

2-24-15

ORDINANCE NO. 29665

An ordinance changing the zoning classification on the following property:

Being a tract of land in City Block 16/3760; fronting approximately 315.05 feet on the west line of Ewing Avenue; and fronting approximately 630 feet on the south line of Korgan Street; and containing approximately 4.89 acres,

from an R-7.5(A) Single Family District and a CR Community Retail District to Planned Development District No. 937; amending Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code by creating a new Article 937; establishing use regulations and development standards for this planned development district; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

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

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

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

SECTION 1. That the zoning classification is changed from an R-7.5(A) Single Family District and a CR Community Retail District to Planned Development District No. 937 on the property described in Exhibit A, which is attached to and made a part of this ordinance (“the Property”).

SECTION 2. That Chapter 51P, “Dallas Development Code: Planned Development District Regulations,” of the Dallas City Code is amended by adding a new Article 937 to read as follows:

“ARTICLE 937.

PD 937.

SEC. 51P-937.101. LEGISLATIVE HISTORY.

PD 937 was established by Ordinance No. _____, passed by the Dallas City Council on February 25, 2015.

SEC. 51P-937.102. PROPERTY LOCATION AND SIZE.

PD 937 is established on property on the southwest corner of Korgan Court and Ewing Avenue. The size of PD 937 is approximately 4.89 acres.

SEC. 51P-937.103. DEFINITIONS AND INTERPRETATIONS.

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

(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 residential zoning district.

SEC. 51P-937.104. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 937A: development plan.
- (2) Exhibit 937B: traffic management plan.

SEC. 51P-937.105. DEVELOPMENT PLAN.

(a) For an open-enrollment charter school, development and use of the Property must comply with the development plan (Exhibit 937A). 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-937.106. MAIN USES PERMITTED.

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the R-7.5(A) Single Family District, subject to the same conditions applicable in the R-7.5(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R-7.5(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP, a use subject to development impact review (DIR) in the R-7.5(A) Single Family District is subject to DIR in this district, etc.

(b) Open-enrollment charter school is permitted by right.

SEC. 51P-937.107. ACCESSORY USES.

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.

SEC. 51P-937.108. 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 R-7.5(A) Single Family District apply.

(b) Open-enrollment charter school.

(1) Front yard. Minimum front yard is 15 feet along Korgan Court.

(2) Height. Maximum structure height is 35 feet

(3) Lot coverage. Maximum lot coverage is 40 percent. Above-ground parking structures are included in lot coverage calculations. Surface parking lots and underground parking structures are not.

SEC. 51P-937.109. OFF-STREET PARKING AND LOADING.

Consult the off-street parking and loading regulations (Division 51A-4.300 et seq.) for information regarding off-street parking and loading generally.

SEC. 51P-937.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P-937.111. LANDSCAPING.

(a) Landscaping must be provided in accordance with Article X.

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

SEC. 51P-937.112. TRAFFIC MANAGEMENT PLAN

(a) In general. Operation of an open-enrollment charter school must comply with the traffic management plan (Exhibit 937B).

(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 March 1, 2016. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1st of each even-numbered year.

(2) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

- (A) ingress and egress points;
- (B) queue lengths;
- (C) number and location of personnel assisting with loading and unloading of students;
- (D) drop-off and pick-up locations;
- (E) drop-off and pick-up hours for each grade level;
- (F) hours for each grade level; and
- (G) circulation.

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

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

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

(d) Phase II. Before issuance of a building permit for Phase II, the Property owner or operator shall:

(1) submit additional data to the director showing the number of students who live within walking distance of the school, how many students actually walk to school, and how many students use public transportation; and

(2) submit an amended traffic management plan.

(e) 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-937.113. SIGNS.

(a) Except as provided in this section, signs must comply with the provisions for non-business zoning districts contained in Article VII.

(b) For an open-enrollment charter school, one monument sign is permitted in the location shown on the development plan. The maximum effective area for the monument sign is 175 square feet.

SEC. 51P-937.114. FENCES.

(a) For an open-enrollment charter school, a perimeter fence with a minimum height of six feet must be provided in the location shown on the development plan.

