba Verizon Wireless is a non-local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use their own workforce.

**PROJECT CATEGORY:** Other Services

### LOCAL/NON-LOCAL CONTRACT SUMMARY - THIS ACTION ONLY

	<u>Amount</u>	<u>Percent</u>
Local contracts	\$0.00	0.00%
Non-local contracts	\$3,596,409.72	100.00%
<b>TOTAL THIS ACTION</b>	<b>\$3,596,409.72</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION THIS ACTION

#### Local Contractors / Sub-Contractors

None

#### Non-Local Contractors / Sub-Contractors

None

### TOTAL M/WBE PARTICIPATION

	<u>This Action</u>		<u>Participation to Date</u>	
	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$0.00	0.00%	\$0.00	0.00%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$0.00	0.00%
Total	\$0.00	0.00%	\$0.00	0.00%

August 23, 2017

**WHEREAS**, on August 22, 2012, City Council authorized a four-year service contract, with two one-year renewal options, for commercial wireless communication services and equipment for public safety and other City departments by Resolution No. 12-2077; and

**WHEREAS**, on August 24, 2016, City Council authorized supplemental agreement no. 1 to exercise the first one-year renewal option of the service contract for commercial wireless communication services and equipment by Resolution No. 16-1310.

**Now, Therefore,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** The City Manager is hereby authorized to sign Supplemental Agreement No. 2 to exercise the second one-year renewal option to the service contract with Cellco Partnership dba Verizon Wireless and its related entities (VS92349) through the Department of Information Resources, State of Texas Cooperative, approved as to form by the City Attorney, for commercial wireless communication services and equipment, in an amount not to exceed \$3,596,409.72, increasing the service contract amount from \$13,385,428.88 to \$16,981,838.60.

**SECTION 2.** That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$3,596,409.72 (subject to annual appropriations) to Cellco Partnership dba Verizon Wireless and its related entities from Service Contract No. POM BHZ1218.

**SECTION 3.** That this contract is designated as Contract No. POM 2016-00000908.

**SECTION 4.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

**REVISED AGENDA ITEM # 73**

**KEY FOCUS AREA:** Culture, Arts and Recreation and Educational Enhancements

**AGENDA DATE:** August 23, 2017

**COUNCIL DISTRICT(S):** 3, 8

**DEPARTMENT:** Park & Recreation  
Mobility and Street Services

**CMO:** Willis Winters, 670-4071  
Majed Al-Ghafry, 670-3302

**MAPSCO:** 65 L, Q, U

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**SUBJECT**

Authorize an increase in the contract with Northstar Construction, LLC to add increased scope of work associated with the Runyon Creek Trail located between Glendale Park to the new Singing Hills Recreation Center – Not to exceed \$213,626, from \$2,354,100 to \$2,567,726 – Financing: General Obligation Commercial Paper Funds

**BACKGROUND**

On April 27, 2016, City Council authorized a contract award to Northstar Construction, LLC for trail improvements at Runyon Creek Trail located between Glendale Park and Camp Wisdom Road, in an amount not to exceed \$2,497,700, by Resolution No. 16-0638.

On September, 14, 2016, City Council authorized Change Order No. 1 to delete a section of the trail from Crouch Road to Runyon Springs Branch and add a section of trail from Crouch Road to the new Singing Hills Recreation Center and associated work for the Runyon Creek Trail located between Glendale Park and Camp Wisdom Road, in an amount not to exceed (\$-143,600), decreasing the contract amount from \$2,497,700 to \$2,354,100, by Resolution No. 16-1454.

This action will authorize Change Order No. 2 to the contract with Northstar Construction, LLC, in an amount not to exceed ~~\$412,763~~ \$213,626, from \$2,354,100 to \$2,567,726 for an increase in the contract to replace a section of existing deteriorated trail at Glendale South, relocate the existing sidewalk around football field at Singing Hills Park, and install “In-Pavement” flashing crosswalk lighting at Wagon Wheel and Crouch Road trail crossings and other miscellaneous trail related items.



**ESTIMATED SCHEDULE OF PROJECT**

Began Construction            June 2016  
Complete Construction        September 2017

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

On August 6, 2015, the Park and Recreation Board authorized proceeding with advertisement for construction procurement.

On March 10, 2016, the Park and Recreation Board deferred this item.

On April 7, 2016, the Park and Recreation Board authorized award of the contract.

On April 27, 2016, City Council authorized award of the contract by Resolution No. 16-0638.

On August 18, 2016, the Park and Recreation Board authorized Change Order No. 1.

On September 12, 2016, information about this item was provided to the Quality of Life, Arts and Culture Committee.

