

5-1-12

ORDINANCE NO. 28643

An ordinance amending Ordinance No. 25392, passed by the Dallas City Council on October 8, 2003, which amended the zoning ordinances of the City of Dallas, and granted Specific Use Permit No. 1526 for a private school; permitting the following additional property, which is presently zoned as an R-7.5(A) Single Family District:

BEING a tract of land in City Block 2868 located approximately 150 feet north of the intersection of Abrams Road and Malcolm Drive; fronting approximately 172 feet on the west line of Abrams Road; and containing approximately 2.6 acres,

to be used under Specific Use Permit No. 1526; amending the conditions in Section 2 of Ordinance No. 25392; providing a revised site plan; providing a landscape plan; providing a traffic management plan; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and held the required public hearings regarding this amendment to Specific Use Permit No. 1526; and

WHEREAS, the city council finds that it is in the public interest to expand and amend Specific Use Permit No. 1526; Now, Therefore,

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

SECTION 1. That the Exhibit A, property description, attached to Ordinance No. 25392 is replaced by the Exhibit A attached to this ordinance.

SECTION 2. That the conditions in Section 2 of Ordinance No. 25392 are amended to read as follows:

- “1. USE: The only use authorized by this specific use permit is a private school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan, landscape plan, and traffic management plan.
3. TIME LIMIT: This specific use permit [~~is approved for a time period that~~] expires on May 9, 2022 [~~October 7, 2013~~], but [~~and~~] is eligible for automatic renewal for additional ten-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For [~~In order for~~] automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
4. LANDSCAPING AND TREE PRESERVATION: Landscaping for the expansion area shown on the attached site plan must be provided in accordance with the attached landscape plan. In addition to any landscaping and tree preservation required by Article X, the following must be provided within six months after issuance of a building permit to create the athletic fields shown on the attached site plan or certificate of occupancy for any new structure on the Property:
 - (a) Within the Alderson Street Planting Area shown on the attached landscape [site] plan, a minimum of 20 15-gallon large shrubs must be planted [~~within six months after issuance of a certificate of occupancy for any new structure on the Property~~].

- (b) Within the [~~area between the northern and southern ingress/egress points in the~~] Abrams Road Planting Area shown on the attached topography survey [~~site plan~~], a minimum of 48 15-gallon Nellie R. Stevens Hollies, planted four feet on-center and spaced so as to have a varied setback, and a minimum of six trees, limited to either Bald Cyprus or Live Oak trees each with a minimum of three caliper inches and spaced so as to have a varied setback, must be provided [~~within six months after issuance of a certificate of occupancy for any new structure on the Property~~]. A minimum of 12 large Bald Cyprus or Live Oak trees each with a minimum of three caliper inches and spaced so as to have a varied setback must be maintained in this area at all times. Ground cover must be provided to fill in the area between the trees and the Nellie R. Stevens Hollies.
- (c) Within the [~~area south of the southern ingress/egress point in the~~] Abrams Road Planting Area shown on the attached landscape [~~site~~] plan, a minimum of 20 15-gallon Nellie R. Stevens Hollies, planted four feet on-center and spaced so as to have a varied setback, must be provided. [~~All landscape materials must be planted within six months after issuance of a certificate of occupancy for any new structure on the Property~~]. A minimum of eight Bald Cyprus or Live Oak trees, each with a minimum of three caliper inches and spaced so as to have a varied setback, must be maintained in this area at all times. Ground cover must be provided to fill in the area between the trees and the Nellie R. Stevens Hollies.
- (d) The landscaping described in Paragraphs (a), (b), or (c) may be located in the parkway if a private license is obtained from the city; however, if the city does not grant, or revokes, the private license, the required landscaping must be provided on the Property.
- (e) Existing trees identified on the attached topographic survey must be maintained in a healthy growing condition. Removal of any trees identified on the survey must be mitigated in accordance with the tree preservation provisions of Article X, except as provided in the following paragraph.
- (f) The following trees within the Alderson Street Planting Area shown on the attached topographic survey must be maintained in a healthy, growing condition: 24 caliper-inch Pecan; 24 caliper-inch Oak; 30 caliper-inch Oak; 10 caliper-inch Sweetgum; and 18 caliper-inch Oak. Should mitigation be required for any of these trees, one of the replacement trees must be a minimum of five caliper inches and planted within the Alderson Street Planting Area, with the balance of mitigation being provided by minimum three caliper-inch trees planted anywhere on the Property.

5. CLASSROOMS: The private school may operate a maximum of 24 kindergarten and elementary school classrooms combined, and a maximum of 12 middle school classrooms.
6. HOURS OF OPERATION: The private school may only operate between 8:00 a.m. and 3:30 p.m., Monday through Friday. Athletic fields may only operate between 8:00 a.m. and sunset, Monday through Friday and between 9:00 a.m. and sunset, Saturday and Sunday.
7. INGRESS-EGRESS: Ingress and egress for the private school must be provided as shown on the attached site plan. No other ingress or egress is permitted. [and is further restricted as follows:
 - (a) ~~The northernmost drive approach on Abrams Road is limited to ingress only between the hours of 7:15 a.m. and 8:30 a.m. and between 2:30 p.m. and 4:15 p.m., Monday through Friday. The Property owner must provide on-site directional control devices to ensure ingress only.~~
 - (b) ~~The southernmost drive approach on Abrams Road is limited to egress only and right turn out only between the hours of 7:15 a.m. and 8:30 a.m. and between 2:30 p.m. and 4:15 p.m., Monday through Friday. The Property owner must provide on-site directional control devices to ensure egress only and right turn out only.]~~
8. ENROLLMENT: Enrollment for the private school may not exceed 600 [940].
9. TRAFFIC MANAGEMENT PLAN [CIRCULATION]:
 - (a) In general. Operation of the private school must comply with the attached traffic management plan.
 - (b) Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.
 - (c) Traffic study.
 - (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 May 1, 2013. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by November 1 of each 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) of Chapter 51A of the Dallas City Code.

