

FIRST UNITARIAN CHURCH

NEW FELLOWSHIP HALL

SCHEMATIC DESIGN - PD
11/08/2019

4015 Normandy Ave.
Dallas, TX 75205

PROJECT NUMBER: 027.7572.100
EAB NUMBER: PRJ#XXXXXXXXX

Gensler

5005 Greenville Ave
Dallas, TX 75206
Tel: 214.273.1500

**TLC ENGINEERING
SOLUTIONS**

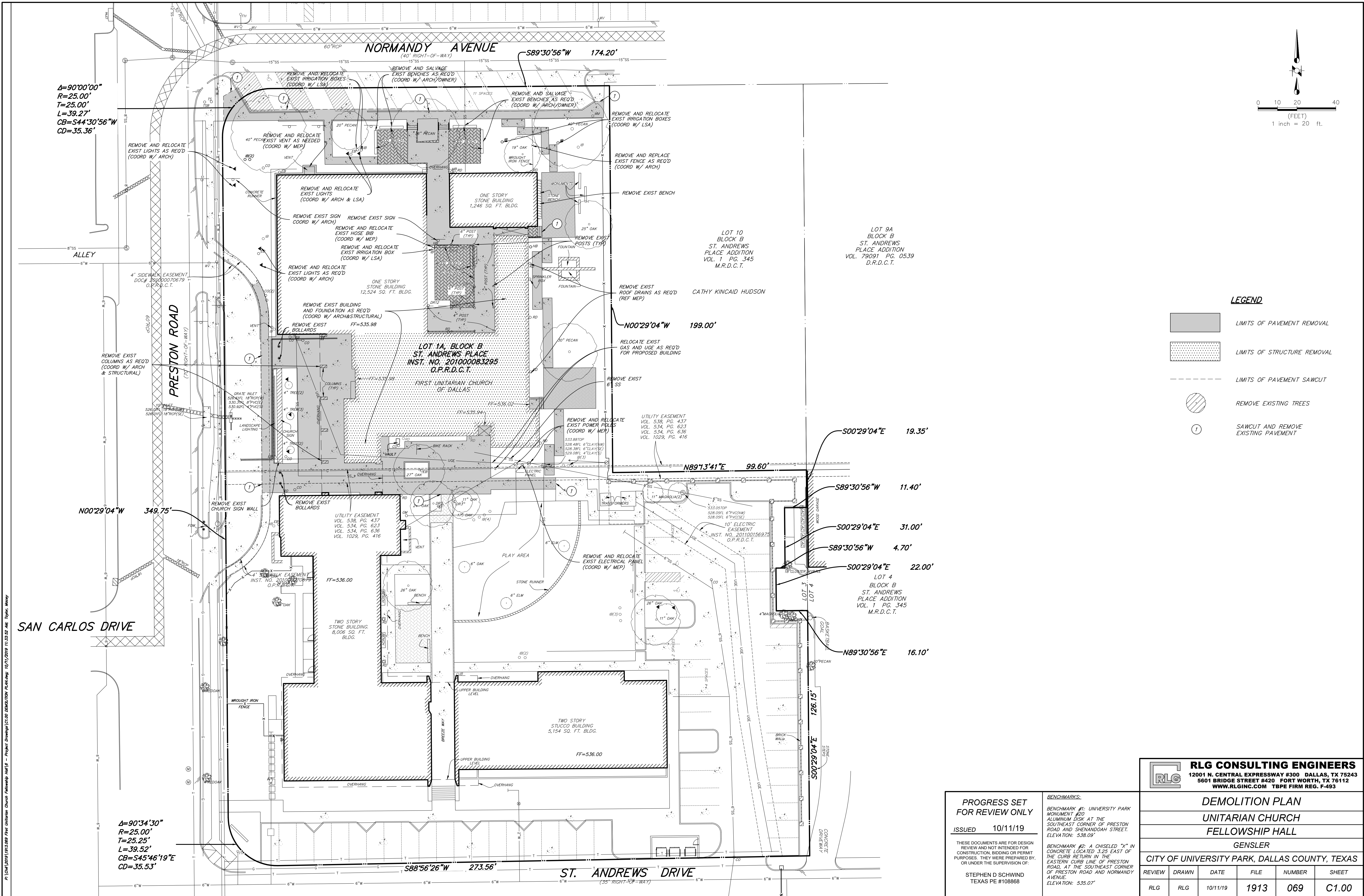
MEP
4131 N Central Expy
Suite 200
Dallas, TX 75204
Tel: 214.540.5900

DATUM ENGINEERS INC

STRUCTURAL
6516 Forest Park Rd
Dallas, TX 75235
Tel: 214.358.0174

LA TERRA STUDIO

LANDSCAPE
2712 Swiss Ave
Studio A
Dallas, TX 75204
Tel: 214.749.0333



Date Description

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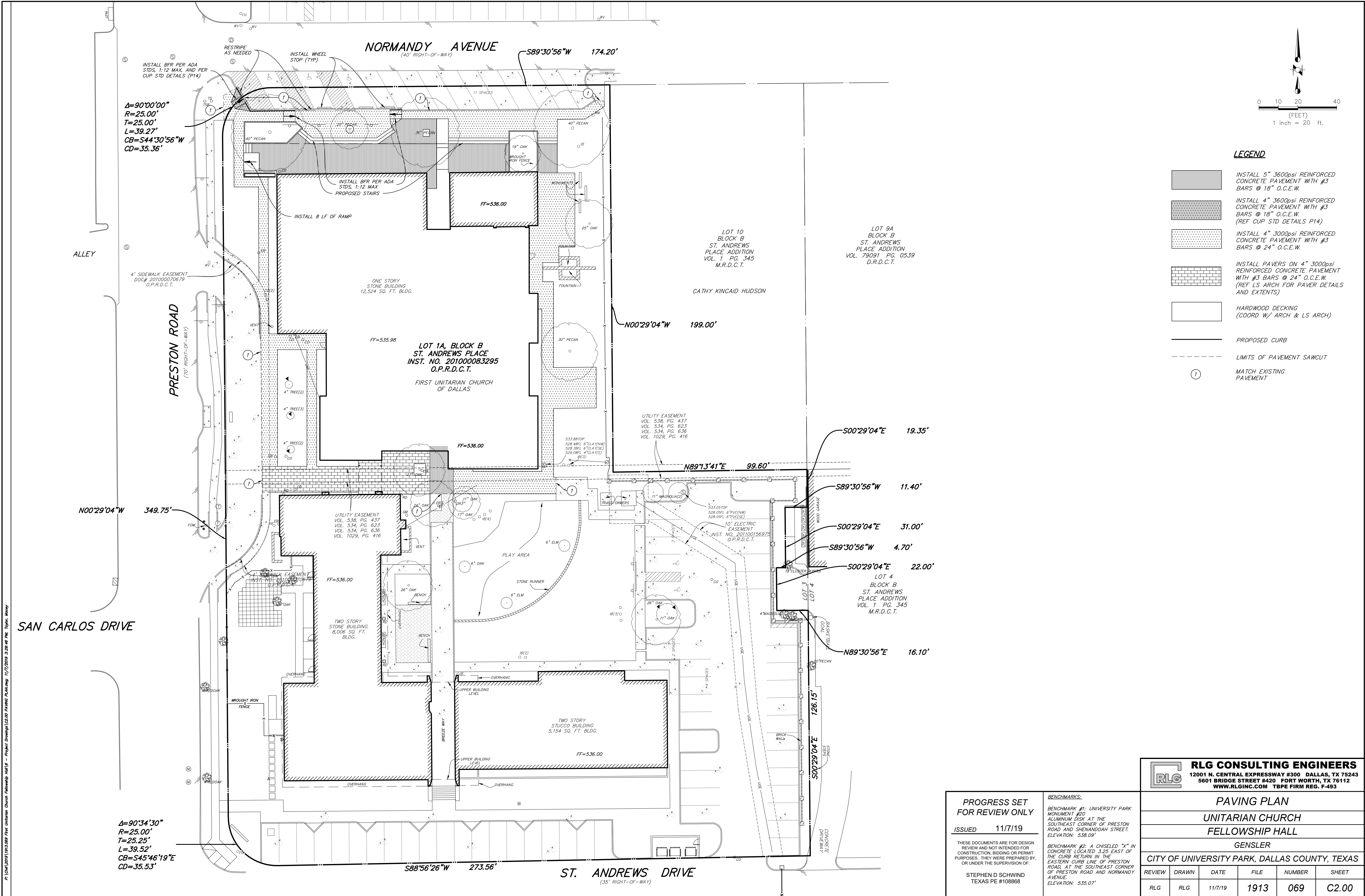
Project Name
NEW FELLOWSHIP HALL