On September 14, 2016, City Council authorized Change Order No. 1.

On May 18, 2017, the Park and Recreation Board authorized Change Order No. 2.

The Quality of Life, Arts and Culture Committee will be briefed by memorandum regarding this matter on June 16, 2017.

On June 28, 2017, this item was deferred by Councilmember Sandy Greyson.

**FISCAL INFORMATION**

2012 Bond Program (General Obligation Commercial Paper Funds) - \$213,626

Construction Contract            \$ 2,497,700  
Change Order No. 1                \$ (143,600)  
Change Order No. 2 (this action) \$ 213,626

Total not to exceed                \$ 2,567,726

<b><u>Council District</u></b>	<b><u>Amount</u></b>
3	\$133,872
8	<u>\$ 79,754</u>
Total	\$ 213,626

**M/WBE INFORMATION**

See attached.

**OWNER**

**Northstar Construction, LLC**

Michael A. Heimlich, President

**MAP**

Attached

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize an increase in the contract with Northstar Construction, LLC to add increased scope of work associated with the Runyon Creek Trail located between Glendale Park to the new Singing Hills Recreation Center – Not to exceed \$213,626, from \$2,354,100 to \$2,567,726 – Financing: General Obligation Commercial Paper Funds

Northstar Construction, LLC, is a non-local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

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### LOCAL/NON-LOCAL CONTRACT SUMMARY - THIS ACTION ONLY

	<u>Amount</u>	<u>Percent</u>
Local contracts	\$32,255.00	15.10%
Non-local contracts	\$181,371.00	84.90%
<b>TOTAL THIS ACTION</b>	<b>\$213,626.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION THIS ACTION

#### Local Contractors / Sub-Contractors

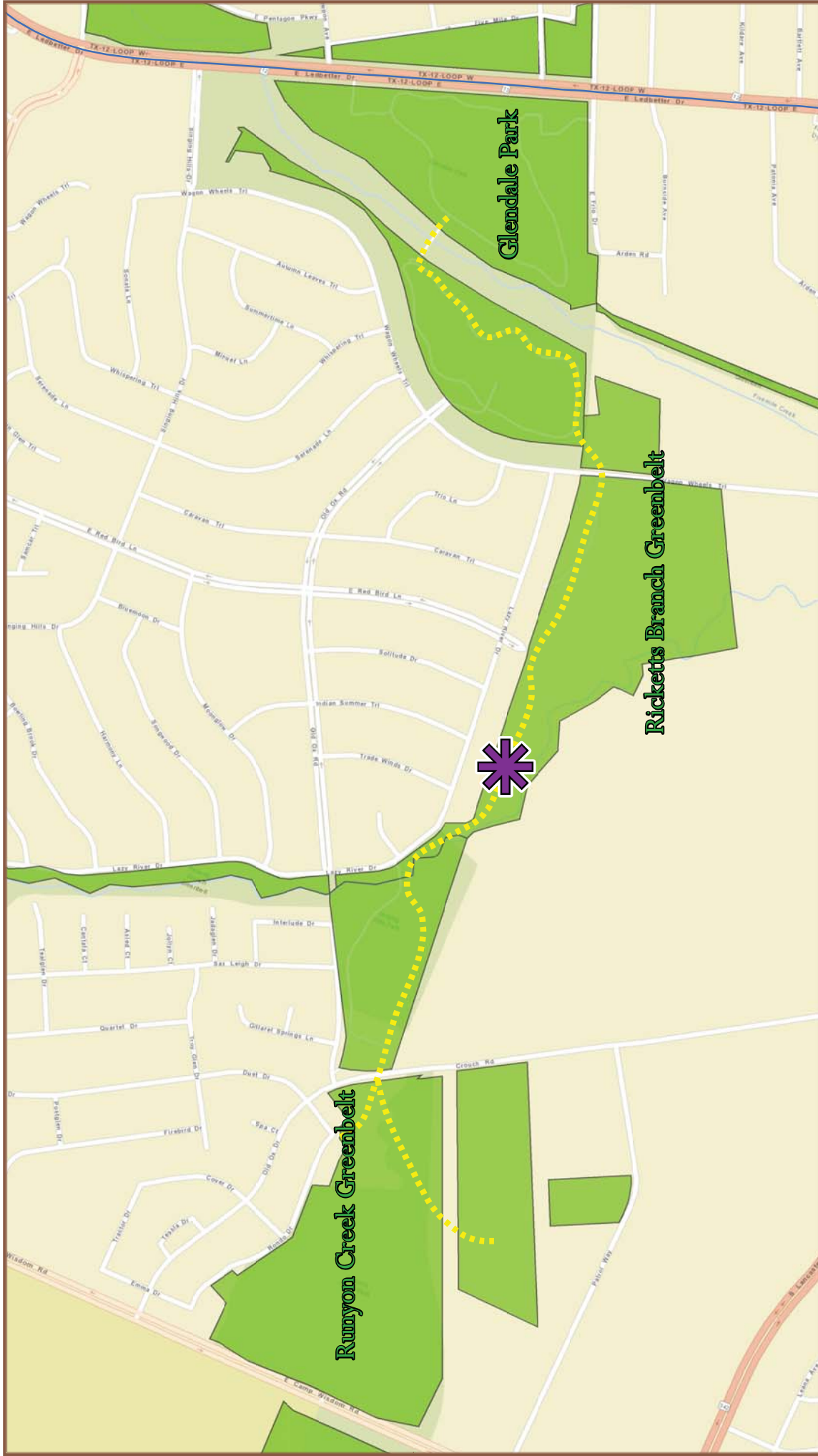
<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Logan Trucking	BMMB13960N0119	\$5,000.00	15.50%
CT & S Metalworks	WFDB80075Y0218	\$27,255.00	84.50%
<b>Total Minority - Local</b>		<b>\$32,255.00</b>	<b>100.00%</b>

#### Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Cowtown Redimix	WFWB06682Y0917	\$31,530.00	17.38%
<b>Total Minority - Non-local</b>		<b>\$31,530.00</b>	<b>17.38%</b>

**TOTAL M/WBE PARTICIPATION**

	<b>This Action</b>		<b>Participation to Date</b>	
	<b><u>Amount</u></b>	<b><u>Percent</u></b>	<b><u>Amount</u></b>	<b><u>Percent</u></b>
African American	\$5,000.00	2.34%	\$20,000.00	0.78%
Hispanic American	\$0.00	0.00%	\$146,040.00	5.69%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$58,785.00	27.52%	\$498,385.00	19.41%
Total	\$63,785.00	29.86%	\$664,425.00	25.88%



**Runyon Creek Trail**  
 (Glendale Park to "New" Singing Hills Recreation Center)

Mapscos  
 65 L,Q,U

District  
 3,8

June 22, 2017

August 23, 2017

**WHEREAS**, on April 27, 2016, City Council authorized a contract award to Northstar Construction, LLC for trail improvements at Runyon Creek Trail located between Glendale Park to Camp Wisdom Road, in an amount not to exceed \$2,497,700, by Resolution No. 16-0683; and

**WHEREAS**, on September, 14, 2016, City Council authorized Change Order No. 1 to this contract to delete a section of the trail from Crouch Road to Runyon Springs Branch and add a section of trail from Crouch Road to the new Singing Hills Recreation Center and associated work for the Runyon Creek Trail located between Glendale Park and Camp Wisdom Road, in an amount not to exceed (\$-143,600), decreasing the contract amount from \$2,497,700 to \$2,354,100, by Resolution No. 16-1454; and

**WHEREAS**, this action will authorize Change Order No. 2 to the contract with Northstar Construction, LLC, in an amount not to exceed \$213,626, from \$2,354,100 to \$2,567,726 for an increase in the contract to replace a section of existing deteriorated trail at Glendale South, relocate the existing sidewalk around football field at Singing Hills Park, and install "In-Pavement" flashing crosswalk lighting at Wagon Wheel and Crouch Road trail crossings and other miscellaneous trail related items.

**Now, Therefore,**

**BE IT RESOLVED BY THE PARK AND RECREATION BOARD AND THE CITY OF COUNCIL OF THE CITY OF DALLAS:**

**SECTION 1.** That an increase in the construction services contract with Northstar Construction, LLC (Change Order No. 2) is authorized to add increased scope of work associated with the Runyon Creek Trail located between Glendale Park and the new Singing Hills Recreation Center, in an amount not to exceed \$213,626, increasing the contract amount from \$2,354,100 to \$2,567,726.

**SECTION 2.** That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$213,626 to Northstar Construction, LLC from General Obligation Commercial Paper Fund, Fund 4U22, Department STS, Unit S619, Object 4599, Activity HIBT, Program PB12S619, Contract No./Encumbrance CX-PKR16019537, Commodity 91200, Vendor VS0000060205.

