

FILE NUMBER: Z234-173(GB) **DATE FILED:** February 21, 2024

LOCATION: East line of Rugged Drive, north of West Ledbetter Drive

COUNCIL DISTRICT: 4

SIZE OF REQUEST: Approx. 19 acres **CENSUS TRACT:** 48113006100

REPRESENTATIVE: Ramon Suarez

OWNER/APPLICANT: Bishop Dunne Catholic School BLDG and Endow Trust

REQUEST: An application for an amendment to Specific Use Permit No. 1393 for a private school on property zoned an R-7.5(A) Single Family District.

SUMMARY: The purpose of the request is to allow the continued use of a private school.

STAFF RECOMMENDATION: Approval for a 20-year period with eligibility for automatic renewal for additional 20-year periods, subject to a traffic management plan and amended conditions.

BACKGROUND INFORMATION:

- The area of request is approximately 19 acres and is currently zoned an R-7.5(A) Single Family District.
- Specific Use Permit No. 1393 was originally approved by City Council on November 10, 1999, for a 20-year period with eligibility for automatic renewal for additional 20-year periods.
- An amendment to Specific Use Permit No. 1393 was approved by City Council on February 25, 2004, for a 20-year period with eligibility for automatic renewal for additional 20-year periods. This initial 20-year period expired on February 25, 2024.
- To be eligible for automatic renewal, the applicant would have needed to apply between August 29, 2023, and October 28, 2023. The applicant did not file their application until February 21, 2024. Therefore, the applicant is not eligible for automatic renewal of SUP No. 1393 but is still eligible for a regular renewal of the SUP.
- The applicant requests the renewal of SUP No. 2390 for a 20-year period for the continued use of a private school.
- Other than the time limit and the traffic management plan, the applicant does not propose any changes to the existing conditions or site plan of SUP No. 1393.

Zoning History:

There have been no zoning cases in the area in the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
Rugged Drive	Local Street	60 feet
West Ledbetter Drive	Principal Arterial	107 feet

Traffic:

A traffic management plan (TMP), dated May 30, 2024, is sealed by a licensed professional engineer and contains the signature of the school principal. SUP No. 1393 conditions do not currently require a traffic study evaluating the sufficiency of the TMP. However, an SUP condition requiring a TMP is being added with this request, to align with current standards.

The Transportation Development Services Division of the Planning and Development Department, in coordination with the Transportation Department, reviewed the current zoning request and notes the following pending items. Submitted reports document existing traffic management plan (TMP) of school traffic and impact of the proposed school operations. The TMP is practical and enforceable if fully implemented by school staff as proposed. Staff has no objection to renew the SUP and allowing the school to continue exercising their existing traffic management plan.

STAFF ANALYSIS:

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006 and outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

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

GOAL 1.1 Align Land Use Strategies With Economic Development Priorities

Policy 1.1.2 Focus on Southern Sector development opportunities

1.1.2.2 Focus on developing strong middle-class neighborhoods anchored by successful schools and supported with sufficient retail.

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.

1.1.5.3 Encourage neighborhood-serving office, retail, or other non-residential uses to be located in residential community areas, primarily on significant roadways or at key intersections.

Land Use:

	Zoning	Land Use
Site	R-7.5(A) with SUP No. 1393	Private School
North	R-7.5(A)	Single-Family
East	R-7.5(A)	Single-Family
South	R-7.5(A)	Single-Family
West	R-7.5(A)	John W Carpenter Elementary School (Dallas ISD)

Land Use Compatibility:

The area of request is surrounded by single-family homes to the north, south, and east. John W Carpenter Elementary School is located to the west of the area of request. The applicant’s request to renew SUP No. 1393 is appropriate for the area. The renewal of SUP No. 1393 will be compatible with the current neighborhood.

The general provisions for 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. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

Landscaping:

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

Parking:

Pursuant to the Dallas Development Code, the off-street parking requirement for a private school is 1.5 parking spaces per kindergarten/elementary classroom, 3.5 parking spaces per junior high/middle school classroom, and 9.5 parking spaces per senior high school classroom. Per the applicant there are sixteen high school classrooms and ten middle

school classrooms; therefore 187 parking spaces are required. Per the site plan there are a total of 217 parking spaces.

Market Value Analysis:

[Market Value Analysis \(MVA\)](#), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to more precisely target intervention strategies in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets (A through C) to orange, representing the weakest markets (G through I). The area of request is located in an “E” MVA area.

List of Officers

President: Gabriel Moreno
Principal: Stephen Guerrero
CFO: Ramon Suarez
Superintendent: Dr. Rebecca Hammel

PROPOSED CONDITIONS

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.
3. TIME LIMIT: This specific use permit expires on ~~February 25, 2024~~ (twenty years from the passage of this ordinance) and is eligible for automatic renewal for additional twenty-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. 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: Landscaping will be maintained in a healthy and growing conditions as is currently on the property.
5. INGRESS/EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan.
6. HOURS OF OPERATION: Normal operations are from 8:30am to 3:30pm for school. The campus will be open from 7am until the end of any school related event, normally before 10pm.
7. LIGHTING: Stadium lighting is permitted only in the locations shown on the attached site plan. Stadium lighting must be directed away from adjoining properties. Light standards may be provided for the athletic fields shown on the site plan with the following conditions:
 1. The lights may not be located in a required yard.
 2. The lights may not exceed 80 feet in height.
 3. May only operate Monday- Friday until 10:30 p.m.
 4. The lighting must meet the International Dark Sky Association standards for community-friendly sports lighting design.
8. PARKING: Parking must be provided in the locations shown on the attached site plan.
9. SCREENING: A six-foot-high solid screening fence must be maintained along the south side of the Property, as shown on the attached site plan.
10. TRAFFIC MANAGEMENT PLAN:
 - 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.

i. The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the plan. The initial traffic study must be submitted to the director by November 1, 2025, or within six months after students first begin attending classes in the phase one addition, whichever is later. 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 even numbered year.

a. If the property owner or operator fails to submit a required initial traffic study to the director by November 1, 2025, or within six months after students first begin attending classes in the phase one addition, whichever is later, the director shall notify the city plan commission.

b. If the Property owner or operator fails to submit a required update of the traffic study to the director by November 1st of each even-numbered year, the director shall notify the city plan commission.

ii. 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.

iii. 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.

i. A traffic management plan may be amended using minor plan amendment fee and public hearing process in Section 51A 1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.

ii. 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.

11. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.

12. 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.