Project Number
027.7572.000

Description
DEMOLITION PLAN

Scale
AS NOTED

C1.00



Date	Description
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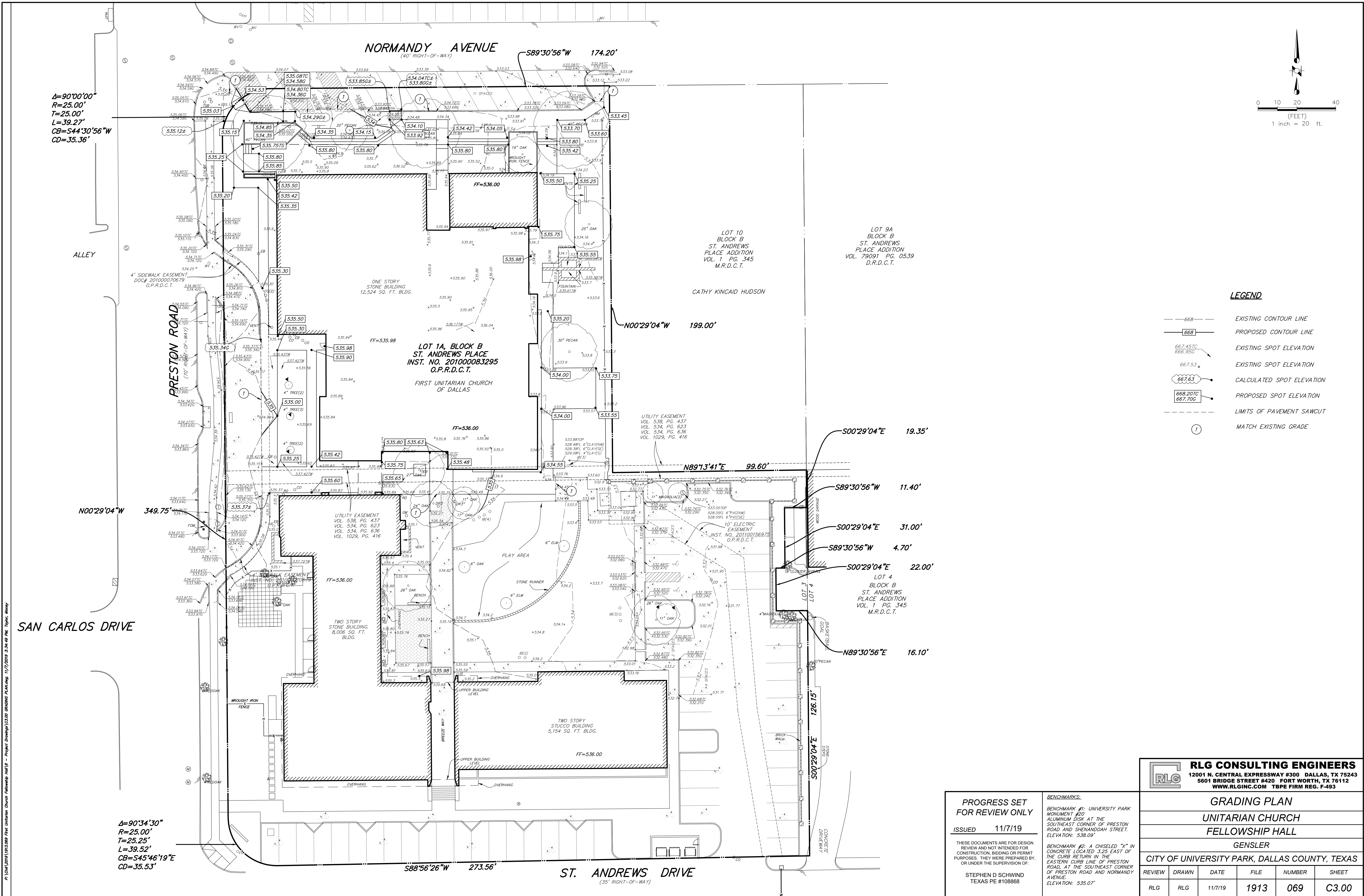
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Project Name	NEW FELLOWSHIP HALL
Project Number	027.7572.000
Description	PAVING PLAN

Scale
AS NOTED

C2.00



Date Description

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Project Name
NEW FELLOWSHIP HALL

Project Number
027.7572.000

Description
GRADING PLAN

Scale
AS NOTED

C3.00

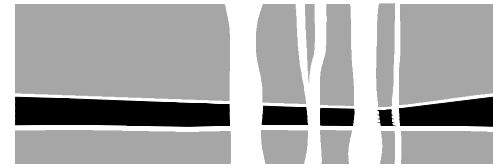
FIRST UNITARIAN CHURCH

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United States

Tel: 214.273.1500
Fax: 214.273.1505



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NEW FELLOWSHIP HALL

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Description

LANDSCAPE SITE PLAN

Date

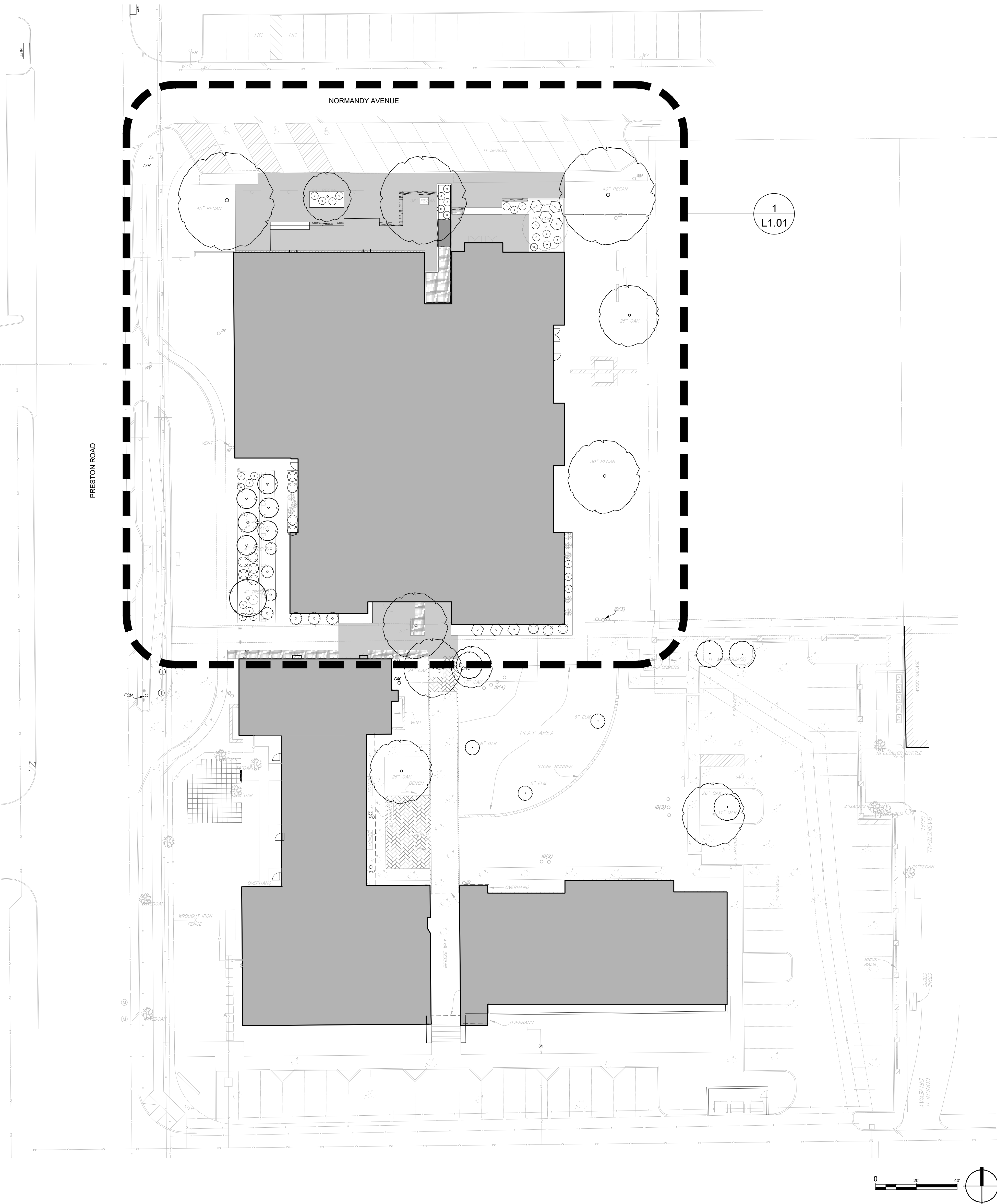
2019-11-07

Scale

1" = 20'-0"