- (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. [On site traffic circulation must be provided as shown on the attached site plan. Additionally, "School Personnel A," "School Personnel B," and "School Personnel C" must be provided in the locations as shown on the attached site plan between 7:30 a.m. and 8:00 a.m. and between 2:45 p.m. and 4:00 p.m., Monday through Friday, to facilitate traffic circulation and passenger loading/unloading. Additionally, pavement markings delineating the directional flow of traffic must be provided as shown on the attached site plan.]
10. TRAFFIC SIGNALIZATION: One year from the date of issuance of a certificate of occupancy, and annually thereafter for five years, the Property owner shall submit a letter to the director of Public Works and Transportation requesting an analysis of the timing of the traffic signal located at the intersection of Abrams Road and Kenwood Street. The Property owner shall pay for any necessary costs associated with these analyses and for any new traffic control improvements that the analyses show are necessitated by and wholly attributable to the operation of the private school. The Property owner shall share the results of the annual analyses with the Wilshire Heights and Lakewood Neighborhood Association.
11. [UNLOADING/LOADING: ~~The designated area for passenger loading/unloading must be identified with pavement markings and signage in the area labeled "School Personnel A" on the attached site plan.~~
- ~~12.]~~ PARKING: Off-street parking must be provided in the locations shown on the attached site plan.
- ~~12|13].~~ FENCES:
- (a) Fences around the perimeter of the Property are permitted at a maximum height of six feet in locations shown on the attached site plan, except a maximum height of nine feet in the side yard adjacent to Lot 1, Block G/2868 as shown on the attached site plan.
- (b) Access gates to the athletic field are prohibited along Alderson Street.
- (c) A temporary solid fence at least six feet in height must be provided along the area identified as the Alderson Street Planting Area in the location shown on the attached site plan prior to commencement of construction on the Property. After issuance of a certificate of occupancy, this temporary fence may be replaced with a permanent fence not to exceed six feet in height.

- (d) Fencing for athletic fields must comply with the heights and location shown on the attached site plan.
- (e) Protective netting associated with the baseball field may only be raised during baseball season from March 1 through May 31.

13. ATHLETIC FIELD STRUCTURES:

- (a) Structures for the athletic field are limited to those shown on the attached site plan.
- (b) Bleachers must not exceed four rows of seating or four feet in height.
- (c) Bleachers are prohibited adjacent to the southern property line of Lot 1, Block G/2868.
- (d) The scoreboard is limited to a maximum of 20 feet in height and must be oriented as shown on the attached site plan

14. LIGHTING: Lighting in the expansion area shown on the site plan is limited to security lighting no more than 12 feet in height. Lighting must be shielded.

15. OUTDOOR SPEAKERS: Outdoor speakers are prohibited.

16[14]. MAINTENANCE: The [entire] Property must be properly maintained in a state of good repair and near appearance.

17[15]. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.”

SECTION 3. That the site plan attached to Ordinance No. 25392 is replaced by the site plan attached to this ordinance.

SECTION 4. That all paved areas, permanent drives, streets, and drainage structures, if any, on the Property must be constructed in accordance with standard City of Dallas specifications, and completed to the satisfaction of the director of public works and transportation.

SECTION 5. That the building official shall not issue a building permit or a certificate of occupancy for a use authorized by this specific use permit on the Property until there has been full compliance with this ordinance, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the City of Dallas.

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

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

SECTION 8. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

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

APPROVED AS TO FORM:

THOMAS P. PERKINS, JR., City Attorney

BY 
Assistant City Attorney

Passed MAY 09 2012

GIS Approved

BEING a parcel or tract of land situated in the A. McCommas Survey, Abstract Number 911, in the City of Dallas, Dallas County, Texas, being part of that tract of land described to the Corporation of Episcopal Diocese of Dallas by deed recorded in Volume 3054, Page 397, Deed Records, Dallas County, Texas, being all of that tract of land described to the Roman Catholic Diocese of Dallas by deeds recorded in Volume 96133, Page 1735 and Volume 2003210, Page 5134, Deed Records, Dallas County, Texas, being all of that tract of land described to St. Thomas Aquinas School by deed recorded in Volume 2433, Page 442, Deed Records, Dallas County, Texas, and being all of Lot 2, Block G/2868 of the Curtis L. Aikin Addition, an addition to the City of Dallas according to the plat thereof recorded in Volume 20, Page 25, Map Records, Dallas County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING at an "X" chiseled in concrete set for corner at the Northeasterly corner of a 15-foot alley shown on the Meadow Dale Addition according to the plat thereof recorded in Volume 7, Page 257, Map Records, Dallas County, Texas, said point being in the Westerly line of Abrams Road (92.5-foot right-of-way (at this point));

THENCE South 89 deg. 03 min. 29 sec. West, departing the Westerly line of said Abrams Road and following the Northerly line of said 15-foot alley a distance of 733.57 feet to an "X" chiseled in concrete set for corner, said point being in the Easterly line of Alderson Street (a 50-foot right-of-way (at this point));