PROPOSED TRAFFIC MANAGEMENT PLAN



TRAFFIC MANAGEMENT PLAN FOR
**BISHOP DUNNE CATHOLIC
SCHOOL**
IN DALLAS, TEXAS

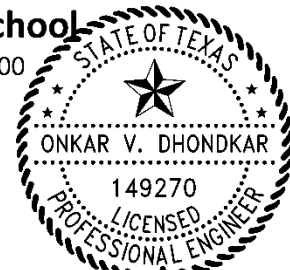
DeShazo Project No. 24057

Prepared for:

Ms. Isabel R. Arista

Bishop Dunne Catholic School

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Prepared by:

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Onkar Dhondkar
05/30/2024

May 13, 2024



Traffic Management Plan For
Bishop Dunne Catholic School in Dallas, Texas
 ~ DeShazo Project No. 24057 ~

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SCHOOL TMP CERTIFICATION

SCHOOL REVIEW AND COMMITMENT

This plan was developed for the Bishop Dunne Catholic School with the intent of optimizing safety and efficiency related to vehicular traffic generated by the school during peak traffic 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 Bishop Dunne Catholic School staff members have reviewed the Traffic Management Plan and support the strategies presented herein.

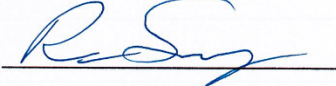
The Bishop Dunne Catholic School is committed to continually reviewing and assessing the effectiveness of the TMP and if warranted, will implement changes in the interest of increasing safety, and efficiency and minimizing impacts on the surrounding community.



Bishop Dunne Catholic School Principal

8/12/24

Date



Bishop Dunne Catholic School Officer (if applicable)

8-13-2024

Date

NAME AND CONTACT INFORMATION OF:

Principal Of the School: sguerrero@bdcs.org

School Officer/ Superintendent: RSUAREZ@BDCS.ORG

General School Information

School Name: Bishop Dunne Catholic School
Principal/Head of School: Stephen Guerrero: sguerrero@bdcs.org
Location: 3900 Rugged Drive, Dallas, TX 75224
Type: Private School
Existing Zoning: SUP 1393
Prior TMP Date: N/A

Observations

Dates Observed:

4/29/2024 – 6:30-8:30 AM

4/29/2024 – 2:30-4:30 PM

5/1/2024 – 2:30-4:30 PM

5/2/2024 – 2:30-4:30 PM

Peak Queue: 41 Vehicles

Available Queue: 27 Vehicles

Surplus: 14 Vehicles

INTRODUCTION

DeShazo Group, Inc. (DeShazo is an engineering consulting firm based in Dallas, Texas, that provides licensed engineers and planners skilled in the field of traffic and transportation engineering. DeShazo's services were retained by **Bishop Dunne Catholic School** (client to provide a Traffic Management Plan (TMP) for the Bishop Dunne Catholic School (private school) located at 3900 Rugged Drive, Dallas, TX.

PURPOSE

A school TMP is important to achieve an optimum safe level of traffic flow and circulation during the peak traffic periods associated with student drop-off and pick-up operations. By properly managing the vehicular traffic generated during these critical periods, the safety and efficiency of other modes of travel—including pedestrian traffic—will also inherently improve and the operational impact on the public street system should also be minimized. This plan, however, should not be considered a comprehensive set of instructions to ensure adequate safety. It should be used as a tool to facilitate a safer and more efficient mobility environment.

TRAFFIC MANAGEMENT PLAN – METHODOLOGY

As a standard TMP requirement, DeShazo observed the on-site traffic on three separate days at the following times and dates.

- Monday, April 29th – Morning Arrival
- Monday, April 29th – Afternoon dismissal
- Wednesday, May 1st – Afternoon dismissal
- Thursday, May 2nd – Afternoon dismissal

Field observations of Bishop Dunne Catholic School indicate that the current practices during the morning drop-off and afternoon pick-up periods do not present a significant obstruction to vehicular traffic in the nearby roadway. DeShazo uses these observations in combination with interviews with school personnel, imagery from Google Earth, and information provided by the school to develop a Traffic Management Plan that will result in a traffic demand that can be maintained within the school campus.

SCHOOL PROJECTION

The Bishop Dunne Catholic School is not expected to increase its student count (currently 378 students). Additional factors—such as expected student drivers, future bus operations, and afterschool activities—will be considered to determine the impact of the required queue to accommodate the additional students.

Table 1 on the following page summarizes the school's operational characteristics used in this analysis. This information was given to us by Bishop Dunne Catholic School, if this information changes for the school we recommend having the TMP updated accordingly.

Table 1. Bishop Dunne Catholic School Operational Characteristics

	Existing Conditions	Proposed Conditions
Student Enrollment:		
Elementary:	0	0
Middle:	102	105
High:	276	295
(a)	Total: 378	Total: 400
Daily Start/End Schedule	<p>Drop Off Begins at 7:00 a.m. 8:30 a.m. school start</p> <p>Pick Up Vehicles start lining up at 3:00 p.m. All students let out at 3:30 p.m.</p>	<p>Drop Off Begins at 7:00 a.m. 8:30 a.m. school start</p> <p>Pick Up Vehicles start lining up at 3:00 p.m. All students let out at 3:30 p.m.</p>
Approximate percentage of students traveling by parent drop-off /pick-up	<u>84%</u>	<u>84%</u>
Number of Student Drivers (b)	12	14
Approximate Percentage of Student Remaining after Dismissal	15%-20%	15%-20%
Number of students remaining after dismissal	56-75	60-80
Number of students remaining after school care	5-10	5-10
Number of students traveling by bus (c)	49	51
Total number of students using the pick-up/drop-off method = a-b-c	317	335
The number of staff assisting with current TMP enforcement.	4-5	4-5

NOTE #1: To the highest degree practical, the accounts of "existing conditions" presented in this report were based upon actual on-site observations conducted by DeShazo during the typical school days/conditions and from personal interviews with school representatives. The analyses and recommendations presented in this report for "proposed" or "future" conditions were based upon evaluations of "existing conditions" and are supplemented by DeShazo's professional judgment and experience. "Proposed"/"Future" conditions are intended to reflect the anticipated day-to-day conditions at full occupancy.

NOTE #2: Occasional functions or other events may be held at the school that generate traffic outside of the traditional peak drop-off and pick-up periods. While some of the measures presented in this report may be applicable in such cases, traffic circulation plans other than those directly associated with the primary drop-off and pick-up periods are not the subject of this analysis.