L1.00

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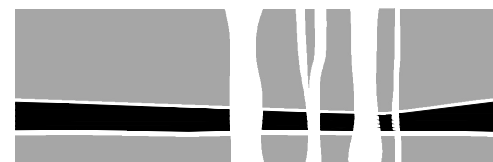


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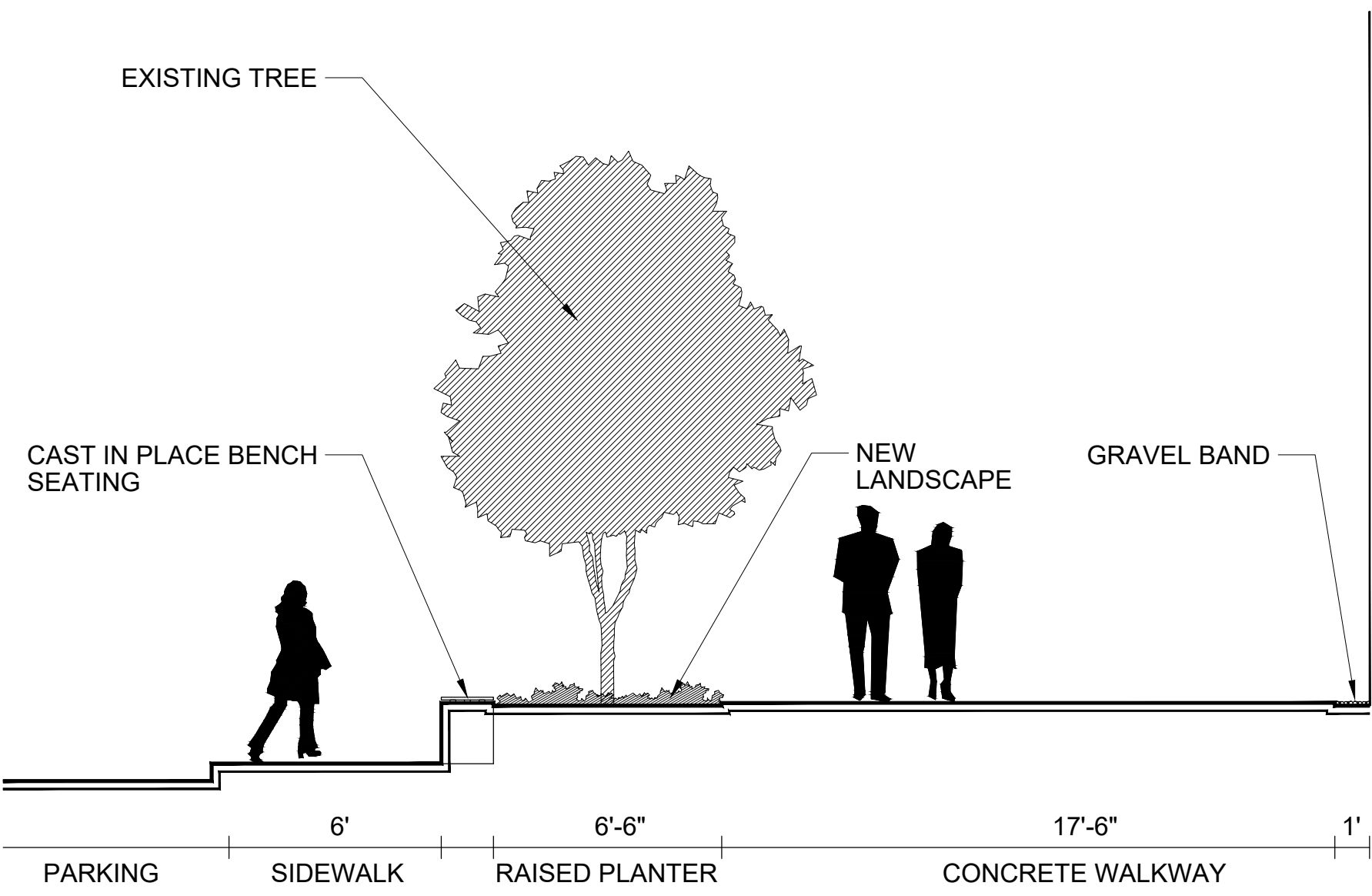
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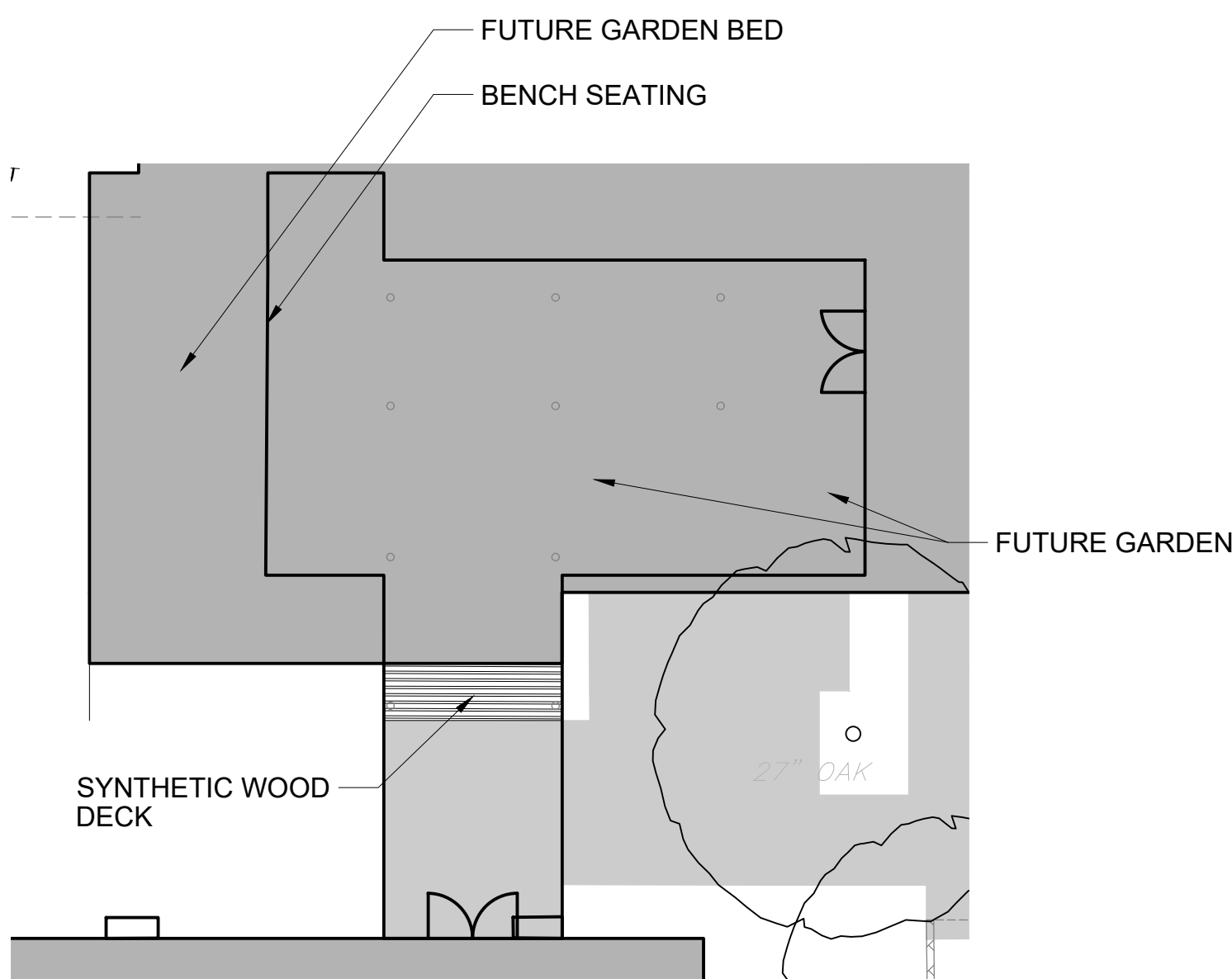
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NORMANDY ST. FRONTAGE