(b) For an open-enrollment charter school, the outdoor play area must be enclosed by a minimum four-foot-high fence, as shown on the development plan.

(c) The fence materials may consist of chain link, masonry, wood, wrought iron, or any combination of these materials.

SEC. 51P-937.115. OPEN-ENROLLMENT CHARTER SCHOOL.

(a) Classrooms. The maximum number of classrooms is 45.

(b) Hours of operation. An open-enrollment charter school may only operate between 7:00 a.m. and 6:00 p.m., Monday through Friday.

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

(d) On street parking. On street parking is prohibited on the south side of Korgan Street. The property owner shall post "No Parking" signs on the south side of Korgan Street prior to the start of school operations.

(e) Drive B. Vehicles exiting Drive B as shown on the traffic management plan are restricted to right turns only.

SEC. 51P-937.116. ADDITIONAL PROVISIONS.

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

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

SEC. 51P-937.117. 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 for 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.”

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

SECTION 4. That development of this district must comply with the full-scale versions of Exhibit 937A (development plan) and Exhibit 937B (traffic management plan) attached to this ordinance. Reduced-sized versions of these plans shall be provided in Chapter 51P. Permits shall be issued based on information provided on the full-scale versions of the plans.

SECTION 5. That the city attorney is authorized to insert the enrolled number of this ordinance in the legislative history section of Article 937 in Chapter 51P.

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

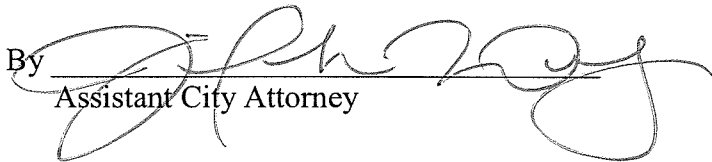
SECTION 7. That the zoning ordinances of the City of Dallas and Chapter 51P of the Dallas City Code, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

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

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:

WARREN M.S. ERNST, City Attorney

By  Assistant City Attorney

Passed **FEB 25 2015**

LEGAL DESCRIPTION

BEING a 4.885 acre tract of land situated in the Thomas McDowell Survey Abstract No. 875, Dallas County, Texas, a portion of City Block No. 16/3760 City of Dallas and being the same land described in a deed recorded in Volume 691, Page 609 of the Deed Records Dallas County, Texas (DRDCT) and being more particularly described as follows:

BEGINNING at a 5/8 inch iron rod set for corner at the intersection of the south line of Korgan Court (a 40 feet wide right of way) and the west line of S. Ewing Avenue (a 60 feet wide right of way);

THENCE along the west line of said S. Ewing Avenue, SOUTH 01°07'24" EAST a distance of 315.05 feet to a 5/8 inch iron rod set for corner in the south line of said Block 16/3760;

THENCE along the south line of said Block 16/3760, SOUTH 89°16'51" WEST a distance of 680.39 feet to a 5/8 inch iron rod set for corner in the east line of an Alley (a 15 feet wide right of way);

THENCE along the east line of said Alley, NORTH 00°17'47" EAST a distance of 293.04 feet to a 5/8 inch iron rod set for corner at the south end of a corner cut off line as described in a deed recorded in cc# 200600253212, Official Public Records Dallas County, Texas (OPRDCT), located at the intersection of the east line of said Alley and the south line of said Korgan Court;