THENCE North 35 deg. 49 min. 28 sec. East, departing the Northerly line of said 15-foot alley and following the Easterly line of said Alderson Street a distance of 94.67 feet to a point for corner at the beginning of a curve to the right whose chord bears North 57 deg. 35 min. 40 sec. East, 111.28 feet;

THENCE in a Northeasterly and Easterly direction along the Easterly line of said Alderson Street and said curve to the right having a central angle of 43 deg. 32 min. 24 sec., a radius of 150.02 feet, and an arc length of 114.00 feet to an "X" chiseled in concrete set for corner;

THENCE North 00 deg. 57 min. 17 sec. West, following the Easterly line of said Alderson Street a distance of 50.53 feet to a five-eighths inch iron rod found for corner, said point being the Southwesterly corner of a tract of land described to the Roman Catholic Diocese of Dallas by deed recorded in Volume 2003210, Page 5134, Deed Records, Dallas County, Texas;

THENCE North 01 deg. 11 min. 44 sec. West, following the Easterly line of said Alderson Street and the Westerly line of said Roman Catholic Diocese of Dallas tract, a distance of 121.80 feet to a point for corner in the Southerly line of Lot 1, Block G/2868 of said Curtis L. Aikin Addition;

THENCE North 88 deg. 43 min. 29 sec. East, departing the Easterly line of said Alderson Street, following the Southerly line of said Lot 1, Block G/2868 a distance of 130.00 feet to a point for corner;

THENCE North 01 deg. 16 min. 31 sec. West, following the Easterly line of said Lot 1, Block G/2868 a distance of 121.63 feet to a point for corner in the Southerly line of Lot 2, Block G/2868 of said Curtis L. Aikin Addition;

THENCE South 88 deg. 43 min. 29 sec. West, following the common line of said Lot 1, Block G/2868 and Lot 2, Block G/2868, a distance of 130.00 feet to a point for corner in the Easterly line of said Alderson Street;

THENCE following the Easterly line of said Alderson Street the following calls:

North 01 deg. 16 min. 31 sec. West a distance of 45.94 feet to a point for corner at the beginning of a curve to the left whose chord bears North 16 deg. 21 min. 38 sec. West, 71.45 feet;

In a Northerly direction along said curve to the left having a central angle of 30 deg. 09 min. 45 sec., a radius of 137.30 feet, and an arc length of 72.28 feet to a point for corner at the beginning of a curve to the right whose chord bears North 14 deg. 56 min. 26 sec. West, 62.67 feet;

GIS Approved

In a Northerly direction along said curve to the right having a central angle of 27 deg. 53 min. 42 sec., a radius of 130.00 feet, and an arc length of 63.29 feet to a point for corner;

North 00 deg. 52 min. 42 sec. West a distance of 177.93 feet to a point for corner in Kenwood Drive;

THENCE North 88 deg. 35 min. 38 sec. East, following Kenwood Drive, a distance of 616.91 feet to a point for corner in the Westerly line of Abrams Road;

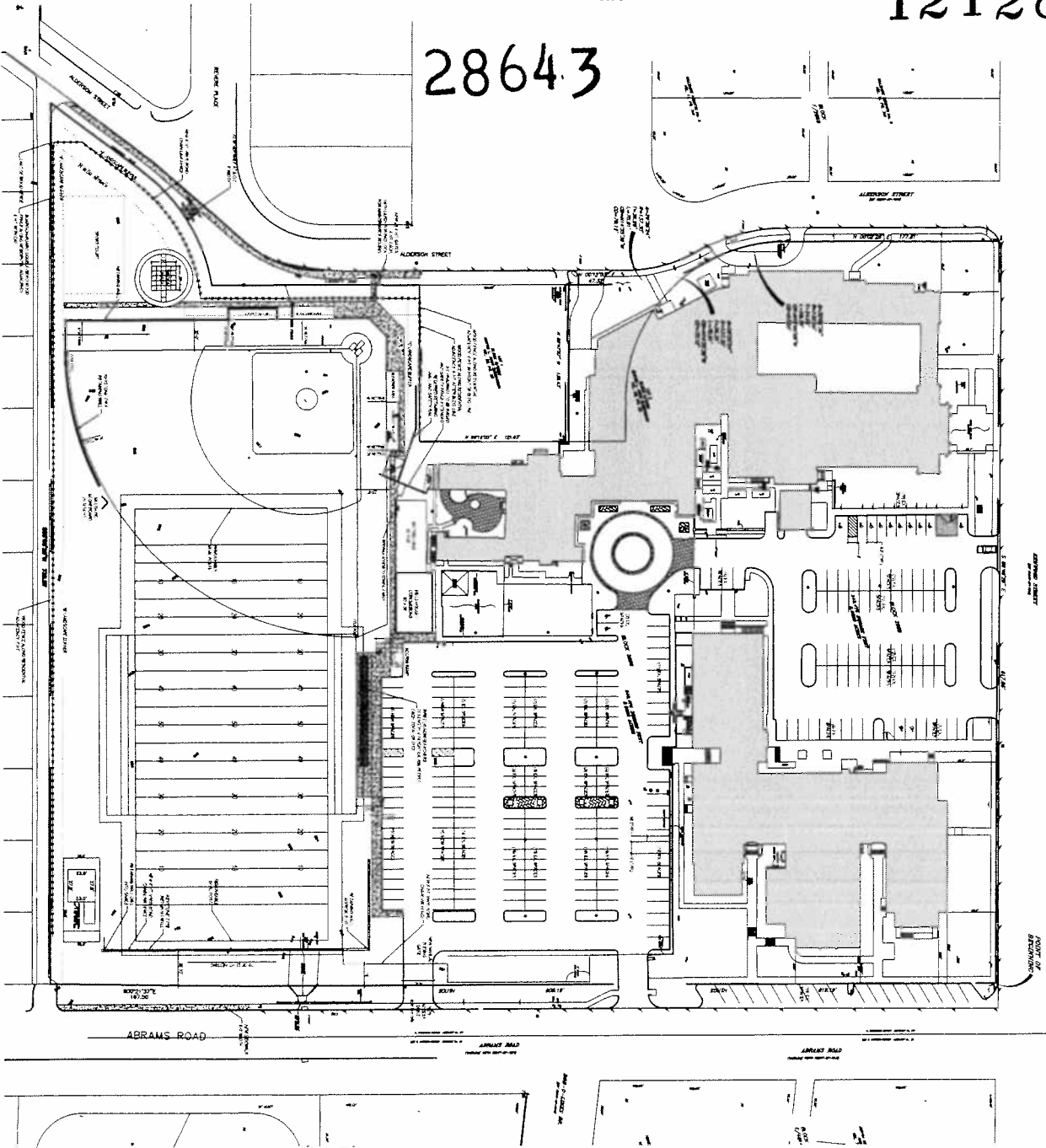
THENCE following the Westerly line of Abrams Road the following calls:

South 00 deg. 52 min. 42 sec. East a distance of 483.35 feet to a one-inch iron pipe found for corner;

South 02 deg. 07 min. 44 sec. East a distance of 135.62 feet to a point for corner;

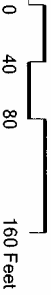
South 00 deg. 21 min. 37 sec. East a distance of 167.50 feet to the POINT OF BEGINNING and containing 462,132 square feet or 10.609 acres of land, more or less.

2864.3



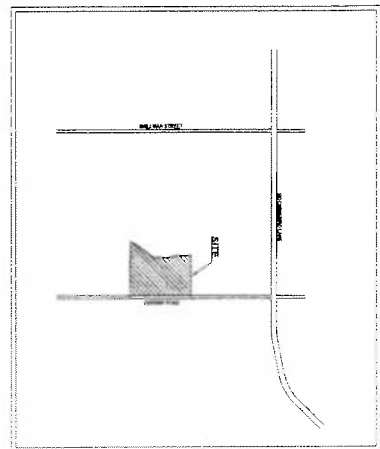
1 SITE PLAN

SCALE: 1" = 40'-0"



Specific Use Permit
No. 1526

Approved
City Plan Commission
April 5, 2012



VICINITY MAP

NTS

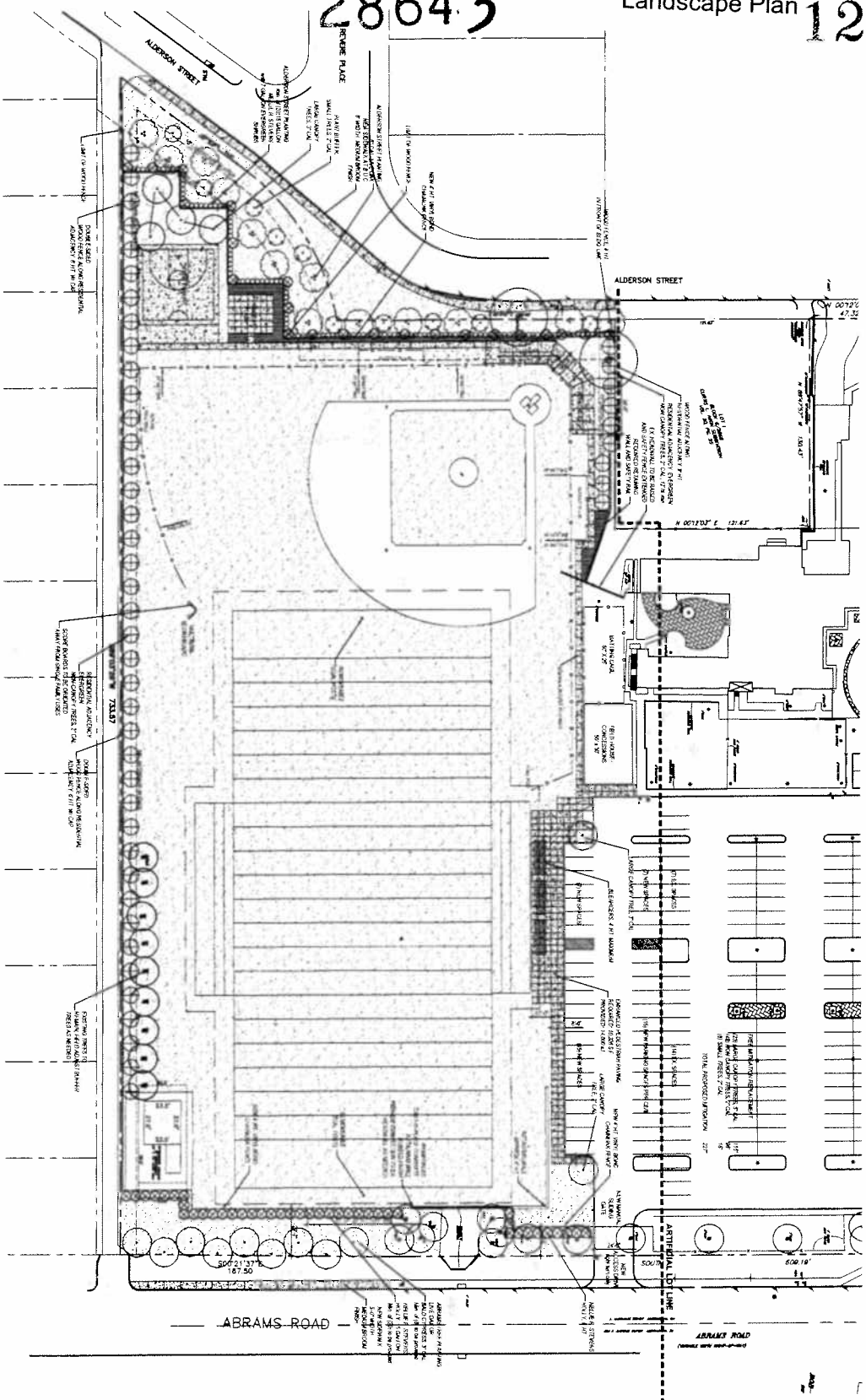
CASE NUMBER:	482-178 (4 SF TUBES) (A)
LOT AREA	124,927 SF
TOTAL BLDG. AREA	40,536 SF
CHURCH	8,876 SF
1ST FLOOR	7,236 SF
2ND FLOOR	5,304 SF
PRESCHOOL	6,945 SF
1ST FLOOR	30,172 SF
2ND FLOOR	19,853 SF
SCHOOL	7,178 SF
BASEMENT	1,900 SF
1ST FLOOR	0.27
2ND FLOOR	18.7%
GTM	48%
PROPOSED CONCESSION STAND	
FLOOR AREA RATIO	
LOT COVERAGE	
NON-PERMEABLE COVERAGE	
TOTAL REQUIRED PARKING	285 SPACES
CHURCH	192 SPACES
PRESCHOOL	15 SPACES
SCHOOL	56 SPACES
PROVIDED PARKING	270 SPACES