NOTE #3: Bishop Dunne Catholic School stands out compared to similar schools due to this school having a much lower percentage of students that get picked up by parents. Most other schools like this one rely on 100% parent drop-off/pick-up. DeShazo believes this is due to this school's location (in a residential neighborhood).

CURRENT SITE ACCESS AND CIRCULATION

The school is located North of Loop 12 on the eastern corner of Rugged Drive and Vatican Lane intersection. Bishop Dunne Catholic School has a driveway on the school property that runs the length of the western property line along Rugged Drive into a visitor parking lot at the northern side of the property, the queue also continues inside the northern visitor parking lot. There are three access points along the property. The first access point is at the southwest corner of the property. This access point serves as the main ingress and egress point for the school as seniors and faculty park along the southern and western property lines, and parents enter to queue at drop-off and pick-up times. The second access point is roughly 470 ft north of the southernmost access point. This access point serves three purposes, first as an egress point for all vehicles parked or queued along the western property line, second it serves as an ingress point for vehicles entering the northern visitor parking lot queue, and third it serves as an egress point for the for the northern visitor queue. There are cones to divide the lanes at the access point to allow for efficient ingress and egress of the vehicles and the separate queue. Lastly, there is an egress point roughly 250 ft from the middle access point, at the northernmost point of the property that serves the northern queue in the visitor parking lot.

There is a private bus loading zone in the southern student and faculty parking lot, with the buses egressing using the southern access point. The utility loading zone is in the back of the property through the students and faculty along the eastern side of the school building. There is limited signage to indicate how traffic should flow during school hours. **Exhibit 1** shows an example of signage at the middle access point that indicates that the western queue and parking is a one-way area. **Exhibit 2** shows an example of wayfinding at the middle access point that indicates the location of campus buildings.

Exhibit 1. Middle Access Point Signage On Private Driveway Southbound

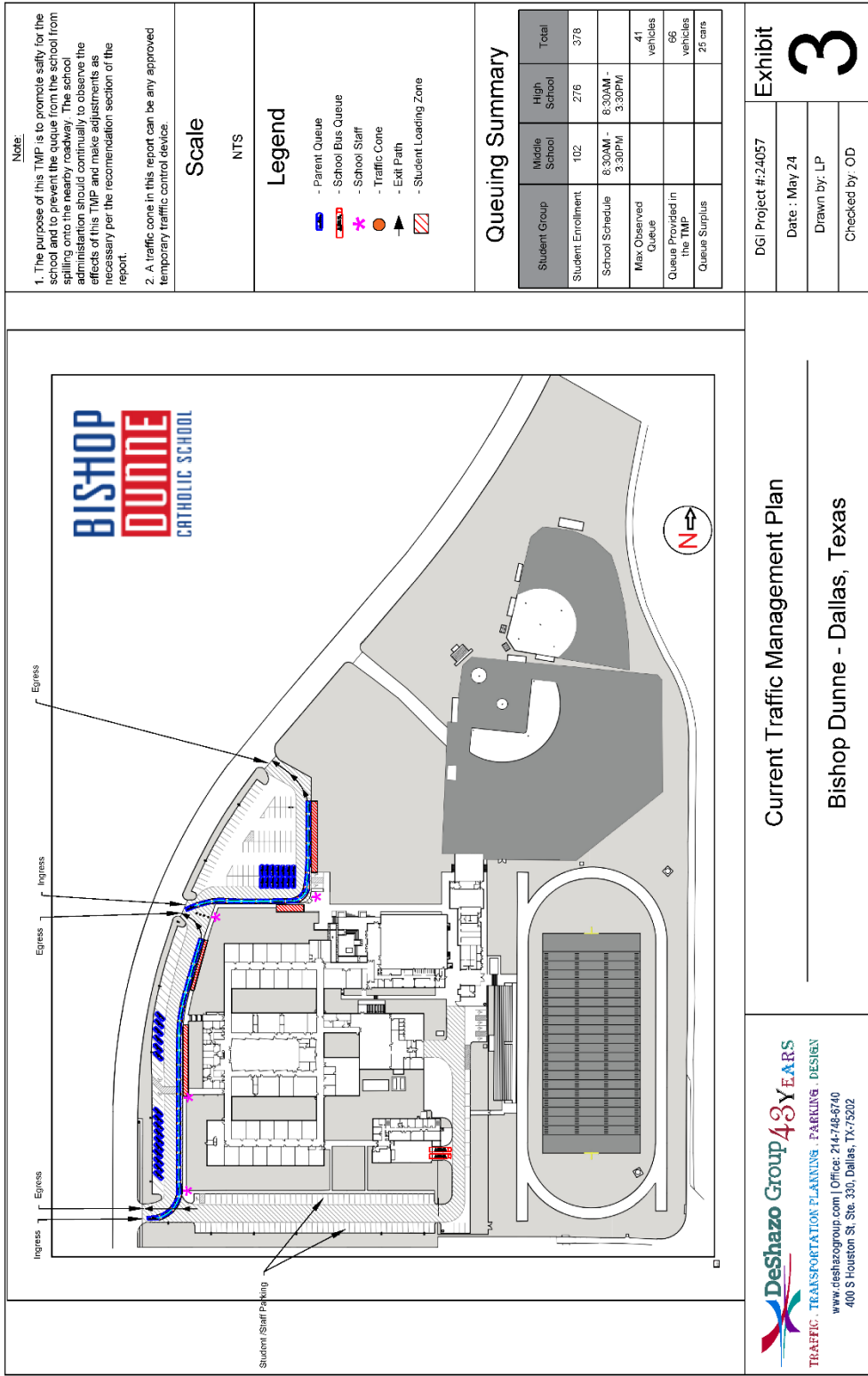


Exhibit 2. Middle Access Point Signage On Private Driveway Eastbound



There is one staff member who currently assists with drop-off and pick-up times located at the middle access point to direct traffic and assist in the ingress and egress of vehicles at the private intersection. DeShazo prepared **Exhibit 3** on the next page which shows how parents currently queue at the school.

Currently, parents enter the queue line from the southernmost access point to enter the one-way queue that exits out of the middle access point. Parents also may enter the visitor parking lot queue line from the middle access point following the path designated by signage, street cones, and staff assisting with traffic. Parents in the visitor parking lot queue may exit from either the northernmost egress point or from the middle access point they entered from.



STUDENT LOADING

MORNING DROP-OFF

During the morning drop-off period, parents entered the queue as anticipated and DeShazo found that during our observations the largest queue for student arrival was 12 cars (approximately 300 LF). This queue was fully managed by the queue lanes on school property.