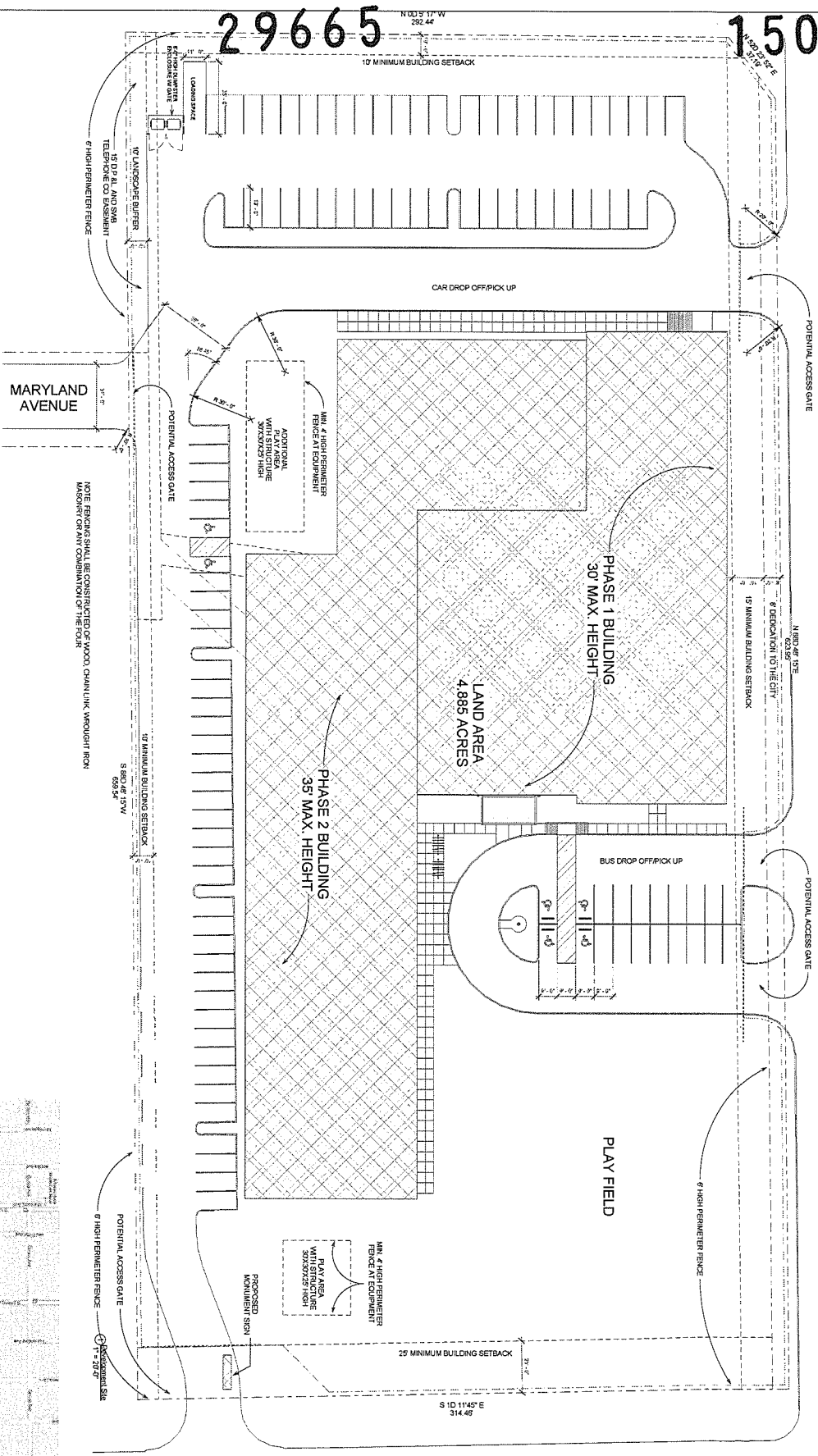
THENCE along said corner cutoff line, NORTH 52°51'40" EAST a distance of 37.13 feet to a 5/8 inch iron rod set for corner in the south line of said Korgan Court;

THENCE along the south line of said Korgan Court said NORTH 89°16'51" EAST a distance of 643.09 feet to the POINT OF BEGINNING;

CONTAINING 4.885 acres or 212,796 square feet of land more or less all according to that certain survey prepared by A. J. Bedford Group, Inc.

KORGAN COURT
 56' R.O.W.