OUTDOOR COURTYARD

△ Date	Description
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Project Name

NEW FELLOWSHIP HALL

Project Number

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Description

LANDSCAPE SITE PLAN
ENLARGEMENT

2019-11-07

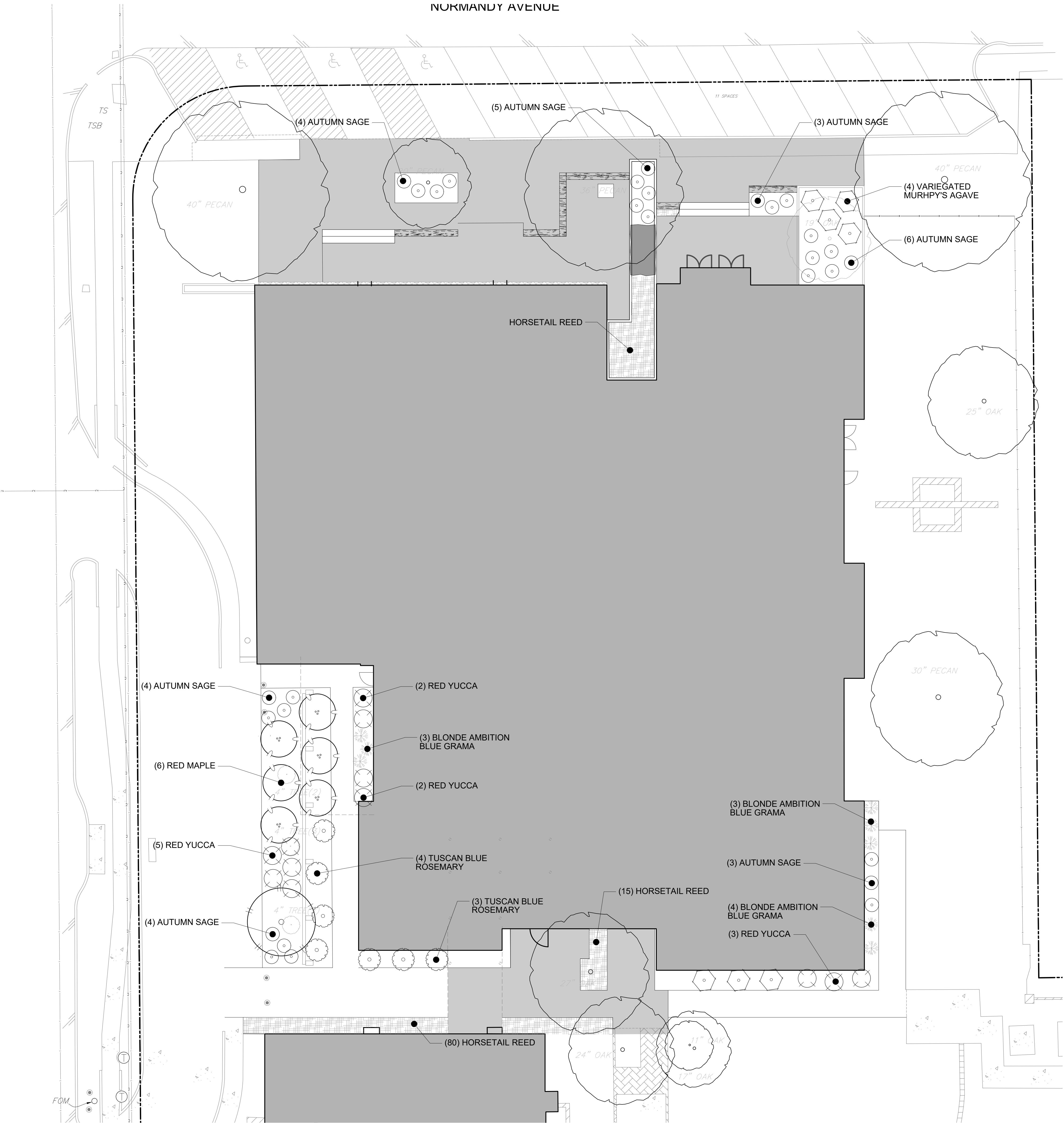
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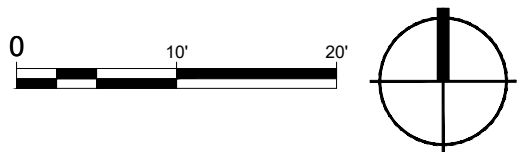
L1.01

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NORMANDY AVENUE



1 ENLARGEMENT



00 TRAFFIC/ PARKING ANALYSIS SUMMARY

SCALE: 1" = 1'-0"

ROADWAY INTERSECTION ANALYSIS

INTERSECTION CAPACITY ANALYSIS — METHODOLOGY

The level of performance of infrastructure can often be measured through an analysis of volume and capacity that considers various physical and operational characteristics of the system. For vehicular traffic, an operational analysis of roadway intersection capacity is the most detailed type of analysis. An industry-standard methodology for this type of analysis is presented in the Highway Capacity Manual (HCM). HCM uses the term "level of service" (LOS) to qualitatively describe the efficiency using a letter grade of A through F. Generally, LOS is described as follows:

LOS A = free, uninterrupted flow
LOS B = reasonably free flow
LOS C = stable flow
LOS D = approaching unstable flow
LOS E = unstable flow, operating at design capacity
LOS F = operating over design capacity

Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. In most urban settings, LOS C (or better) is desirable, although LOS D is considered to be acceptable. Nevertheless, periods of LOS D or F conditions are not uncommon for brief periods of time at major transportation facilities. In some cases, measures to add more capacity—either through operational changes and/or physical improvements—can be identified to increase efficiency and sometimes improve the level of service.

For traffic signal-controlled ("signalized") intersections and STOP-controlled ("unsignalized") intersections, LOS is determined based upon the calculated average seconds of delay per vehicle. For signalized intersections, the average delay per vehicle can be effectively calculated for the entire intersection. However, the average delay per vehicle for unsignalized intersections is calculated by only approach or by individual traffic movements that must stop or yield right-of-way. For unsignalized intersections of a major street or driveway and a major roadway, the analysis methodology often breaks down and yields low levels of service (often, LOS F) that cannot be mitigated unless a traffic signal is installed. However, for a traffic signal to be installed, the responsible agency that governs the right of way must issue its approval subject to very specific warrant criteria being met and several other operational considerations being satisfied. Neither level of service nor delay is considered a criterion for traffic signal installation.

The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the latest edition of the Highway Capacity Manual.

Signalized Intersection (Average Delay per Vehicle)	Unsignalized Intersection (Average Delay per Vehicle)
LOS A	LOS A
LOS B	LOS B
LOS C	LOS C
LOS D	LOS D
LOS E	LOS E
LOS F	LOS F

NOTE: Signalized intersection delay is calculated using the HCM methodology. Unsignalized intersection delay is calculated using the HCM methodology. Delay from the approach delay and may differ slightly from actual signal delay.