AFTERNOON PICK-UP

During the afternoon pick-up period, parents generally enter the queue as anticipated, and students gradually leave to meet their parents parked in the queue. DeShazo found that during our observations the largest queue for student dismissal was 41 cars (approximately 1,025 LF). This queue was made possible by several factors occurring simultaneously. The first was a queue forming from the southern access point to the middle access point. The queue was along the curb of the right-hand side of the road and parents also would temporarily park in the available parking spaces along the left-hand side of the road with vehicles using the middle lane to exit. The second was a queue forming from the middle access point to the northern exit point. The vehicles queued along the right-hand curb and parents would also temporarily park in the available visitor parking lot that made up the interior of the northern parking area. Lastly, there were also student vehicles that were seen leaving the student parking area out of the southern access point.

PROPOSED TRAFFIC CIRCULATION PLAN

According to the City of Dallas Guidelines, all traffic should be contained inside the school property. 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 occur much more quickly than student pick-up. The observed peak number of vehicles during the dismissal time is provided in Table 2.

Table 2. Peak On-Site Vehicle Demand During Afternoon Peak-Up Period

		Peak queue time 3:30 PM
		School
Existing	Total number of students using the pick-up/drop-off method (84% of enrolled)	317
	Queue¹	41 Vehicles
	Dismissal Time	3:30 PM

¹The existing maximum queue was observed to be 41 vehicles in demand at approximately 3:30 PM.

OBSERVATIONS - QUEUING

Morning observations at Bishop Dunne Catholic School showed that there was a maximum queue of 12 vehicles (300 LF) with all vehicles being contained within the current traffic management plan. The parent cars queue in a single line along the eastern curb of the private driveway for the entire drop-off period.

Afternoon observations showed that there was a maximum queue of 41 vehicles (1,025 LF). Most of the vehicles were able to stack according to the current traffic management plan with 26 viewed in the queue, 15 vehicles parking in extra available parking spots and 1-6 vehicles queuing on the city’s right of way until the queue moved forward. Some parents were observed parking in the queue to wait for their children to arrive. This created issues where the queue extended outside of the property line and onto the city’s right of way.

During the afternoon, due to the elementary school located across the street letting out at the same time and their queuing on the city right of way. Intersections to enter the southern access point and middle access point create traffic conflicts, where vehicles are unable to ingress or egress from the property. Having ingress and egress from the southern and middle access points created instances where vehicles traveling northbound and southbound would have to self-regulate when they turn to ingress onto the property. These vehicles must self-regulate when to turn with oncoming traffic and vehicles egressing; as such, vehicles were observed as lingering at intersections for extended periods waiting for available opportunities to ingress onto the property.

The southern queue that runs from the southern access point to the middle access point is a one-way road; however, it was observed on multiple days that vehicles would travel the wrong way, against the flow of traffic to use the southern access point despite signage and traffic cones located at the middle access point. The information provided by Bishop Dunne Catholic School mentions that the school is planning on keeping the student enrollment about the same going forward. This means that the queue for the school should updated as the current traffic management plan is sufficient.

RECOMMENDATIONS

The school administration should continue to implement active management of student loading to expedite queueing operations and reduce the maximum accumulation of traffic. Queue pick-up participation is a challenge that schools face constantly. Generally, traffic delays or congestion during the afternoon pick-up period is notably greater than the traffic congestion experienced during the morning drop-off period due to timing and concentration characteristics. In most instances, achieving efficiency during the afternoon period is most critical; the morning traffic operations require nominal active management. Therefore, except where stated otherwise, the recommendations provided herein pertain specifically to the afternoon period operations. DeShazo recommends consideration of the following recommendations to optimize queue operations at Bishop Dunne Catholic School:

GENERAL SAFETY MEASURES

- To maximize personal safety, any passenger loading (or unloading) within the public right-of-way should be discouraged. Parents should be warned that loading children into cars on public roads can result in a citation.
- To minimize liabilities, no persons other than deputized officers of the law should engage or attempt to influence traffic operations in the public right-of-way.
- Per the Transportation Code, Section 545.4252, State law prohibits the use of wireless communication devices while operating a motor vehicle when a school zone speed restriction is in effect. Restrictions do not apply to stopped vehicles or the use of handheld free devices.
- Student safety should always remain paramount. School administration should remind students, parents, and staff continuously throughout the school year of their expectations relative to this traffic management plan.
- School administration should, in the interest of student safety, review traffic operations and address any problems concerning this traffic management plan.
- School administration should conduct annual meetings with the neighborhood to address any problems concerning traffic management for the school.

RECOMMENDED PLAN

The current TMP for Bishop Dunne Catholic School is insufficient for the current school conditions. Observations show that the maximum queue for the school is 27 cars (663 LF). This means that the current TMP will have a surplus of 14 cars (350 LF).