S. EWING AVE.
 60' R.O.W.



BUILDING AREA

PHASE 1 BUILDING AREA 26,311 SF

PHASE 2 BUILDING AREA 54,987 SF

GROSS BUILDING AREA 81,298 SF

IMPERVIOUS COVERAGE

BUILDING 59,571 SF

PARKING 61,538 SF

SIDEWALKS 10,668 SF

TOTAL IMPERVIOUS AREA 131,777 SF

PHASE 1 CLASSROOMS

PRE-K 3

K-5TH 11

PHASE 1 TOTALS 14

PHASE 2 CLASSROOMS

K-5TH 11

6TH-8TH 19

PHASE 2 TOTALS 30

BUILDING TOTAL

44 CLASSROOMS

4.5 (9) PARKING REQUIRED

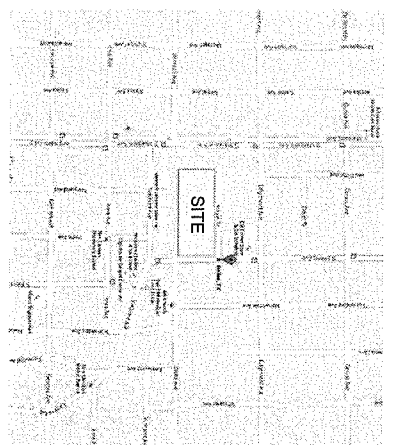
16.5 (17) PARKING REQUIRED

84 PARKING REQUIRED

106 PARKING REQUIRED

106 PARKING PROVIDED

ZONING CASE NUMBER
 Z145-149



No.	Description	Date
1	PRELIMINARY REVIEW	10/09
2	FINAL REVIEW/ISSUE DATE	10/09
3	SYSTEM REVIEW	10/09
4	PROJECT REVIEW	10/09
5	100% FOR PERMITTING/ISSUE DATE	01/15

