

CONCEPT PLAN APPLICATION
International Leadership of Texas – High School

October 28, 2015

PURPOSE

The purpose of this application is to seek conceptual approval for the ultimate expansion of the International Leadership of Texas school building and the inclusion of the adjacent property to accommodate the expansion of the parking lot. A concurrent Administrative Site Plan application has been submitted to approve the school building of 89,183 sf. This Concept Plan application requests the approval to expand the building by 30,997 sf for a total of 120,180 sf to facilitate a total of 1,600 students. This results in a building expansion of approximately 35%. We have referred to this request as the Phase II construction which would be constructed at a later time upon enrollment demand.

The expansion of the school building is a result of a change to the State approved charter for International Leadership of Texas. At the time of the original approval, the state charter contemplated one single K-8 school to feed into one high school. The demand for attendance at the ILTX schools has exceeded the capacity of the schools, so ILTX and the State have worked together to modify the charter plan to change the program to provide two K-8 schools in close proximity that would feed into one high school. Additionally this also helps to centralize the teaching and administration efforts of the education facilities for all grades K-12 within the high school boundary. To accommodate this increase in student attendance, the high school model needed to be modified to add additional classrooms.

BUILDING

Additional classrooms are added to the two sets of existing wings, and a third wing of classrooms is added to the rear. This increases the classrooms from 34 to 63 classrooms. The core functions of the building, such as the cafeteria, gymnasium, and library are all being constructed in Phase I. A new covered walkway ranging from 6-10 feet in width is being proposed around the rear of the gymnasium and cafeteria to provide improved student accessibility from one side of the building to the other. This walkway is not enclosed within the building. It consists of a pitched awning supported from the exterior building wall and support posts. The awning clearance is proposed at just less than 10 feet so to be at a pedestrian scale. The design and materials of these expanded areas and awning will be consistent with the original building design.

SITE PLAN

The adjacent property to the west is being acquired to accommodate the additional parking and ingress/egress demands. This parking area will be connected to the original site development, and is seeking approval for two driveway connections to SH 360 (under review with TxDOT). An existing access easement is recorded on Lot 2 of the Sunbelt Addition to provide for a shared driveway access to SH 360 between Lots 2 and 3 of the Sunbelt Addition. This will allow for additional access to the property as opposed to the single point of access to Ragland Road. A secondary access to the property will not only help in the ease of access by the school but also by any emergency response vehicles. It also allows for multiples points of egress to accommodate the additional traffic generated by the future students. Approval to make the immediate connection to the SH 360 frontage road is being sought under

the Administrative Site Plan application. Storm drainage for Lot 3 is contemplated to drain to the proposed detention basin in Phase I, and the SH 360 as allowable.

ZONING AND PLATTING

The original development parcel for Phase I of 23.787 acres is currently zoned AG, and is unplatted. Platting is under concurrent review. The adjacent parcel being incorporated under Phase II is zoned PD-319, is 4.73 acres, and is platted as Lot 3 Block A of the Final Plat of the Sunbelt Addition. This property is not proposed to be replatted.

TRAFFIC

This application anticipates an increase in enrollment to 1,600 students. The traffic impact and circulation plan under Phase I do not change from the original approval. (A secondary egress to SH 360 under Phase I will only improve the circulation.) However, under Phase II, it becomes more critical to provide multiple loading areas and points of egress. The attached engineering study by Lee and Associates identifies the traffic improvements and operational controls that are recommended to facilitate the growth in student enrollment. Multiple loading areas help to increase the efficiency of the number of vehicles that can be funneled through the process of picking up students. One route will utilize multiple loading areas throughout the parking lot in front of the school. ILTX has utilized this multi-lane loading function in their parking lot in Arlington and it has proven effective and functional. High school age students have proven to be able to navigate their route to get to and from a vehicle to the school building, and staff members will also be located throughout the circulation area to help direct vehicles and students safely through the traffic routes.