NOTE: ALL CURB CUTS NOT USED WILL BE RESTORED TO CURBS

<p>Baldwin Associates 3904 Elm Street, Suite B Dallas, Texas 75226 MOBILE: 214.729.7349 OFFICE: 214.524.7349 rob@baldwinplanning.com</p>		
<p>ST. THOMAS AQUINA CHURCH & SCHOOL CITY OF DALLAS, TEXAS SUP 1526 AMENDMENT</p>		
PREPARED BY	AS	
DATE	12/06/11	
SCALE	1" = 40'	
NOTES		
NO.	DATE	REVISION
1	07/02/12	edit
2	07/09/12	edit
3	02/28/12	edit

Z112-124

2864.3



ATHLETIC FIELD EXPANSION: CONCEPT SITE / LANDSCAPE



SMI landscape architects, Inc.
Pritchard Associates, Inc.

JONES & CARTER, INC.

Specific Use Permit
No. 1526

Approved
City Plan Commission
April 5, 2012

ST. THOMAS AQUINAS CHURCH & SCHOOL

CASE #Z112-124



SCALE: 1/8" = 1'-0"
DATE: 02.28.2012
DRAWN: 02.28.2012

Landscape Plan

LANDSCAPE MATERIALS
 ASPHALT: 1/2" ASPHALT
 CONCRETE: 4" CONCRETE
 GRAVEL: 1/4" GRAVEL
 SAND: 1/4" SAND
 MULCH: 2" MULCH
 TREES: 1" CALIBER TREES
 SHRUBS: 1" CALIBER SHRUBS
 PLANTS: 1" CALIBER PLANTS

28643

Traffic Management Plan and Queuing Analysis
St. Thomas Aquinas Catholic School Z112-124
3741 Abrams Road, Dallas, TX
January 13, 2011

Introduction:

The St. Thomas Aquinas Catholic School is located on the southwest corner of Abrams Road and Kenwood Street. The school has been in operation on the site since 1947. The school has approximately 590 students in grades Pre-K and 3-8, with 50 staff and teachers.

The Saint Thomas Aquinas Catholic Church & School is proposing to reconstruct the southern portion of the Abrams Road campus to provide a baseball diamond and a football field, along with a small field house/concessions area and an additional 40 paved parking spaces. The parking lot addition would include an additional driveway to Abrams Road at the southwest corner, replacing the existing driveway at the Episcopal Church building. As a part of the SUP amendment, the allowable number of students at the campus will be reduced from the current 910 to a new limit of 600, essentially capping enrollment at the current level.

The proposed construction of a football field and a baseball diamond on the campus will have no significant impact on the surrounding roadways or neighborhoods for either typical weekdays or during games. Effectively no additional vehicle trips will be generated on non-game weekdays because of the athletic fields. Nearly everyone who uses the fields on a daily basis for recreation or practice is already on the campus for other reasons. The *ITE Trip Generation* manual does not include the presence of athletic fields as a factor which contributes to trip generation for schools. In fact, with athletes potentially arriving earlier or leaving later than the general student population, the athletic facilities may actually reduce the number of vehicle trips in the school's peak hours, by spreading the traffic over a greater time period. The modest number of new trips that do occur during games take place when there is limited activity at the existing church and school (i.e., evenings and Sunday afternoons).