TURNER AGASSI
 KIPP EWING
 ELEMENTARY
 SCHOOL
 TEXAS

1545 S. EWING AVE. DALLAS
 TEXAS

DEVELOPMENT PLAN

Project Number: 14507
 Date: 2/19/15
 Drawn by: JMS
 Checked by: JMS

AS100a

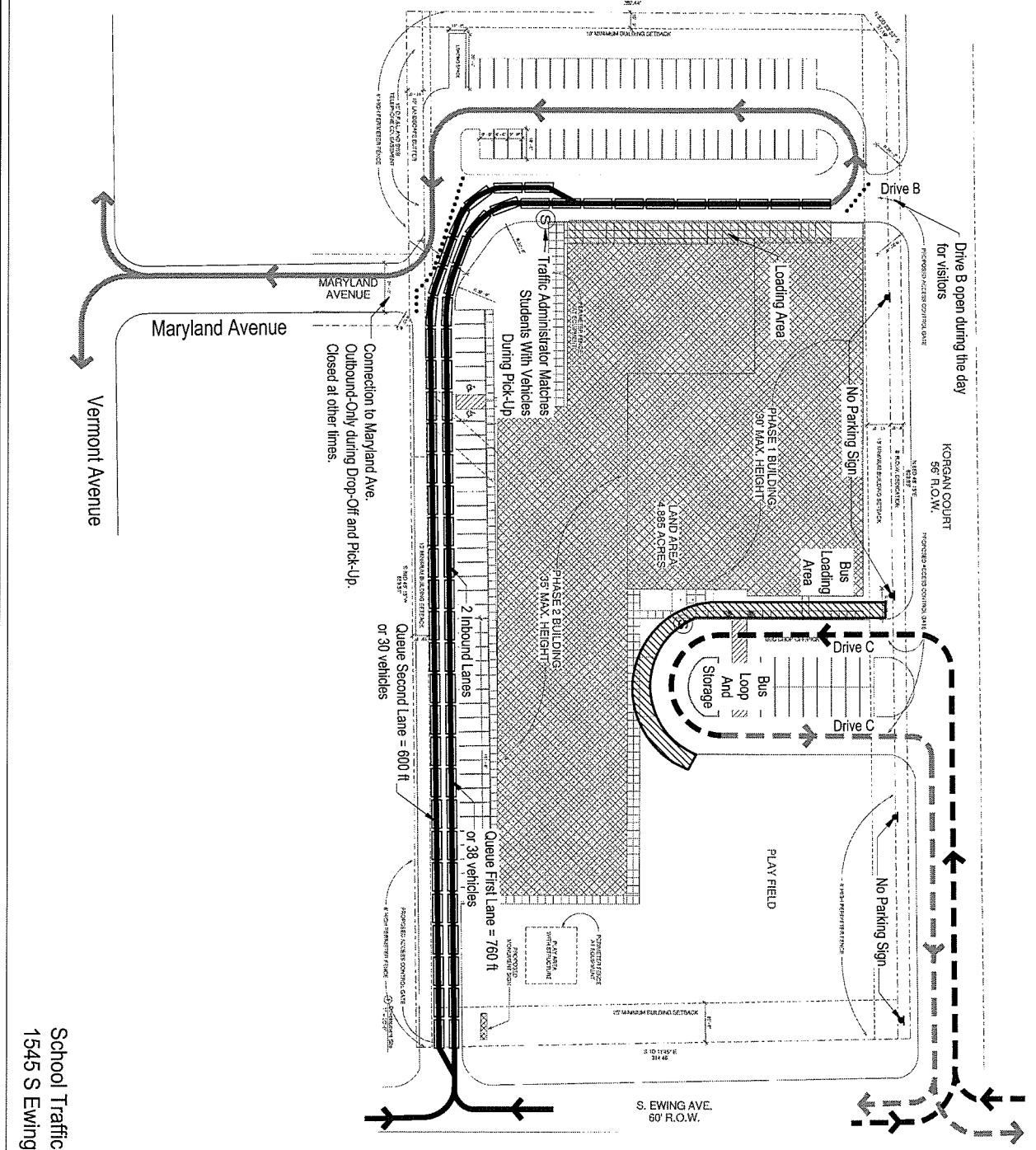
ISSUE FOR PRICING
 NOT FOR REGULATORY
 REVIEW, PERMITTING,
 OR CONSTRUCTION

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Ea
 Architects

KIPP:
 Capital

100% FOR PRICING / APPENDIX #4 FEBRUARY 19 2015



GRAPHIC SCALE
1" = 30' on 24x36 Plot

- TMP Legend:**
- Inbound Vehicle Path
 - Outbound Vehicle Path
 - Bus Path
 - Stair Location
 - Auto Queue Position
 - Car or other portable barrier
 - Note: Queue calculations are made using linear feet. Auto queue positions shown are illustrative only.



Kimley-Horn

INCORPORATED 1915
1501 N. GARDNER ST., SUITE 100
DALLAS, TEXAS 75245
OFFICE PHONE: 214.635.1100
FAX: 214.635.1101
WWW.KIMLEY-HORN.COM

Starting Enrollment: Approx 300 Students
Anticipated Maximum Enrollment: Approx 1,119 Students

School Hours:	Students	Start	End
Elementary School	680	7:30 AM	3:30-3:50 PM
Grades PreK - 5			
Middle School	459	7:30 AM	4:30-5:00 PM
Grades 5 - 8			

Available queue distance in the Loading Area is 1,360' (88 vehicles). Drop-off/pick-up assignments and lines should be actively managed in response to conditions. The loading area can accommodate up to 340 students in a single pick-up period. The maximum number of vehicles in the queue at any time shall be at least two pick-up time periods separated by at least 15 minutes.

This table illustrates the projected queue conditions at the school build-out condition:

Starting Enrollment - Approx Student Example	Queue Length	Starting Time	Queue Length	Starting Time	Queue Length	Starting Time	Queue Length
Elementary 1	320 PM	300	40	2:15	40	1:00	30
Elementary 2	3:30 PM	300	144	2:15	40	1:00	30
Grades PreK - 5	4:30 PM	459	144	2:15	40	1:00	30
Middle School	4:30 PM	459	144	2:15	40	1:00	30

In order to ensure that all queuing of vehicles is completely accommodated on school property, school administrative officials should implement the proposed Traffic Management Plan, monitor the beginning 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.

Proposed Traffic Management Plan

Introduction:

The proposed public charter school campus is a redevelopment of an existing Dallas County facility located on the southwest corner of Korgan Street and Ewing Avenue. The school operation is an expansion of an existing public charter school already in operation in the Dallas area.