**SECTION 3.** That this contract be designated as Contract No. PKR-2016-00000386.

**SECTION 4.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.





**REVISED AGENDA ITEM # 76**

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 23, 2017  
**COUNCIL DISTRICT(S):** 8  
**DEPARTMENT:** Sustainable Development and Construction  
**CMO:** Majed Al-Ghafry, 670-3302  
**MAPSCO:** 76 L

**SUBJECT**

A public hearing to receive comments regarding an application for and an ordinance granting CS Commercial Services District and a resolution accepting the deed restrictions volunteered by the applicant on property zoned an A(A) Agricultural District, south of Telephone Road, east of Travis Trail

Recommendation of Staff: Approval

Recommendation of CPC: Approval, subject to deed restrictions volunteered by the applicant

Z167-243(KK)



**FILE NUMBER:** Z167-243(KK)

**DATE FILED:** March 8, 2017

**LOCATION:** South of Telephone Road, east of Travis Trail

**COUNCIL DISTRICT:** 8

**MAPSCO:** 76 L

**SIZE OF REQUEST:** Approx. 13.39 acres

**CENSUS TRACT:** 167.03

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**APPLICANT/ OWNER:** Quincy Roberts/Q. Roberts Trucking Inc.

**REPRESENTATIVE:** Land Use Planning & Zoning Services, Elsie Thurman

**REQUEST:** An application for a CS Commercial Services District on property zoned an A(A) Agricultural District.

**SUMMARY:** The applicant proposes to operate a contractor's maintenance yard on a portion of the area of request. The remainder of the site will remain undeveloped. The applicant volunteered deed restriction at the City Plan Commission public hearing to prohibit commercial truck ingress and egress to the Property from Travis Trail.

**CPC RECOMMENDATION:** Approval, subject to deed restrictions volunteered by the applicant.

**STAFF RECOMMENDATION:** Approval

**BACKGROUND INFORMATION:**

- The request site is currently zoned an A(A) Agricultural District and is generally located at Telephone Road and Travis Trail, north of Wintergreen Road, east of Bonnie View Road, and west of Van Horn Drive.
- The reason for this request is the applicant proposes to legalize the current operation of a commercial motor vehicle parking lot. The applicant has been operating on this site since 2014 without a Certificate of Occupancy.
- The land use of contractor’s maintenance yard is defined as a wholesale use in the Dallas Development code. This land use is allowed by right in the CS Commercial Services District.
- The proposed CS Commercial Services District would add a multitude of new uses, most notably including office, lodging, and retail and personal service uses.
- The applicant volunteered deed restriction to prohibit commercial truck ingress and egress to the Property from Travis Trail.

**Zoning History:**

1. **Z167-253:** On June 28, 2017, the City Council approved an IM Industrial Manufacturing District and an SUP for a commercial motor vehicle parking lot on property zoned an A(A) Agricultural District.

**Thoroughfares/Streets:**

<b>Thoroughfare/Street</b>	<b>Type</b>	<b>Existing ROW</b>
Telephone Road	Substandard	40 ft.
Travis Trail	Substandard	40 ft.

**Traffic:**

The Engineering Division of the Department of Sustainable Development and Construction has reviewed the request and determined that the proposed zoning change will not have a detrimental impact on the surrounding street system.

**Surrounding Land Uses:**

	<b>Zoning</b>	<b>Land Use</b>
Site	A(A)	Commercial Motor Vehicle Parking
North	A(A)	Undeveloped and Single Family
South	PDD No. 761 (LI)	Undeveloped
East	A(A)	Undeveloped and Illegal Commercial Use
West	A(A)	Single Family and Undeveloped

**STAFF ANALYSIS:**

**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.

**GOAL 1.2 PROMOTE DESIRED DEVELOPMENT**

Policy 1.2.1 Use Vision Building Blocks as a general guide for desired development patterns.

1.2.1.1 Use the Vision Illustration and Building Blocks as a general guide to shape zoning and land use concepts, while also considering site specific and area specific issues. Site specific zoning cases must consider relevant policy statements contained within the Policy Plan, such as environmentally sensitive land, the site’s proximity to the edge of a Building Block and appropriate transitions between Building Blocks.

The Vision identifies the area as an Industrial Building Block. Industrial Areas, which offer important employment opportunities, occupy large areas of land and usually are near major roads and heavy rail lines. This request is characteristic of the building block in that it will provide a service to the mix of low- and medium-density industrial buildings and industrial yards supporting the Southport and the Agile Port, parts of West Dallas along I-30, and the Stemmons industrial area.

The request complies with the following land use goals and policies of the Comprehensive Plan:



## **ECONOMIC ELEMENT**

### **GOAL 2.1 PROMOTE BALANCED GROWTH**

Policy 2.1.4 Support efforts to expand targeted business and industry development within the Southern Sector.

Policy 2.2.4 Focus on logistics-related jobs for the expansion of employment opportunities, particularly in the Southern Sector.