PARKING COUNTS

SCALE: 6" = 1'-0"

NEW ADDITION (15,719 SQFT)	32 SPACES
SANCTUARY (~7,542 SQFT, SEATS: 275 FLOOR, 100 BALCONY)	125 SPACES
1960'S EDUCATION BUILDING (7,204 SQFT, 10 CLASSROOMS)	16 SPACES
2010 EDUCATION/OFFICE BUILDING (23,544 SQFT, 10 CLASSROOMS)	16 SPACES FOR EDUCATION 35 SPACES FOR OFFICE
TOTAL SPACES REQUIRED	224 SPACES, 7 ACCESSIBLE INCLUDED
TOTAL SPACES PROVIDED	351 SPACES

ON SITE PARKING	33 SPACES
ON STREET PARKING	34 SPACES
OFF SITE PARKING (YMCA)	284 SPACES

OCCUPANCY TYPES

SCALE: 6" = 1'-0"

EXISTING SANCTUARY	OCCUPANCY: A-3
EXISTING CHAPEL	OCCUPANCY: A-3
EXISTING CLASSROOMS	OCCUPANCY: E
EXISTING OFFICE	OCCUPANCY: B
NEW BUILDING	OCCUPANCY A-3 INCIDENTAL USE: S-2 W/ COMMERCIAL KITCHEN

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The services of **Deflawn Group, Inc. (Deflawn)** were retained by **First Unitarian Church of Dallas** to conduct a traffic impact analysis (TIA) for the proposed Church Operated Nursery/Pre-K Child Day Care Center at the First Unitarian Church of Dallas. The subject property is to be located in the First Unitarian Church of Dallas in the City of University Park, Texas.

The proposed Church Operated Nursery/Pre-K Child Day Care Center is planned to be fully operational by 2022. Table 1 shows the development program summary for the site development.

Table 1. Development Program Summary

Use	Quantity	Buildout Year
Church Operated Nursery/Pre-K Child Day Care Center	125 Students	2022

The analysis of the traffic generated by the proposed development indicated no significant impact on the local roadway system. Below is a summary of findings from this TIA.

FINDINGS: All the study intersections currently operate at LOS C or better at background-plus-site conditions for both peak hours.

FINDINGS: All the study intersections are operated at LOS D or better at background-plus-site conditions for both peak hours.

FINDINGS: Based upon the roadway link analysis, the proposed development has no significant impact on Preston Road.

FINDINGS: Based upon the projected volumes derived in this study, installation of an auxiliary deceleration lane is not required at any of the study intersections.

GENERAL RECOMMENDATIONS:

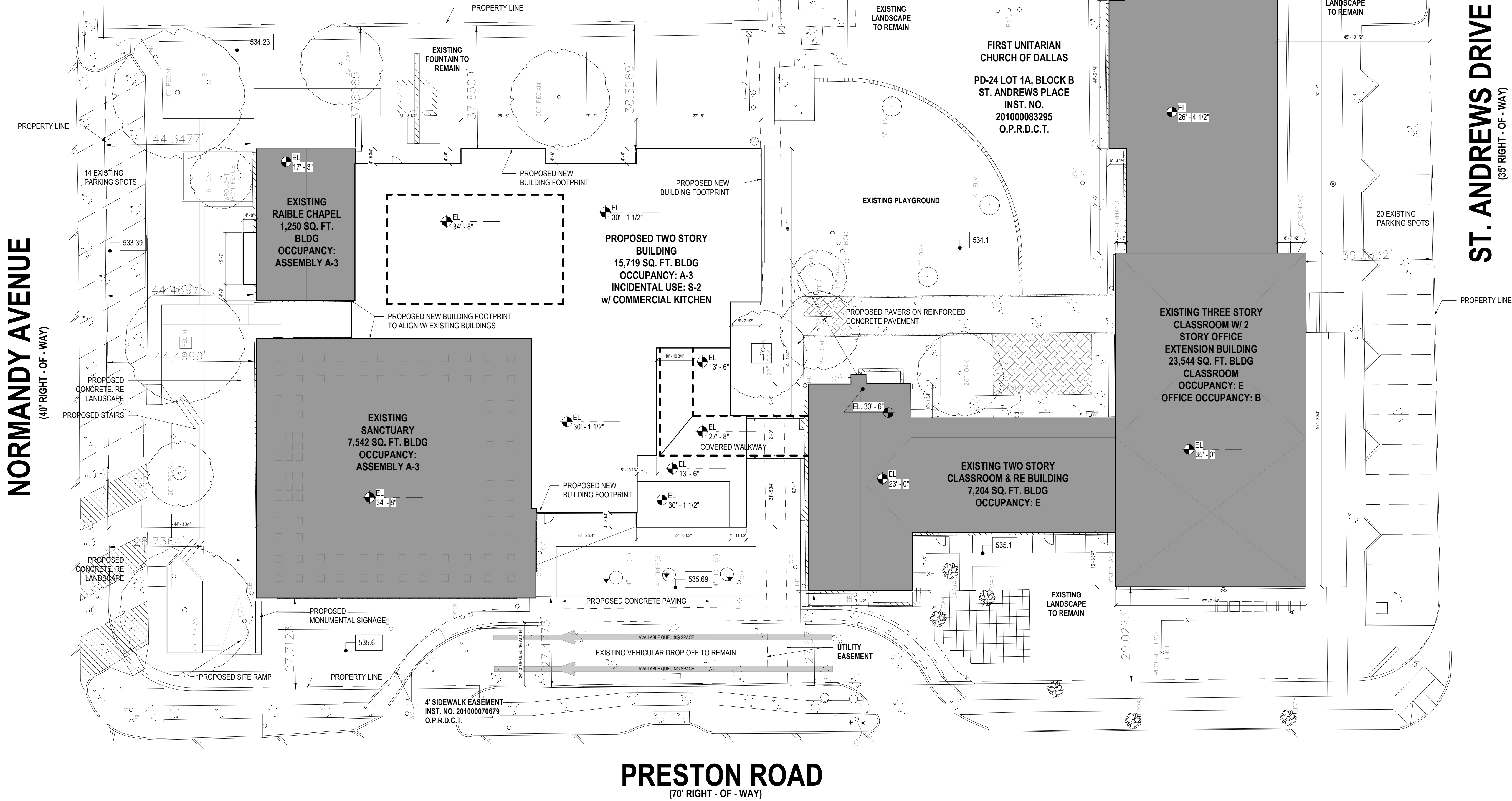
— There is enough spacing space for a double queue on the site adjacent to Preston Road as shown in **Exhibit 4**. The available space is about 240 feet. The space should easily accommodate about 10 vehicles. It is recommended that the parents dropping off/picking up kids use the space available along Preston Road if necessary. Deflawn also recommends that the parents use the parking spaces available behind the building via St. Andrews Drive. There are a sufficient number of parking spaces available on St. Andrews Street, Normandy Avenue and on the site for both staff and parents. The staff need to make sure the on-site queuing along Preston Road does not spill back onto Preston Road. This would lead to unnecessary disturbance to traffic on Preston Road.

SITE ACCESS REVIEW

DECELERATION LANE ANALYSIS

REGULATION LANE RECOMMENDATIONS

Based upon the projected volumes derived in this study, installation of an auxiliary deceleration lane is not recommended for any of the study intersections.