The school will start with approximately 300 students for the 2014-2015 school year, and may ultimately grow to up to 1,119 students after five years. The building has a total of 44 classrooms. The following table shows the proposed distribution of classrooms and students at build out, actual student distribution may vary by year:

Grade	Classrooms	Students	Drop-Off Time	Dismissal Time
Pre-K	3	60	7:15 – 7:30 a.m.	3:30 – 3:50 p.m.
Kindergarten	22	120	7:15 – 7:30 a.m.	3:30 – 3:50 p.m.
1 st Grade		120	7:15 – 7:30 a.m.	3:30 – 3:50 p.m.
2 nd Grade		120	7:15 – 7:30 a.m.	3:30 – 3:50 p.m.
3 rd Grade		120	7:15 – 7:30 a.m.	3:30 – 3:50 p.m.
4 th Grade		120	7:15 – 7:30 a.m.	3:30 – 3:50 p.m.
5 th Grade		19	120	7:15 – 7:30 a.m.
6 th Grade	116		7:15 – 7:30 a.m.	4:30 – 5:00 p.m.
7 th Grade	113		7:15 – 7:30 a.m.	4:30 – 5:00 p.m.
8 th Grade		110	7:15 – 7:30 a.m.	4:30 – 5:00 p.m.
Total	44	1,119		

Morning drop-off is from 7:15-7:30 AM for students from Pre-K to 4th grade and from 7:10-7:30 AM for students from 5th to 8th grade, with school starting at 7:30 AM. Afternoon pick-up is between 3:30-3:50 PM for students from Pre-K to 4th grade and 4:30-5:00 PM for students from 5th to 8th grade. The pick-up and drop-off times can be modified to match the school operations. When the student population using the pick-up loading areas grows beyond a certain point, separate dismissals will be required. The pick-up time periods can be modified as long as pick-ups are divided into groups that are separated by at least 15 minutes.

Public charter schools can achieve bus usage of around 50%. While a similar percentage is possible at this campus, a bus usage of 20% for Pre-K – Grade 1 and 40% for Grades 2 – 8 is assumed for the queue calculations in order to ensure a conservative analysis of the queuing demand. The TMP is expandable to handle all 1,119 students in the unlikely event that buses are not used.

Proposed TMP Operation:

The proposed TMP has two loading areas which will operate the same in both the drop-off and pick-up time periods.

The Loading Area is entered from Ewing Avenue at the southern driveway. Starting from the entrance of the school to right before the loading area, vehicles will be queued in a double-stack manner. Just before the loading area, the traffic administrator manages the conversion back to a single queue. The Loading Area has approximately 1360' (68 vehicles) of queuing distance available within the site. Staff members will assist with loading and unloading. Once loaded or unloaded, the vehicles will loop around the parking lot and exit via the connection to Maryland Avenue.

At all locations loading is performed on the passenger side, and no students have to cross vehicle paths. For the afternoon pick-up time period, arriving vehicles will display a sticker or placard indicating which student(s) they are picking up. The traffic administrator posted in advance of the loading stations looks for this information and calls ahead to the loading station so that the appropriate students are waiting at the correct loading station when the vehicle arrives. When the vehicles have come to a stop at the loading station, the students are loaded into the vehicles with the assistance of the staff member at each loading station.

The school will use multiple pick-up groups depending on the number of students. The school can accommodate up to 340 students with a single dismissal time. When the student population using one dismissal time grows above 340, the students will be split in two groups with dismissals separated by at least 15 minutes. In the initial year after the busing assumptions, the elementary school of 300 students would have a parent pick-up of 240 students, which can be accommodated to one dismissal period. The elementary school would eventually grow to have a parent pick-up of 456 students at buildout, which will require two dismissal times.

At buildout the middle school (grades 5-8) will have 459 students being dismissed at 4:30-5:00PM, which is 275 students after the busing assumptions. This number of students can be accommodated within one dismissal time.

Even if there is no busing from the school, the full 1,119 students can be accommodated with four dismissal times (two for elementary school, two for middle school).