Previous TMP Operation:

On weekdays, the 590-student school operates from 7:50 AM until 3:15 PM. Parent automobile drop-off and pick-up is organized with one loading area in the northern parking lot (Kenwood Lot) and one loading area in the southern parking lot (Field Lot). Presently, traffic for the Kenwood Lot loading area enters at the west driveway from Kenwood Drive, and exits at the east driveway. Traffic for the Field Lot enters and exits through the single driveway to Abrams Road. In both areas, entries and exits are limited to right turns in order to simplify operations, with generally good compliance by drivers. Student pick-up procedure is in the modern style with multiple pick-up points, vehicles displaying student names, and names being called ahead to match students with vehicles as they arrive. Queuing prior to the pick-up time dissipates quickly once the loading operation commences.

Proposed TMP Operation:

The proposed TMP uses the same 7:50AM start and 3:15 PM dismissal and the same matching of students with multiple loading stations, with similar automobile paths to what has been used for many years. However, the additional row of parking in the Field Lot which will be added as a part of the athletic fields project will allow significantly larger queues to be stored within the campus. With four rows of parking, a serpentine path is possible with an entry at the existing driveway on the northeast corner of the lot, and a straightforward exit using the proposed driveway at the southeast corner of the lot. Exits would be restricted to right turns only. The

Z112-124

vehicle queue is separated from the pedestrian pathway that the students use to get to the assembly area near the loading stations. A simplified vehicle path is used in the AM drop-off period since the queuing distance is not as vital. The AM path uses the same entry and exit points, but removes the serpentine turns and drops off at the south door of the school.

The TMP shown for the PM pick-up will provide 1,870' of queuing distance in the Field Lot when it is double-stacked. This is approximately three times as long as the existing 640' of single-stacked queue which was used before the parking lot expansion. The 1,870' of queuing distance will accommodate around 93 vehicles within the Field Lot.

Double-stacking the Kenwood Lot path as shown will increase the available queuing distance there to 620', which would accommodate around 31 vehicles. The path follows the established route of right turns from Kenwood Street at the northwest corner, travelling through the lot and loading/unloading near the school doors, and then exiting with a right turn to Kenwood Street.

Combining the two loading areas, the available queuing within the school site would be 2,490', or about 124 vehicles. With a greater portion of the queue storage distance being available on the Field Lot after the expansion, additional grades should be shifted to use that loading area in order to balance the number of queued vehicles on each lot. The goal should be to avoid significant interference to public street traffic. In any case, the additional queuing distance within the site will improve local operations compared to the existing conditions.

Queuing Analysis:

Based on observations of queuing at St. Thomas Aquinas and other public and private schools in the DFW area, KHA uses a design standard for projecting queue demands at schools. The expected maximum queue in vehicles is equal to 20% of the largest number of students dismissed at one time. Students using buses or walking/biking are deducted from the student number since they do not attract personal vehicles to the campus. This method accounts for the differences in how schools divide up the pick-up time period, as some dismiss all students in one group and therefore have higher vehicle demands in a short time period, while some spread out the dismissals over two or more groups. The projected queue formula can be stated as:

$$(\text{Students dismissed in time period} - \text{Students using other modes}) * 0.20 = \text{Number of vehicle in queue}$$

The school has a single dismissal time. There is no busing planned for the campus, and for a conservative analysis no students are expected to be pedestrians or bicyclists, so all 590 students are assumed to be picked up by personal automobile. Therefore, the projected queue length is:

$$(590 \text{ students dismissed} - 0 \text{ Students using buses/walk/bike}) * 0.20 = 118 \text{ vehicles in queue}$$

The projected queue of 118 vehicles translates to 2,360' of queuing distance. This distance is well in excess of the recommended values for equivalent Texas schools found in the Texas Transportation Institute (TTI) research report 0-4286 *Operations and Safety Around Schools* published in January 2004. The more conservative (longer queues) KHA method reflects the nature of private schools which draw from a large area and tend to have fewer students arriving by bus, pedestrian, or bicycle than traditional public schools.

The projected maximum queue demand of 2,360' can be accommodated within the 2,540' of distance available in the TMP, with approximately 180' of queuing distance available in excess of the demand.

Projected Queue Demand:	2,360'	118 Vehicles
Available Queuing Distance:	2,490'	124 Vehicles
Surplus (Deficiency):	130'	6 Vehicles

Summary:

This TMP defines the drop-off and pick-up procedures for the St. Thomas Aquinas Catholic School once the Field Lot is expanded as proposed. The proposed TMP provides a significant improvement in on-site queue storage over the existing operations, which will translate to a reduction in the number of vehicles stopping temporarily on the adjacent roadways. The TMP vehicle routes provide an available queue distance within the site that is greater than the projected maximum expected queue for the school's operations. With the TMP operating as shown and the dismissed students balanced between the two loading areas, the school traffic should not need to queue vehicles in the ROW of any City street. Any queuing that does occur should be minimal and of very limited duration. The property owner/school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle queue on the City streets. The TMP should be reevaluated at intervals as directed by the City in the SUP language.