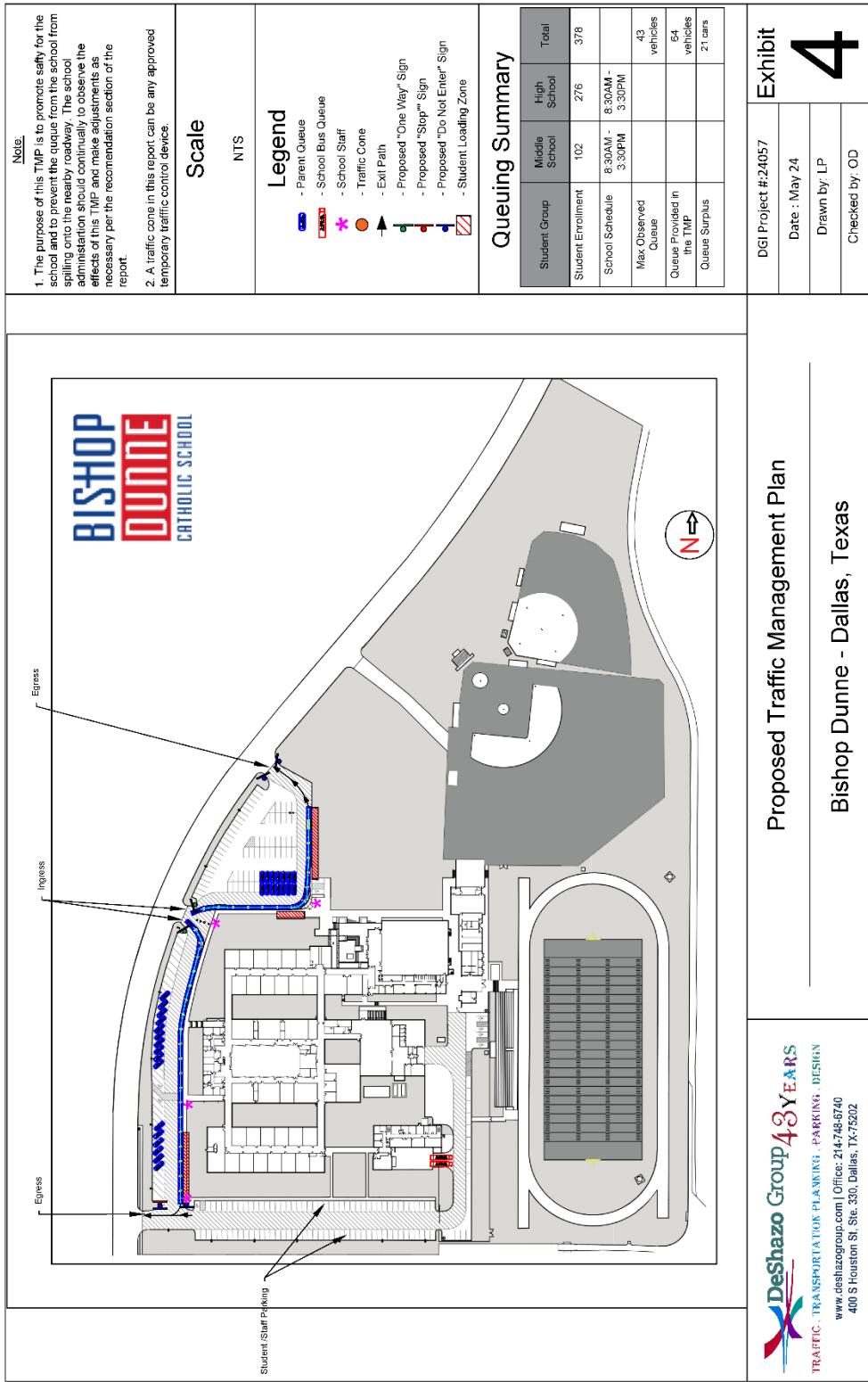
NECESSARY ACTIONS

1. Bishop Dunne Catholic School should have a staff member assist in the vehicle queues, ensuring that vehicles continuously pull forward to ensure that as many vehicles are queueing on the property as possible.

RECOMMENDED ACTIONS

1. Bishop Dunne Catholic School should implement a new queuing strategy to solve traffic issues observed at the southern access point and middle access point.
 - a. One strategy to solve observed traffic issues would be to make the middle access point the only ingress point and have the northern and southern access points be the egress points. This strategy would allow for consistent flow as vehicles are traveling in the same direction at the northern and southern intersections. In order to implement this strategy however, the striping that runs along the western curb between the southern and middle access points would have to be reversed to allow vehicles traveling southbound from the middle access point to easily park.
 - b. Another strategy would be to close the middle access point and have vehicles ingress only from the southern access point and egress only from the northern access point. The queues would run along the eastern curb of the parking lot and a second queue could form in the middle lane from the middle access point to the southern access point. Similarly, this strategy would solve intersection conflict issues while also allowing for all the parking striping to remain the same.
2. Bishop Dunne Catholic School should also implement better one-way signage at the middle access point, preferably with a visible one-way sign for vehicles ingressing from this point as well as do-not-enter signage that is identifiable and on both sides of the driveway. This is to prevent vehicles from either making a right-hand turn into oncoming traffic or having vehicles from the northern queue try to use the southernmost access point to egress from the property.
3. Left turns from the property onto the city's right of way should not be allowed. While trying to egress from the property, waiting for an opening in the city's right of way while vehicles are trying to also ingress onto the property creates traffic at the intersection since the vehicle trying to leave must wait for two lanes of traffic to be available thus creating unnecessary traffic in the school queues.

Exhibit 4 on the following page shows the proposed TMP for Bishop Dunne.



SUMMARY

The above-recommended actions are meant to create a safer, more efficient environment for vehicles that will inevitably queue on the public right-of-way. Overall, 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 about the plan is recommended. Sufficient communication at the beginning of each school term (and otherwise, as needed) with students and parents about their duties and expectations is also recommended. Details of the TMP shall be reviewed by the school regularly to confirm its effectiveness and compliance and to consider any adjustments needed to provide overall safety.

(NOTE: In this report, the term “parent” refers to any parent, family member, legal guardian, or another individual who is involved in the pick-up or drop-off of one or more students at the school.)