GENERAL NOTES

- A. REFER TO CIVIL FOR LOT SIGNAGE.
- B. REFER TO LANDSCAPE DWGS FOR DETAILED LANDSCAPE / PLANTING LAYOUT.
- C. REFER TO CIVIL FOR TOPOGRAPHICAL AND SPOT ELEVATIONS.
- D. REFER TO CIVIL FOR UTILITY LOCATIONS, EASEMENTS, AND SIZE OF LINES.
- E. EXISTING SITE FENCE TO REMAIN.
- F. REFER TO TIA REPORT ON DETAILED PARKING ANALYSIS

LEGEND

EXISTING BUILDINGS TO REMAIN

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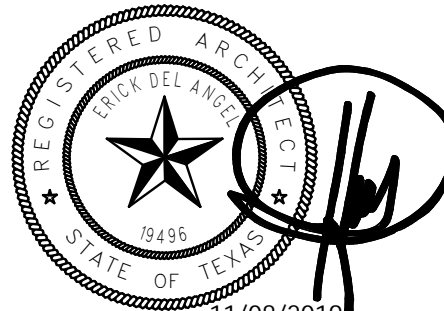
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Date	Description
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B 11/08/19	VE Pricing

Seal / Signature



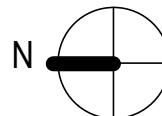
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NEW FELLOWSHIP HALL

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Description
SITE PLAN

Scale
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G02.000

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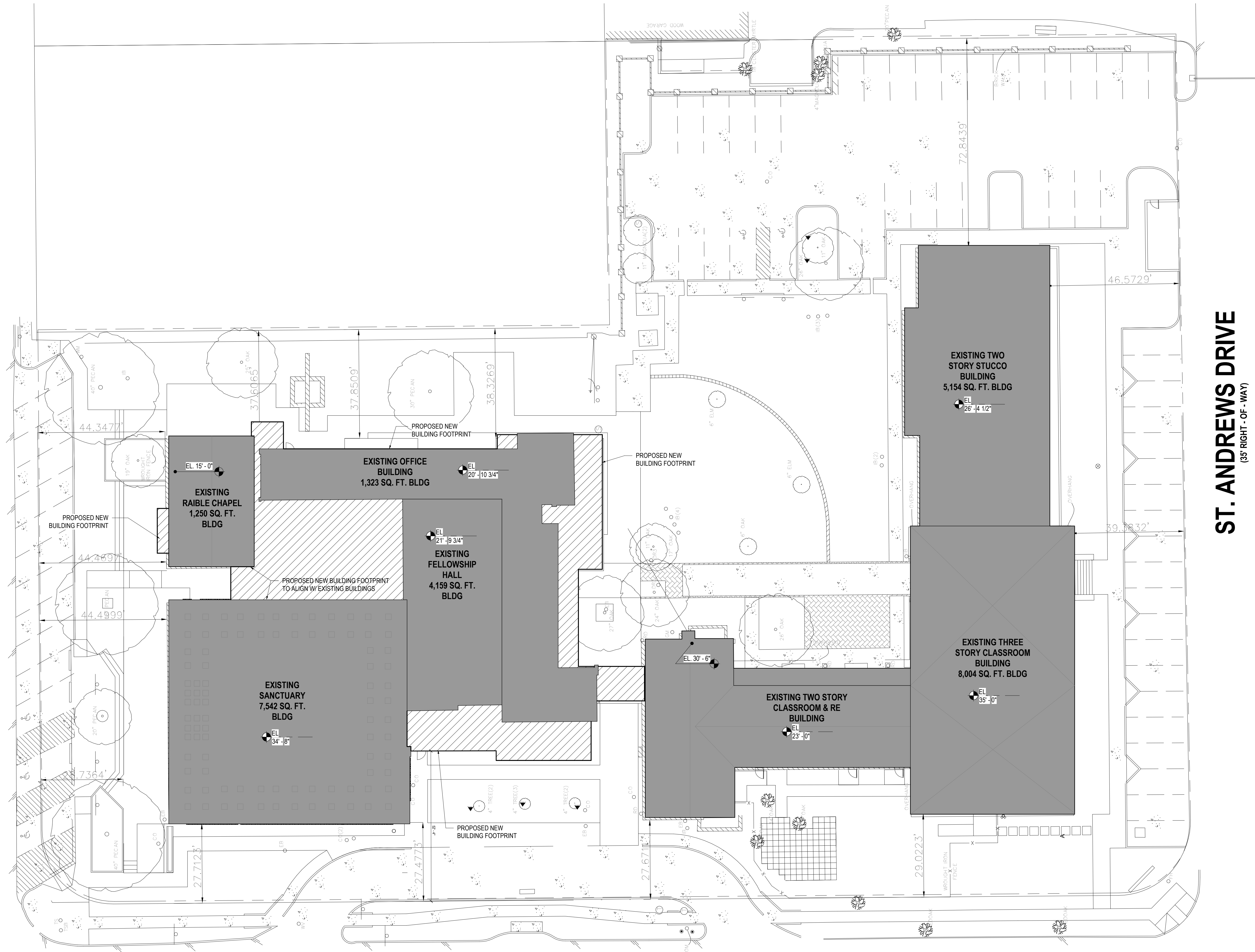
01 SITE PLAN - NEW

SCALE: 1/16" = 1'-0"

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NORMANDY AVENUE

(40' RIGHT-OF-WAY)



PRESTON ROAD
(70' RIGHT-OF-WAY)

ST. ANDREWS DRIVE

(35' RIGHT-OF-WAY)

SHEET NOTES

FIRST UNITARIAN CHURCH

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GENERAL NOTES

KEY PLAN

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Project Number

027.7572.100

Description

SITE PLAN - EXISTING

Scale

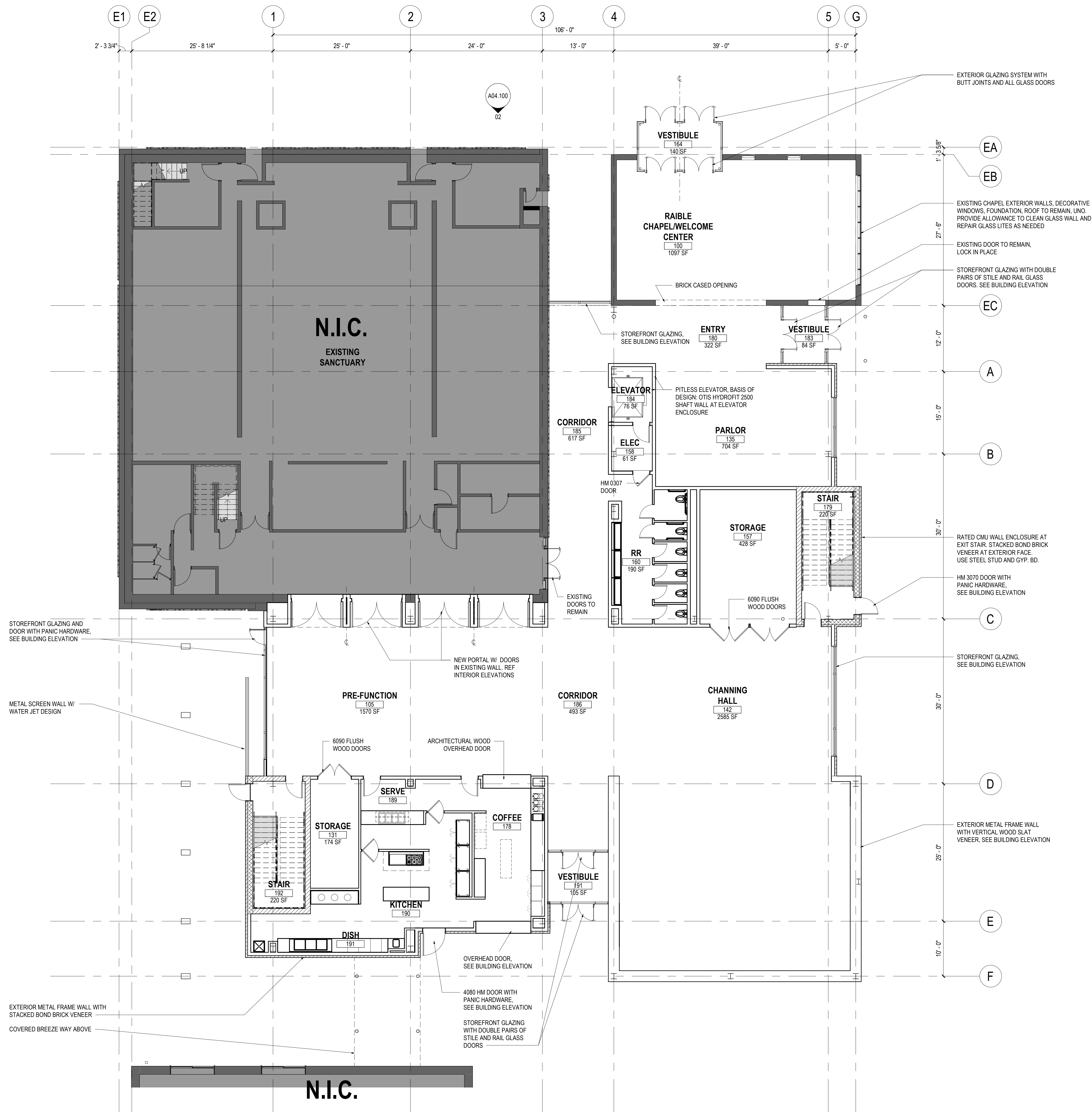
1/16" = 1'-0"