Dallas' future development opportunities and much of the projected growth capacity lie in the Southern Sector, offering a great opportunity to guide development and direct economic activity. The vast majority of vacant land in the city is located in the Southern Sector. As such, developments similar to this are necessary in order to promote and encourage efforts for continued investment in these underutilized areas of the city.

#### **Land Use Compatibility:**

The applicant's request to change the zoning is to legalize the current operation of a commercial motor vehicle parking lot. The applicant stated that this use has been operating on this site beginning in 2014 without a Certificate of Occupancy.

The area of request is currently zoned an A(A) Agricultural District. This purpose of this district as defined in the Dallas Development Code, Section 51A-4.111(1), states that there exists in certain fringe areas of the city, land which is presently used for agricultural purposes and to which urban services are not yet available. These lands should appropriately continue to be used for agricultural purposes until needed for urban purposes in conformity with the orderly growth of the city. It is anticipated that all of the A(A) district area will be changed to other urban zoning categories as the area within the corporate limits of Dallas becomes fully developed.

The proposed CS Commercial Services District is described as being for the development of commercial and business serving uses that may involve outside storage, service, or display. This district is not intended to be located in areas of low and medium density residential development

The proposed CS Commercial Service District would allow by right the land use of commercial motor vehicle parking. This land use is defined in the Dallas Development Code, Section 51A-4.210(8.1), as a facility for the temporary, daily, or overnight parking of commercial motor vehicles as defined in the use regulations for a truck stop, and/or motor vehicle with two or more rear axles such as trucks, truck tractors, and similar vehicles, for no charge or for a fee, regardless of whether that fee is charge independently of any other use on the lot, if the parking is not accessory to a main use on the lot. This land use is allowed by right in CS, LI, IR, and IM districts.

The proposed CS Commercial Service District is complimentary to the existing LI Light Industrial District to the northwest and the light industrial planned development to the south, PDD No. 761 (LI), The Dallas Logistics Port Special Purpose District. The property to the east of the area of request has applied for a general zoning change for the same land use. The Building Inspection Division of Sustainable Development and Construction is currently reviewing plans and permits for a 700,000 square foot warehouse complex located in PDD No. 761 (LI), The Dallas Logistics Port Special Purpose District. The surrounding zoning changes, established zoning districts, current land uses, and proposed development would all be agreeable to the CS Commercial Services District and the current illegal land use.

The surrounding land uses consist of a single family dwelling to the north, undeveloped land and an illegal commercial use to the east, undeveloped land to the south, single family dwellings, undeveloped land, and another illegal commercial use to the west. The area of request is fully surrounded by A(A) Agricultural District with LI Light Industrial District to the northwest, and PDD No. 761 (LI), The Dallas Logistics Port Special Purpose District, to the south.

**Development Standards:**

DISTRICT	Setbacks		Density	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
<b>Existing</b>							
A(A) Agricultural	50'	20' SY 50' RY for Single Family 10' RY for Other	N/A	24'	10% for res structure; 25% for non-res	N/A	Residential, Agricultural, Utility and Public Service
<b>Proposed</b>							
CS Commercial Service	15' where adj to expressway or thoroughfare	No Min.; adj to res 20'	0.5 for office, lodging, retail; 0.75 for all uses combined	45' RPS	80%	Residential Proximity Slope	Institutional, Lodging, Office, Retail, Wholesale uses

**Parking:**

Pursuant to the Dallas Development Code, off-street parking must be provided in accordance with Division 51A-4.200. There is no required parking for the land use of a commercial motor vehicle parking. Any accessory or other main uses established on the site will have to meet the requirements for those specific land uses per the Dallas Development Code.

**Landscaping:**

Landscaping must be provided in accordance with the landscaping requirements in Article X, as amended.

**CPC Action**

**July 20, 2017**

**Motion:** It was moved to recommend **approval** of a CS Commercial Services District, subject to deed restrictions volunteered by the applicant on property zoned an A(A) Agricultural District, south of Telephone Road, east of Travis Trail.