END OF REPORT

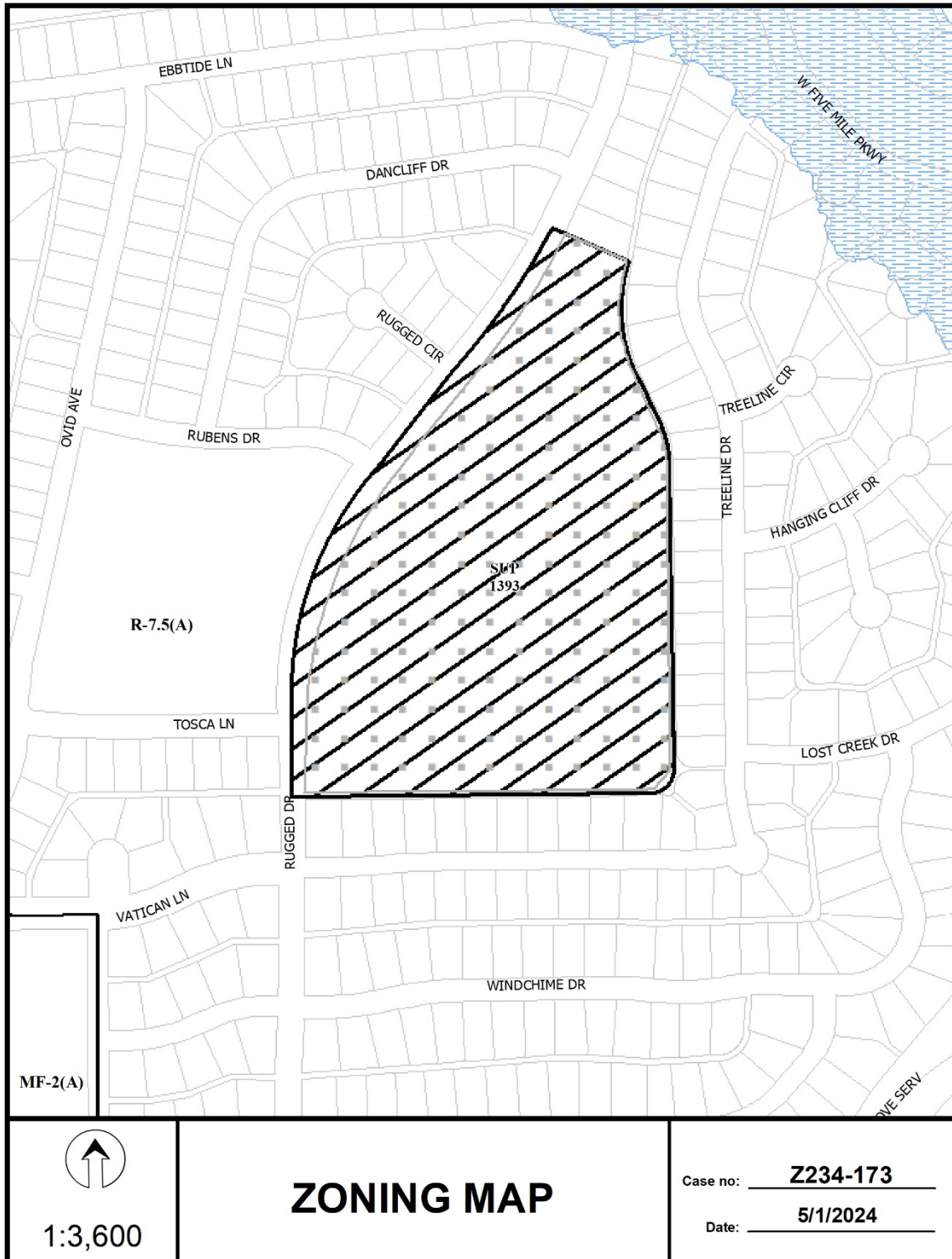


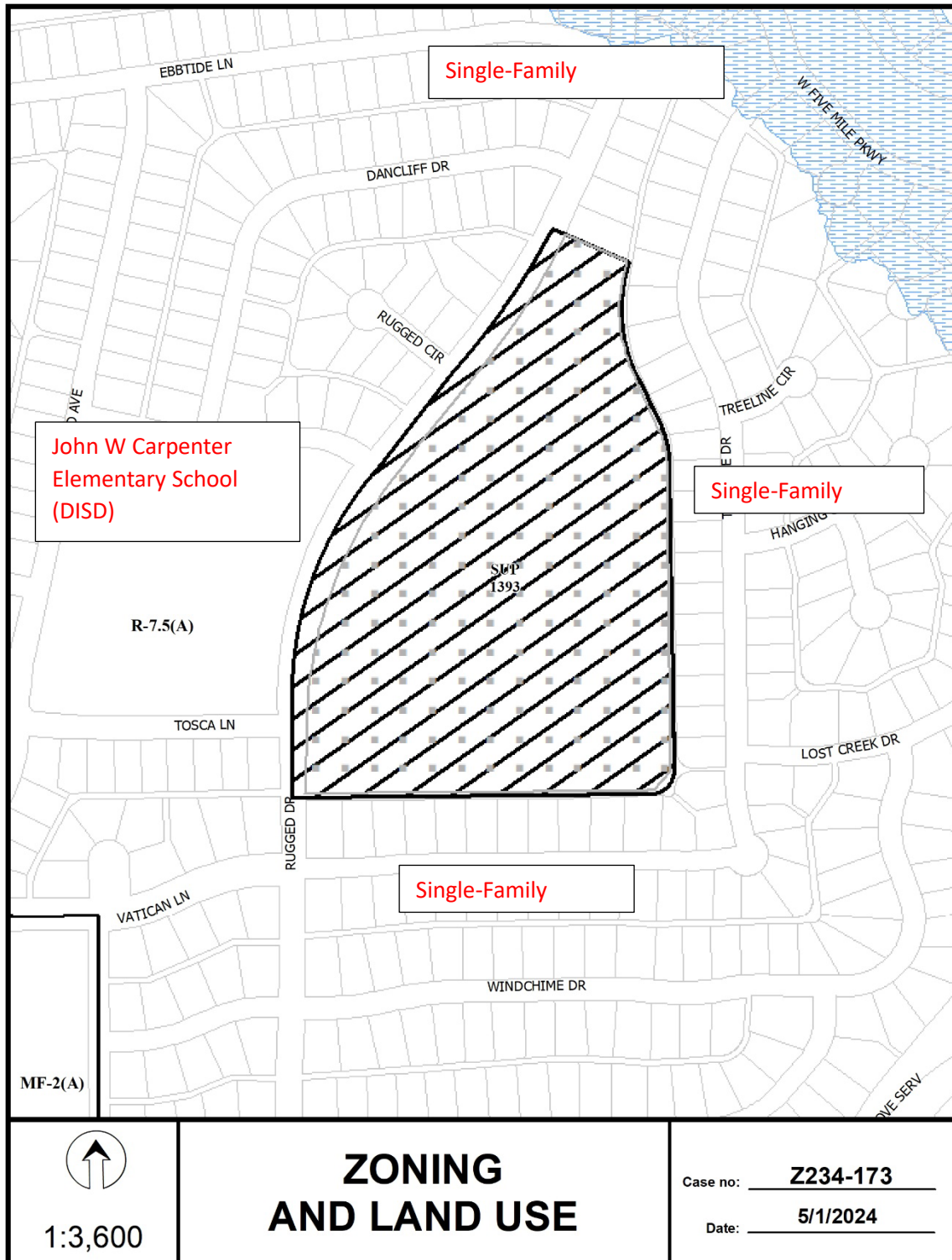