The Bus Loading Area is accessed from Korgan Street. The school's side of Korgan Street will be posted with No Parking signs to ensure two lanes are open for two-way traffic, even if resident vehicles are parked in front of the adjacent houses. The buses circulate through the parking lot east of the building, loading from an area adjacent to the building. The bus circulation area is completely separated from the parent vehicle circulation areas, and buses exit back onto Korgan Street. Space is available for temporary bus stacking if necessary, but no buses will be stored on the site overnight. The Bus Loading Area can accommodate multiple buses loading or unloading at the same time.

Z145-149(WE)

Queuing Analysis:

Based on observations of queuing at other public charter schools in the DFW area, KHA uses a design standard for projecting queue demands at similar sites. 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:

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

By design of the TMP, the largest single dismissal that would be the middle school grades 5 – 8, with 459 students at buildout. Therefore, the projected maximum queue length is:

$(459 \text{ students dismissed} - 184 \text{ Students using buses}) * 0.20 = 55 \text{ vehicles in queue}$

The projected queue of 55 vehicles translates to 1,100' 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 charter schools which draw from a large area and tend to have fewer students arriving as pedestrians or by bicycle than traditional public schools.

The projected maximum queue demand of 1,100' can easily be accommodated within the queue distance available in the Loading Area. The Loading Area has 1,360' of distance available in the TMP, which is approximately 260' of queuing distance available in excess of the demand.

Projected Queue Demand:	1,100'	55 Vehicles
<u>Available Queuing Distance:</u>	<u>1,360'</u>	<u>68 Vehicles</u>
Surplus (Deficiency):	260'	13 Vehicles

While the TMP allows the school flexibility of schedule and dismissals within the TMP limits of 340 students picked up by parents per dismissal period, the following table shows the projected conditions at school buildout. As noted, the elementary dismissals are divided in two groups, while the grades 5-8 can be dismissed at one time. All dismissal groups have a comfortable amount of unused space in the available queue.

Queuing Summary - School Buildout Example							
Group	Dismissal Time	Students Dismissed	Bus / Bike / Walk	Parent Pickup	Maximum Queue	Available Queue	Surplus (Deficiency)
Elementary 1 Pre- K, K, 1	3:30 PM	300	60	240	48 vehicles 960'	68 vehicles 1,360'	20 vehicles 400'
Elementary 2 2, 3, 4	3:50 PM	360	144	216	43 vehicles 860'	68 vehicles 1,360'	25 vehicles 500'
Elementary 1 5, 6, 7, 8	4:30 PM	459	184	275	55 vehicles 1,100'	68 vehicles 1,360'	13 vehicles 260'

Parking:

The KIPP school property contains 106 parking spaces. The school use, with 25 elementary classrooms at 1.5 spaces each and 19 middle school (grades 6-8) classroom at 3.5 spaces each, will require 106 parking spaces at buildout for Phase 2 per Dallas City Code §51A-4.202(17)(C).

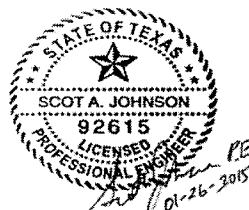
Summary:

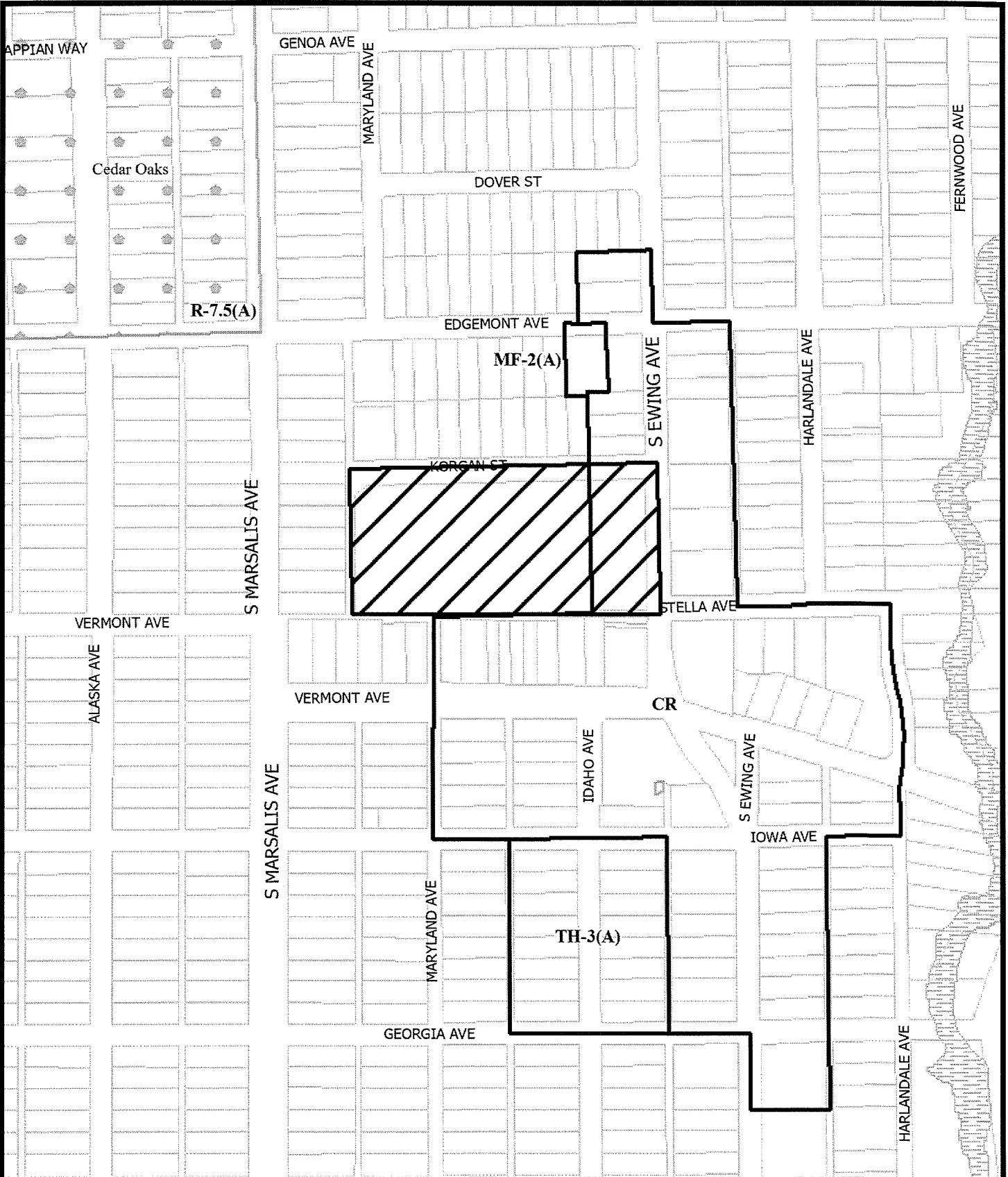
This TMP and the attached TMP plan define the drop-off and pick-up procedures for the KIPP Truth Academy at 1545 South Ewing Avenue with a maximum of 1,119 students. The TMP vehicle routes provide an available queue distance within the site that is greater than the projected maximum expected queue for the school's operations. The school traffic will never be allowed to queue vehicles in the ROW of any City street or alley, nor will the traffic on any City street be stopped or diverted. 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. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

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 1545 South Ewing Ave will extend onto City of Dallas rights-of-way as a result of internal queuing constraints.

In order to ensure that all queuing of vehicles is completely accommodated on school property, the 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.

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



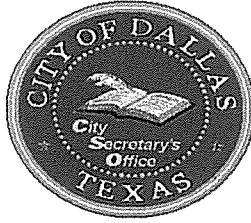


1:3,600

ZONING MAP

Case no: Z145-149

Date: 1/21/2015



PROOF OF PUBLICATION – LEGAL ADVERTISING

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

DATE ADOPTED BY CITY COUNCIL FEB 25 2015

ORDINANCE NUMBER 29665

DATE PUBLISHED FEB 28 2015

ATTESTED BY:

A handwritten signature in cursive script, appearing to read "Rose C. Liss".