Maker: Haney  
Second: Rieves  
Result: Carried: 14 to 0

For: 14 – Anglin, Rieves, Houston\*, Davis\*, Shidid, Anantasomboon, Haney, Mack, Jung, Schultz, Peadon, Murphy, Ridley, Tarpley

Against: 0  
Absent: 1 - Housewright  
Vacancy: 0

**Notices:** Area: 400 Mailed: 21  
**Replies:** For: 2 Against: 0

**Speakers:** For: Elsie Thurman, 9406 Biscayne Blvd., Dallas, TX, 75218  
For (Did not speak): Quincy Roberts, 9600 Travis Trail, Dallas, TX, 75241  
Against: None

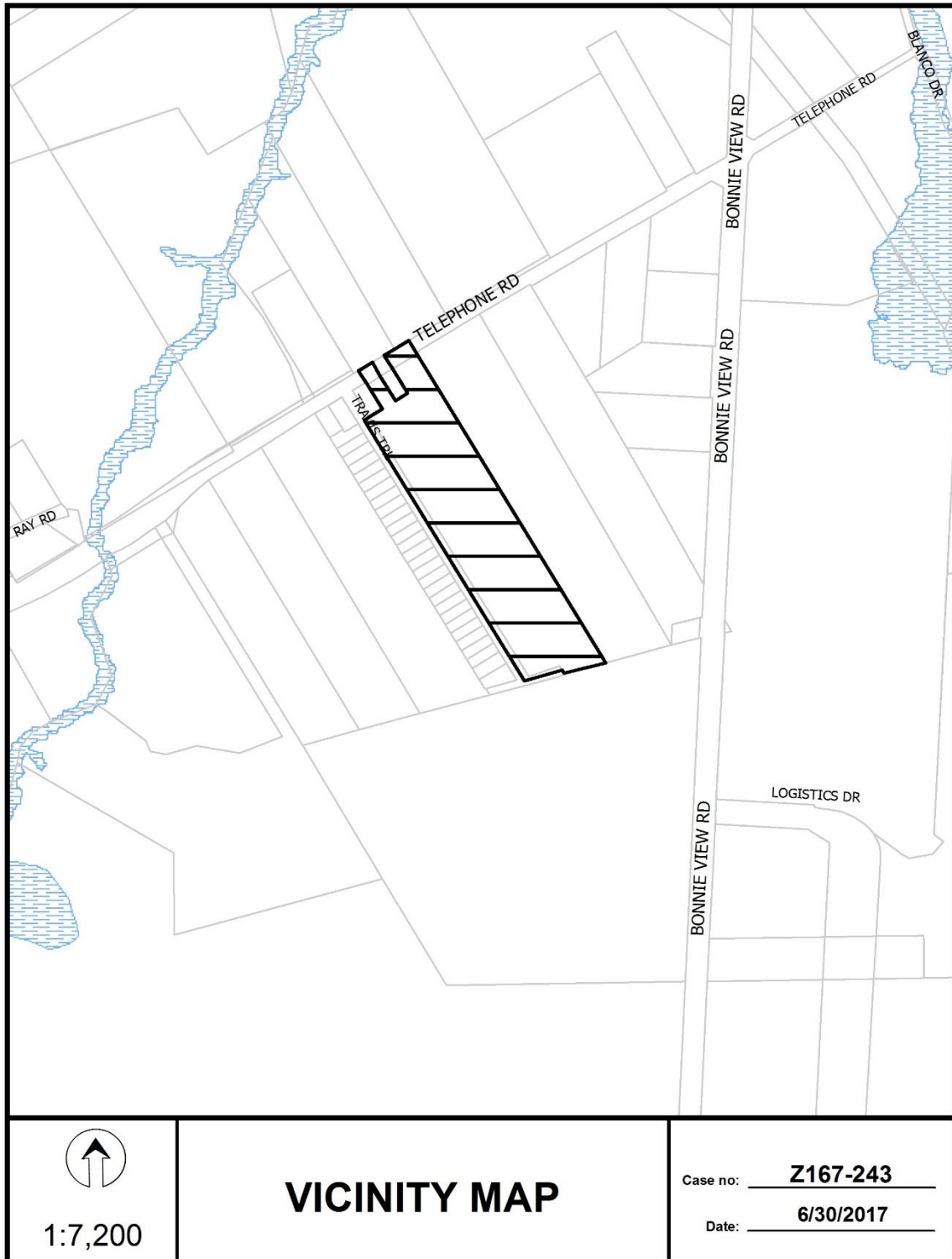
Z167-243(KK)

**List of Partners/Principals/Officers**


Officer/Owner:

Q. Roberts Trucking Incorporated  
Quincy Roberts

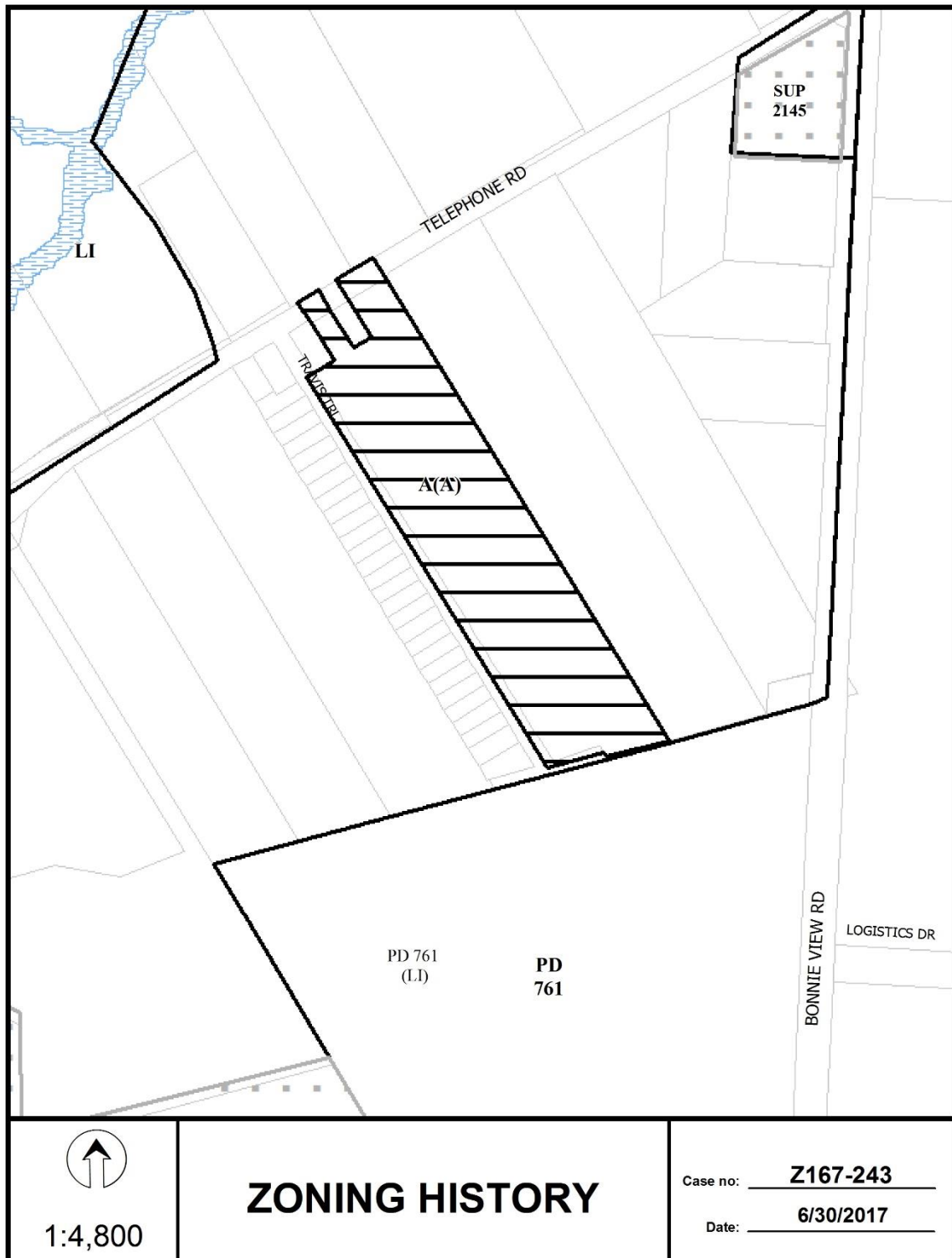






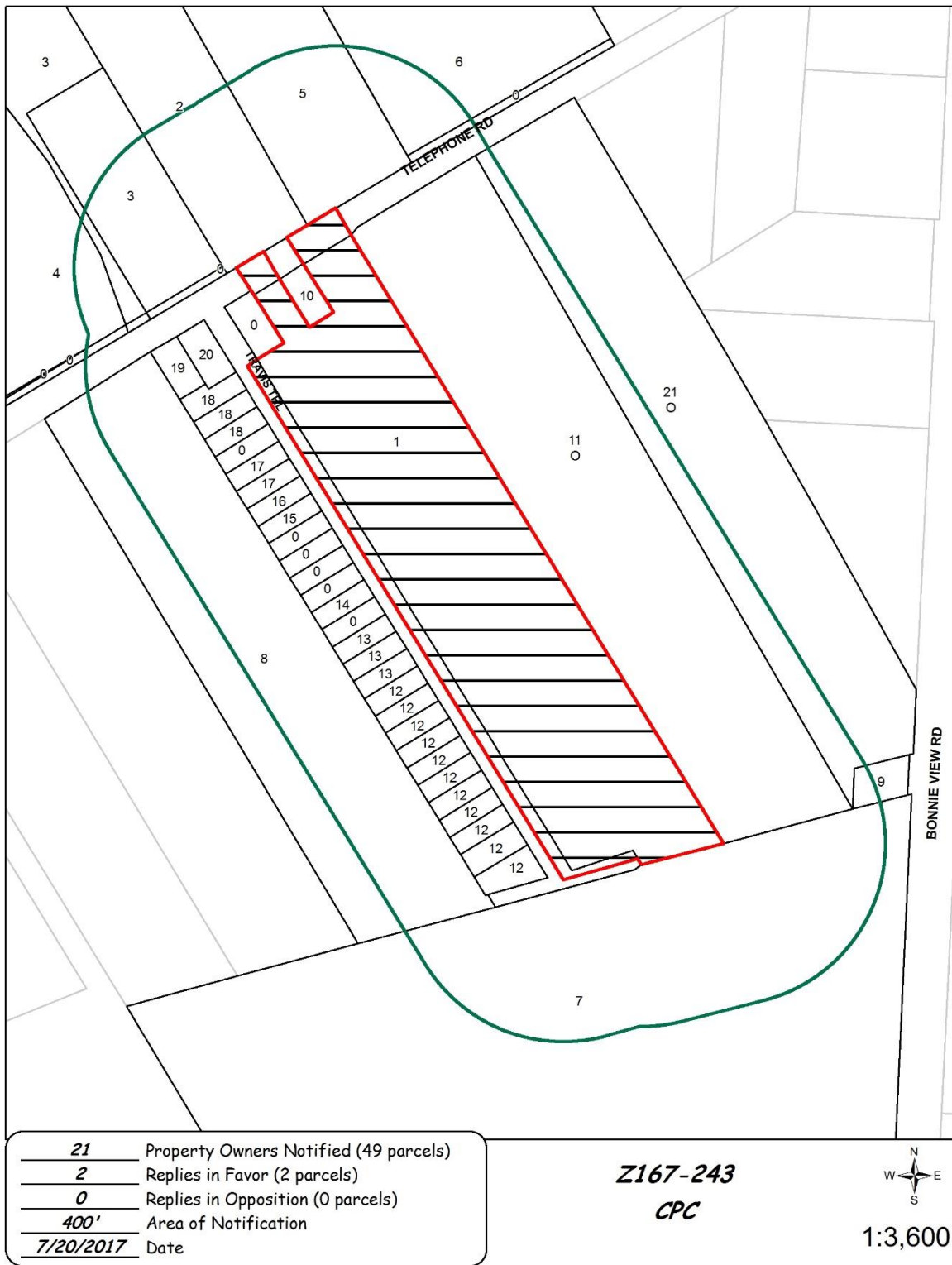
 1:4,800	<h2>AERIAL MAP</h2>	Case no: <u>    Z167-243    </u> Date: <u>    6/30/2017    </u>
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**CPC RESPONSES**



07/19/2017

***Reply List of Property Owners******Z167-243******21 Property Owners Notified******2 Property Owners in Favor******0 Property Owners Opposed***

<b><i>Reply</i></b>	<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
	1	9600 TRAVIS TRL	ROBERTS QUINCY
	2	3925 TELEPHONE RD	FONSECA GUILLERMO & ELVA J TORRES
	3	3901 TELEPHONE RD	CURRIE JULIAN & GLORIA
	4	3845 TELEPHONE RD	TEJAS INVESTORS