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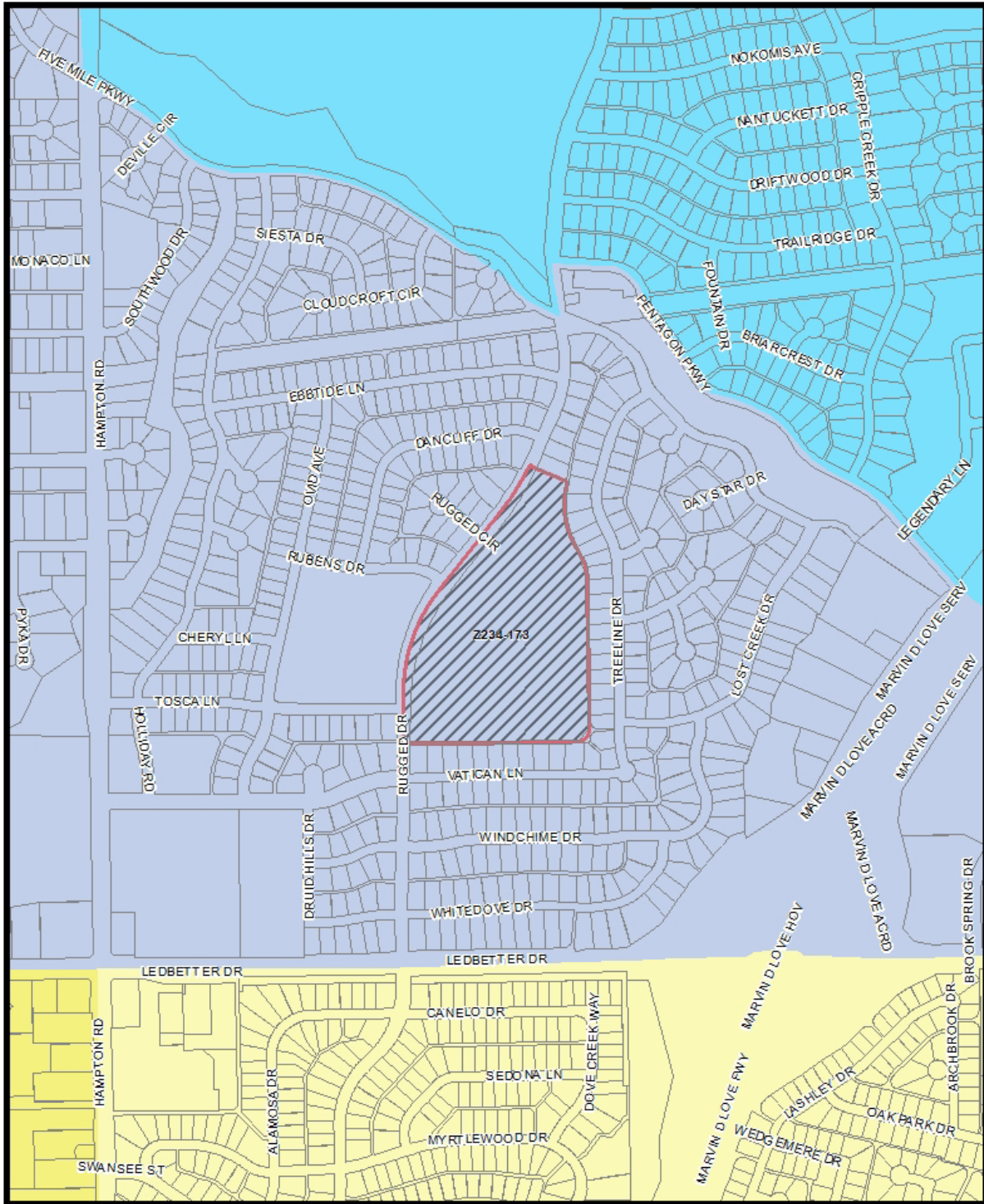
AERIAL MAP