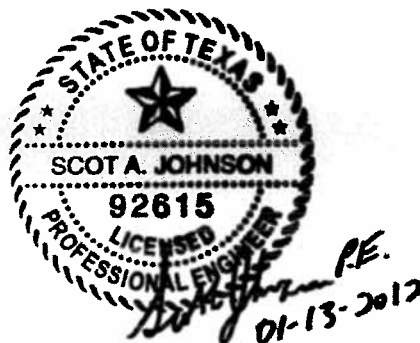
Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Scot A. Johnson, P.E. #92615, certify that the results indicate that no queuing of vehicles dropping off or picking up students at the St. Thomas Aquinas School will extend onto City of Dallas rights-of-way.

In order to ensure that all queuing of vehicles is completely accommodated on school property, St Thomas Aquinas School administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

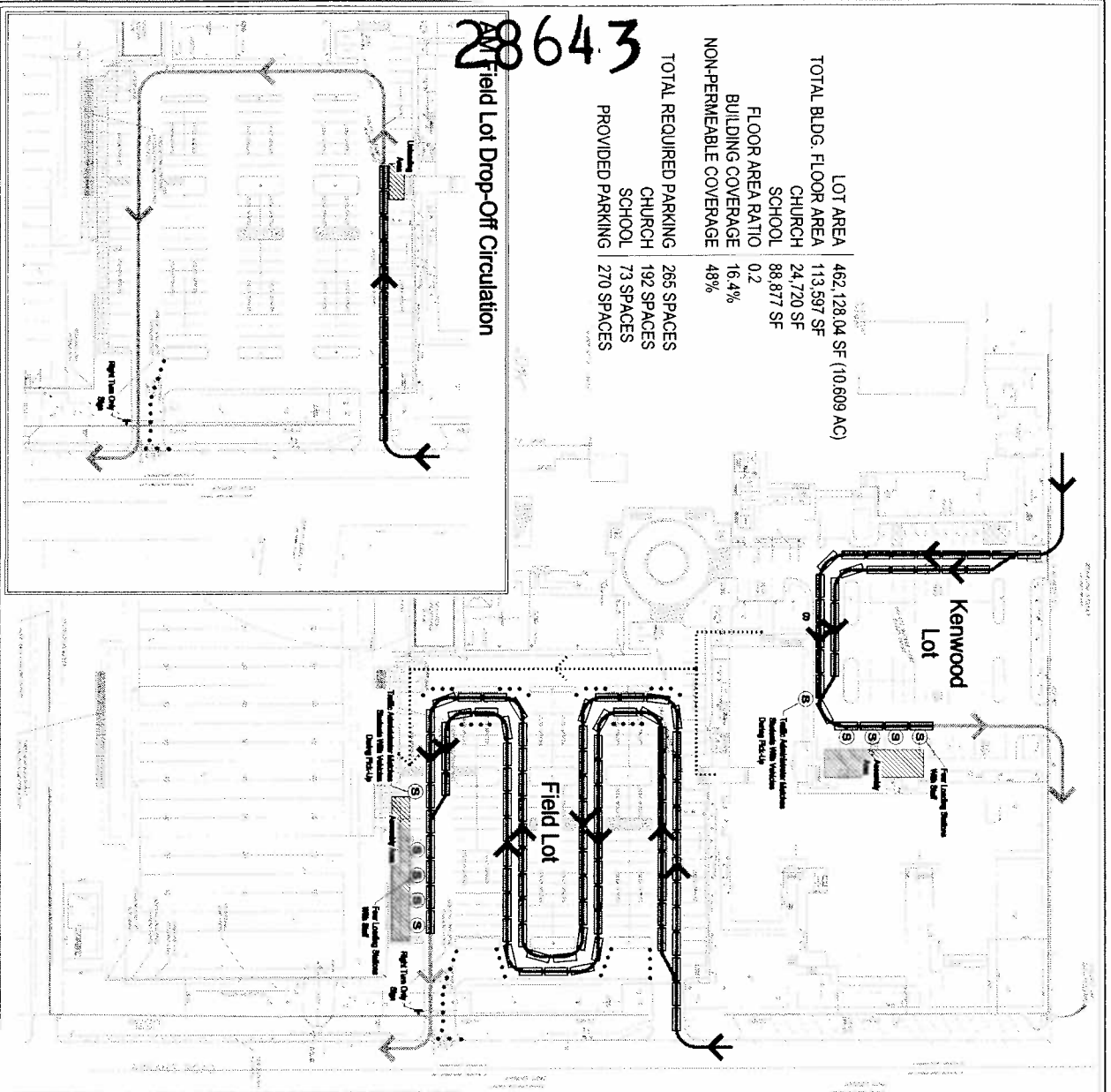
Prepared by:

Kimley-Horn and Associates, Inc.
 Scot A. Johnson, P.E., PTOE
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 Dallas, TX 75251
 (972) 770-1300



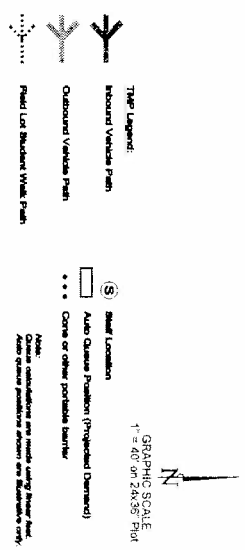
28643

LOT AREA	462,128.04 SF (10,609 AC)
TOTAL BLDG. FLOOR AREA	113,597 SF
CHURCH	24,720 SF
SCHOOL	88,877 SF
FLOOR AREA RATIO	0.2
BUILDING COVERAGE	16.4%
NON-PERMEABLE COVERAGE	48%
TOTAL REQUIRED PARKING	265 SPACES
CHURCH	192 SPACES
SCHOOL	73 SPACES
PROVIDED PARKING	270 SPACES



Specific Use Permit
No. 1526

Approved
City Plan Commission
April 5, 2012



Current Enrollment: 800 Students
School Hours: Start 8:04 End 3:16 PM
PK-3d 7:30-7:50 AM

Available queue distance in the Kenwood Lot is 620' (31 vehicles). Available queue distance in the Field Lot is 1,510' (83 vehicles). Total available queue distance within the campus is 2,490' (124 vehicles). Projected maximum queue demand is 2,300' (118 vehicles), occurring during the afternoon pick-up time period.