G02.001

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- RE: A00 DRAWING SERIES FOR LEGENDS, SYMBOLS AND ABBREVIATIONS.
- RE: G01 SHEET SERIES FOR CODE ANALYSIS RELATED TO PROJECT.
- ALL PARTITIONS TO BE TYPE "XX", UNO. ALL FURRED-OUT PARTITIONS TO BE TYPE "XX", UNO. RE: A09.100 FOR PARTITION TYPES.
- DOOR NUMBERS ARE THE SAME AS THE ROOM INTO WHICH THEY SWING. MULTIPLE DOORS INTO A SINGLE ROOM HAVE AN ALPHABETICAL DESIGNATION. RE: A10.100 FOR DOOR SCHEDULE AND TYPES.
- ALL EXISTING DOORS, FRAMES AND HARDWARE TO REMAIN ARE DESIGNATED WITH AN "E" SYMBOL.
- ALL PARTITIONS AT THE WINDOW WALL ARE CENTERED ON EITHER COLUMNS OR WINDOW MULLIONS, UNO.
- COORDINATE AND PROVIDE BLOCKING FOR MILLWORK AND ITEMS ATTACHED OR MOUNTED TO PARTITIONS OR CEILINGS.
- PARTITIONS ARE DIMENSIONED FROM FINISH FACE TO FINISH FACE, UNO. MAINTAIN DIMENSIONS MARKED "CLEAR". ALLOW FOR THICKNESSES AND MOUNTING OF FINISHES.

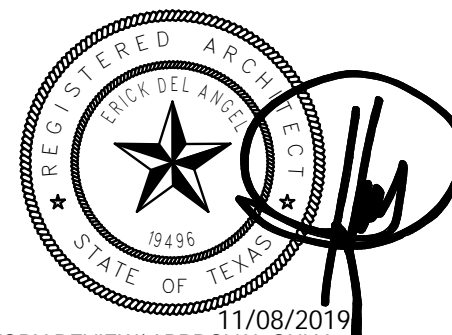
Date	Description
A 09/06/19	Schematic Design
B 11/08/19	VE Pricing

LEGEND

- EXISTING TO REMAIN, N.I.C.
- RATED WALL

KEY PLAN

Seal / Signature



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Project Number

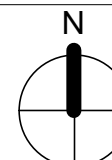
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Description

LEVEL 1 - FLOOR PLAN

Scale

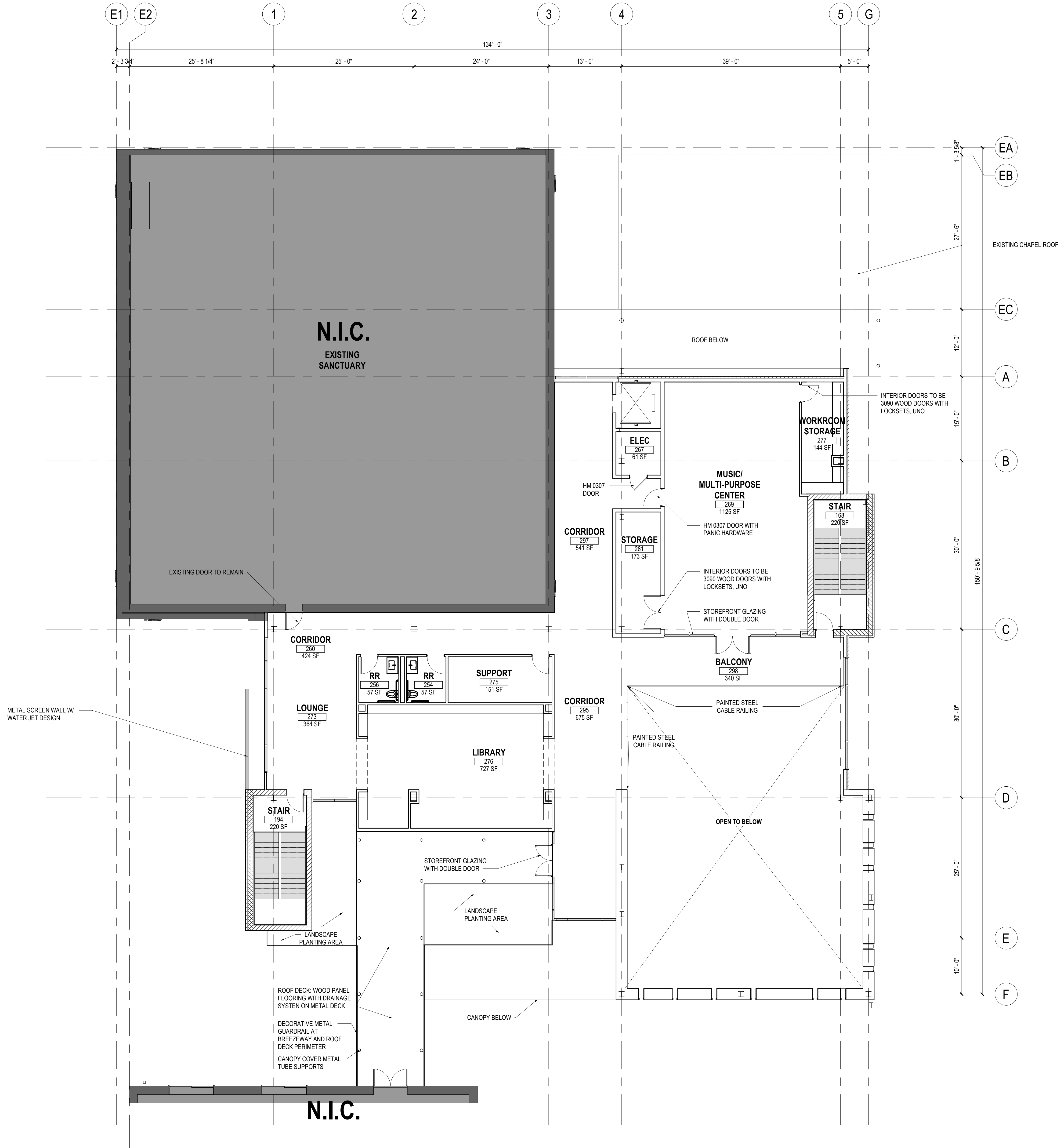
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Date	Description
09/06/19	Schematic Design
11/08/19	VE Pricing

LEGEND

- EXISTING TO REMAIN, N.I.C.
- XXXXXX RATED WALL

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Project Number

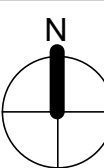
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Description

LEVEL 2 - FLOOR PLAN

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Date	Description
A 09/06/19	Schematic Design
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LEGEND