	5	3935 TELEPHONE RD	GIDDENS DONNIE L
	6	4041 TELEPHONE RD	ADAMS JOHN H
	7	9901 BONNIE VIEW RD	DLH MASTER LAND HOLDING LLC
	8	3800 TELEPHONE RD	ARCHIBALD GARY &
	9	9867 BONNIE VIEW RD	CLEMONS JOHN R
	10	3918 TELEPHONE RD	HENDERSON MARGAREE EST OF
O	11	4100 TELEPHONE RD	FENNER PAT &
	12	9927 TRAVIS TRL	MARTINEZ FERNANDO &
	13	9811 TRAVIS TRL	JOHNSON DON JR
	14	9727 TRAVIS TRL	CUNNINGHAM SALLY A
	15	9707 TRAVIS TRL	QUINTANILLA LETICIA
	16	9703 TRAVIS TRL	LOPEZ GAUDENCIO
	17	9635 TRAVIS TRL	MARTINEZ MARIA DE JESUS &
	18	9623 TRAVIS TRL	RODRIGUEZ BLANCA H &
	19	3830 TELEPHONE RD	CASTILOW LENA
	20	3838 TELEPHONE RD	RODRIGUEZ ISRAEL PAZ &
O	21	4050 TELEPHONE RD	FENNER PAT