The available queue distance provides 190' (9 vehicles) in excess of the expected maximum queue. Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Scott A. Johnson, P.E. #62816, certify that the results indicate that no queuing of vehicles stopping off or picking up students at the St. Thomas Aquinas School will exceed onto City of Dallas rights-of-way.

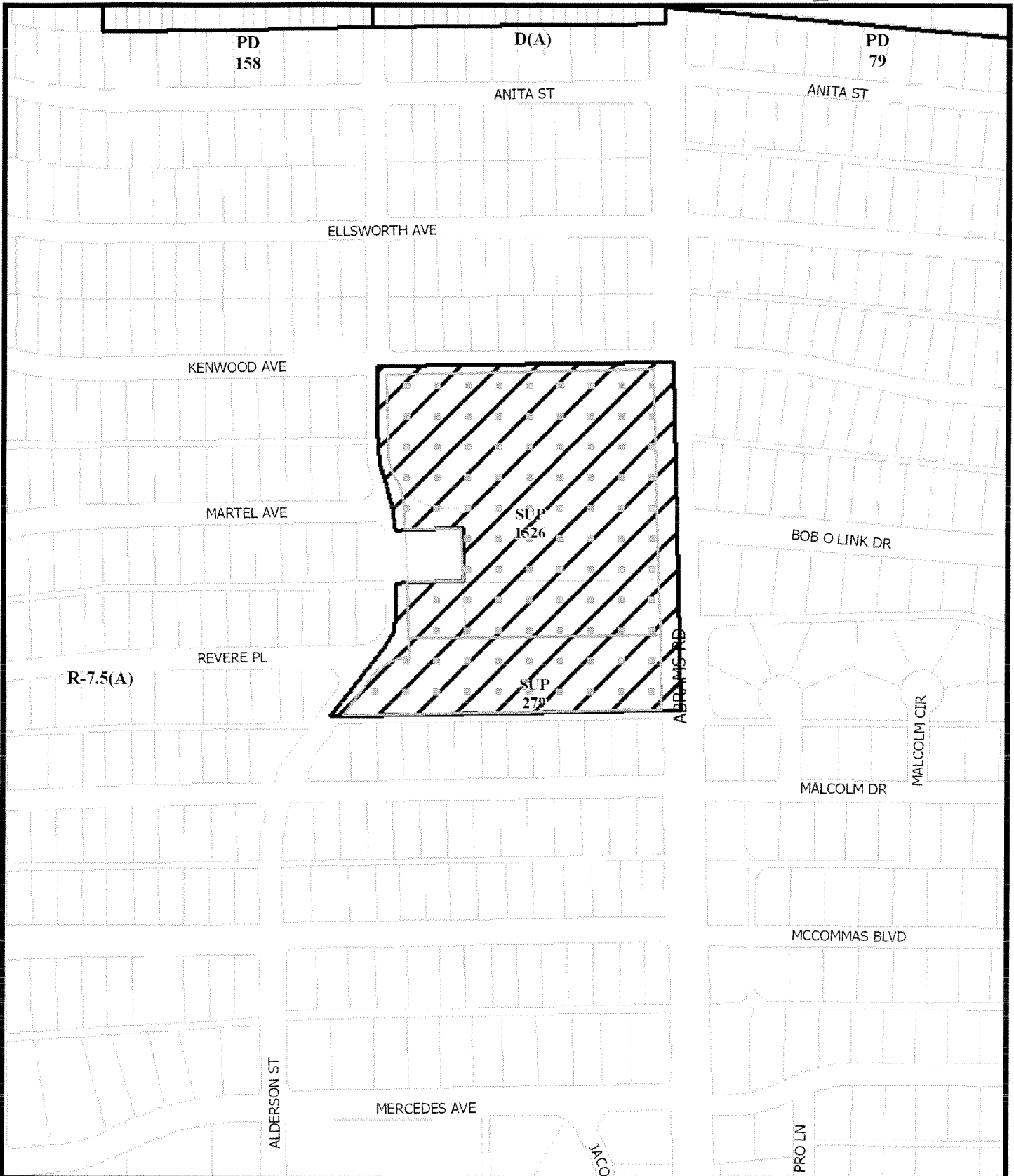
In order to ensure that all queuing of vehicles is completely accommodated on school property, St. Thomas Aquinas School administrators certify that the proposed Traffic Management Plan will be implemented on a continuing basis, and any vehicles queuing should begin to occur on public rights-of-way, that the necessary action is being taken to ensure that the public rights-of-way should be allowed to divert and control traffic operating within the public right-of-way.



Traffic Management Plan (TMP)
SUP 1526 Amendment
St. Thomas Aquinas Catholic School
3741 Abrams Road, Dallas, TX
Z112-124

2864.5

121281



1:3,600

ZONING AND LAND USE

Case no: Z112-124

Date: 1/12/2012