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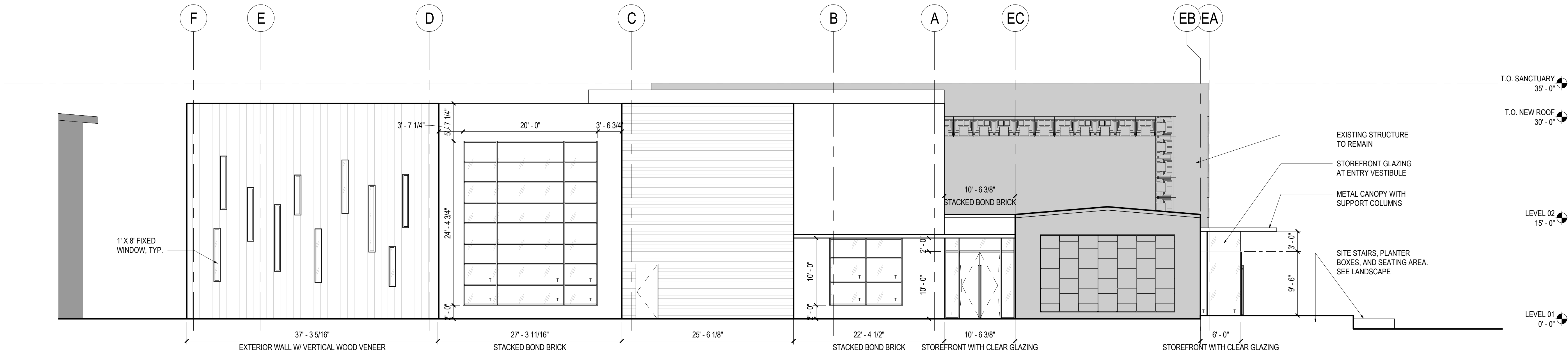
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Description
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Scale
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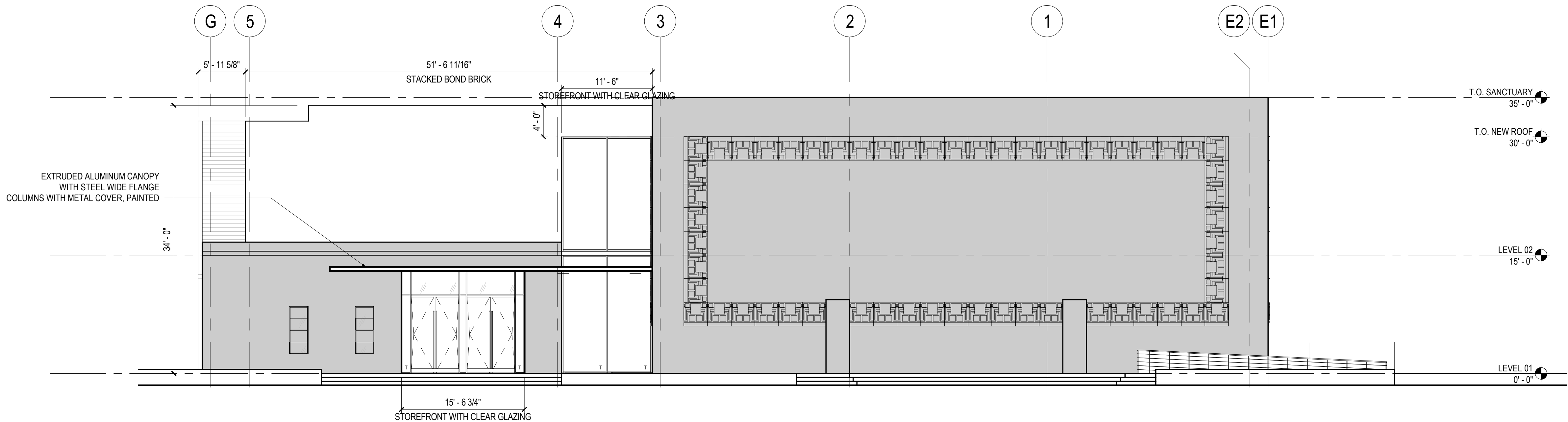
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01 EAST ELEVATION

SCALE: 1/8" = 1'-0"



02 NORTH ELEVATION

SCALE: 1/8" = 1'-0"

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GENERAL NOTES

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Date	Description
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11/08/19	VE Pricing

LEGEND

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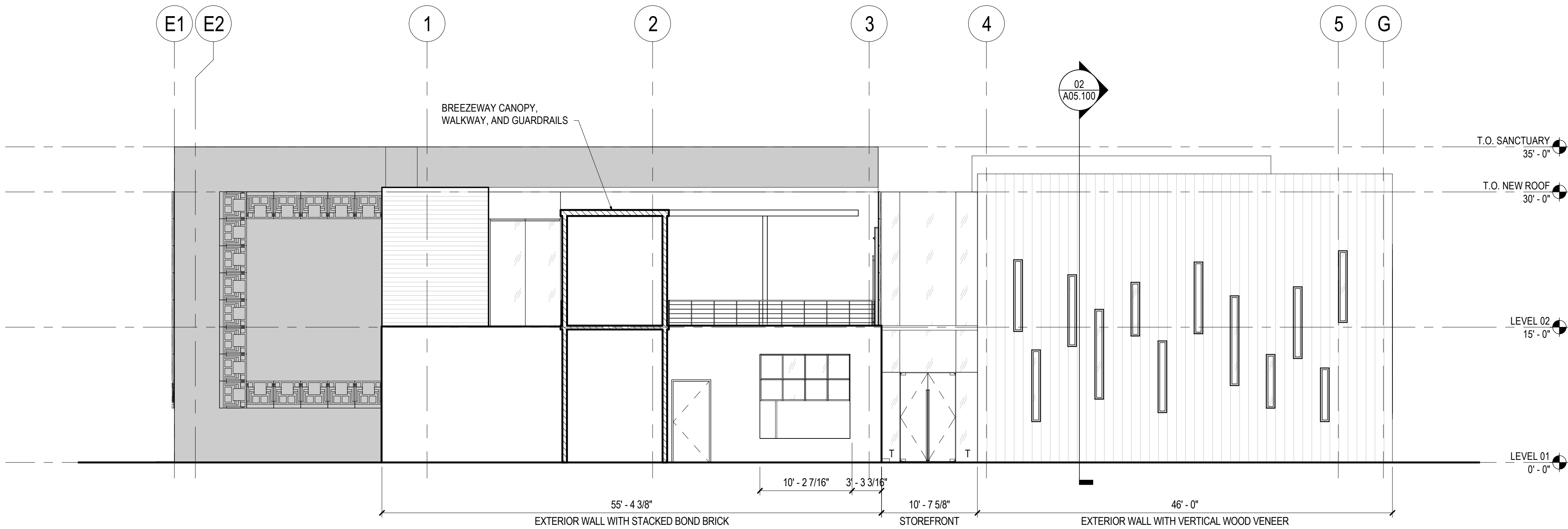
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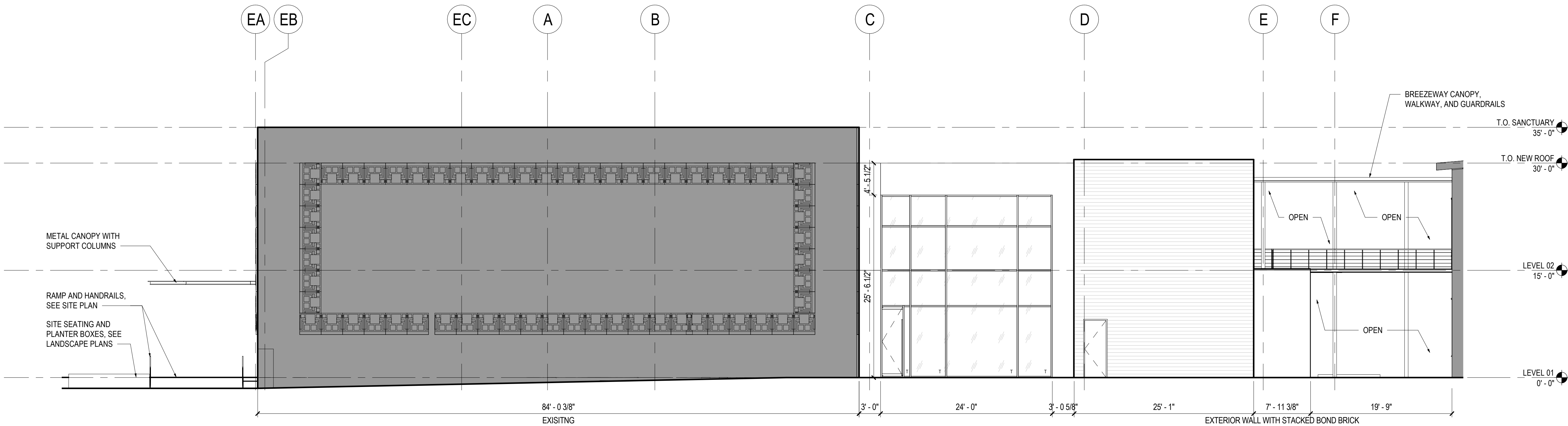
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01 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



02 WEST ELEVATION
SCALE: 1/8" = 1'-0"