Case no: Z234-173

Date: 5/1/2024





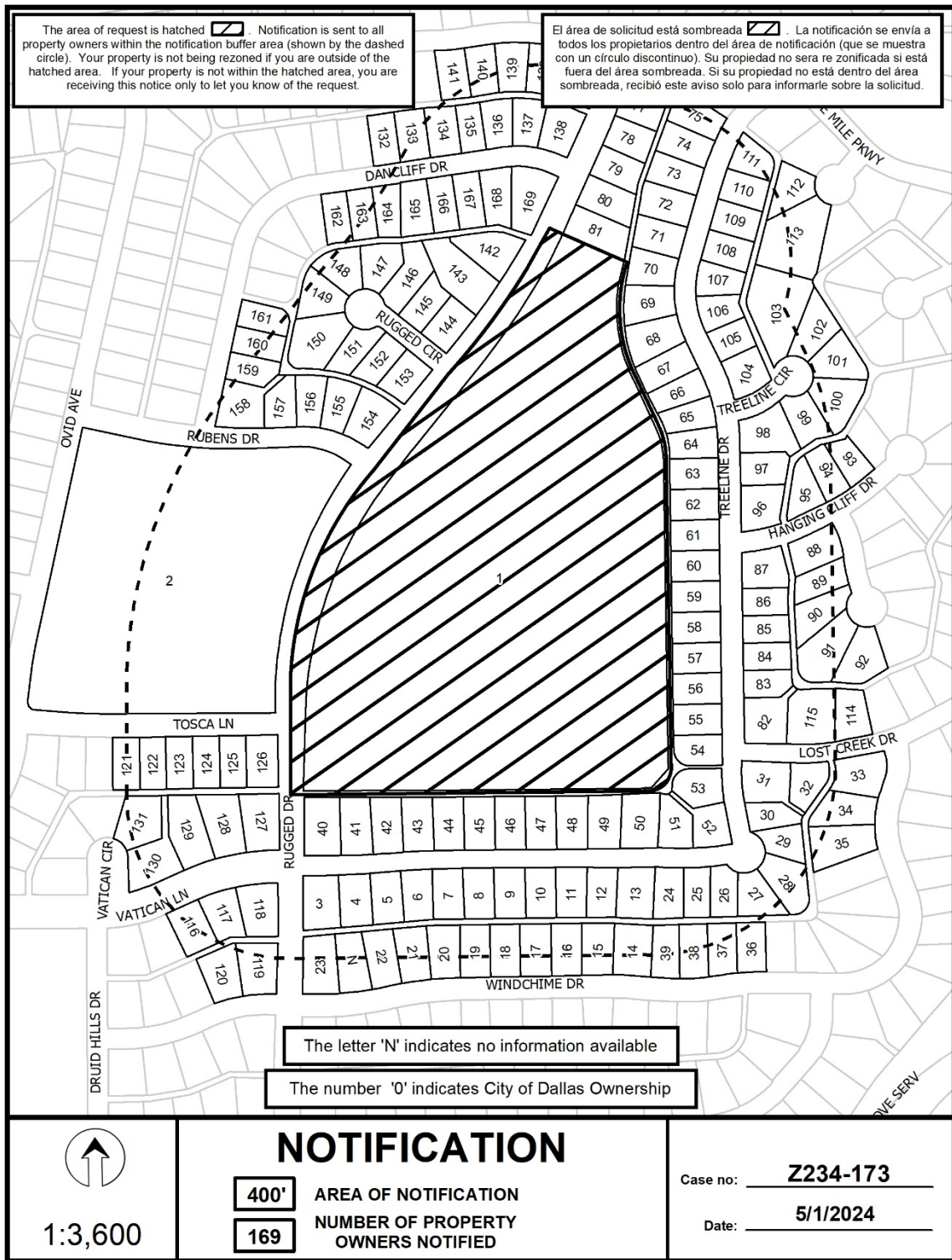


Market Value Analysis A B C D E F G H I NA

1:7,200

Market Value Analysis

Printed Date: 5/1/2024



05/01/2024

Notification List of Property Owners***Z234-173******169 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	3900 RUGGED DR	BISHOP DUNNE CATHOLIC
2	2121 TOSCA LN	Dallas ISD
3	1920 VATICAN LN	MERIDA EDWIN &
4	1914 VATICAN LN	MASSONNEAU JASON MICHAEL &
5	1908 VATICAN LN	HAMILTON STEPHEN
6	1902 VATICAN LN	BARAN LUKAS J &
7	1818 VATICAN LN	CONTRERAS PEDRO E &
8	1810 VATICAN LN	WOMACK CASSANDRA A
9	1804 VATICAN LN	JAMES NORIKO
10	1722 VATICAN LN	GRAY PATRICIA
11	1716 VATICAN LN	LASSITER KRISTI
12	1712 VATICAN LN	RAMOS LUIS JR
13	1708 VATICAN LN	DIGGLES BREVELY FAYE
14	1705 WINDCHIME DR	CASTANETO EDUARDO T &
15	1711 WINDCHIME DR	LONG AMANDA M & RYAN
16	1717 WINDCHIME DR	RODRIGUEZ MARIA
17	1723 WINDCHIME DR	MAY JOSE
18	1805 WINDCHIME DR	Taxpayer at
19	1811 WINDCHIME DR	VILLANUEVA EVARISTO &
20	1819 WINDCHIME DR	RAMIREZ JORGE IVAN & PROVIDENCIA
21	1903 WINDCHIME DR	TORRES RICARDO
22	1909 WINDCHIME DR	TEMPLE WILLIAM BARRY
23	1921 WINDCHIME DR	TILLMAN BENNIE
24	1626 VATICAN LN	BOMAR TOMIKA R
25	1620 VATICAN LN	PRICE JANICE N & MARY
26	1614 VATICAN LN	EVANS GLYNDIA F

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	1608 VATICAN LN	DANCER RACHEL
28	1604 VATICAN LN	STANDIFER JOE CLARENCE
29	4052 TREELINE DR	GREEN JAMES H EST OF
30	4048 TREELINE DR	Taxpayer at
31	4044 TREELINE DR	FLAHERTY JOHN STUART &
32	4020 LOST CREEK DR	BELL CARLOS &
33	1509 WINDCHIME DR	BROWN MARY ELLEN &
34	1515 WINDCHIME DR	GIBSON FAYERENE JOHNSON
35	1519 WINDCHIME DR	SANCHEZ MARGARITA ELIZABETH &
36	1617 WINDCHIME DR	WILLIAMS OSCAR FAYE BRANCH
37	1621 WINDCHIME DR	JACKSON ANDREW HUDSON &
38	1627 WINDCHIME DR	MAY GILBERT III
39	1631 WINDCHIME DR	STOCKLIN JERELINE
40	1921 VATICAN LN	POPOCA MARCELINO &
41	1915 VATICAN LN	ZAMORA ANGEL &
42	1909 VATICAN LN	ALBAGARCIA RAUL
43	1903 VATICAN LN	GORSKI SHIRLEY
44	1819 VATICAN LN	FIELDS ERIC
45	1811 VATICAN LN	Taxpayer at
46	1805 VATICAN LN	VILLEGAS SILVESTRE R
47	1723 VATICAN LN	MONJO LETICIA &
48	1717 VATICAN LN	WILLIAMS SONJA
49	1711 VATICAN LN	BROOKS ELVIS JR
50	1707 VATICAN LN	LUSK BILLIE JO
51	1625 VATICAN LN	HILL GEORGE R
52	1619 VATICAN LN	BUCKNER ROBERT H EST OF
53	4043 TREELINE DR	DENMON ERIC T
54	4037 TREELINE DR	TAYLOR MACLOVIA E
55	4031 TREELINE DR	BECK JERILYNN BROWN
56	4027 TREELINE DR	GAMBOA OSCAR DANIEL &
57	4021 TREELINE DR	TREELINE PROP5 LLC

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	4017 TREELINE DR	ASTRO GLOBAL TRADING INC
59	4011 TREELINE DR	BOWLING CHRISTINA
60	4007 TREELINE DR	JONES MARY C
61	3923 TREELINE DR	CERBERUS SFR HOLDINGS LP
62	3917 TREELINE DR	Taxpayer at
63	3911 TREELINE DR	BRONAUGH FAITH
64	3905 TREELINE DR	HUGHEY JESSE T
65	3861 TREELINE DR	DEGRAY PHYLLIS
66	3857 TREELINE DR	WILLIAMS ROLANDA B
67	3853 TREELINE DR	RODGERS JAMES W &
68	3847 TREELINE DR	RODRIGUEZ RUBY
69	3843 TREELINE DR	WITTY WILLIAM M &
70	3839 TREELINE DR	THOMPSON DIANNE &
71	3833 TREELINE DR	SMITH TERRY W
72	3829 TREELINE DR	ANZIANI MATTHEW &
73	3823 TREELINE DR	HINSON CAROLYN F
74	3819 TREELINE DR	LLANAS ROBERT
75	3815 TREELINE DR	DYSON PAULA
76	3724 RUGGED DR	FREEMAN IVAN V
77	3730 RUGGED DR	WARE IRENE SIMON
78	3738 RUGGED DR	NELSON GWENDOLYN
79	3744 RUGGED DR	PENNON SONYA L
80	3804 RUGGED DR	JACKSON EMILY KATE &
81	3810 RUGGED DR	CALLAWAY AUSTIN T & GABRIELLE L
82	4032 TREELINE DR	AIMURIE JOEL
83	4028 TREELINE DR	TOP MONEY LLC
84	4022 TREELINE DR	MAGAGON MARIA E & DANIEL
85	4018 TREELINE DR	HENRY LAWRENCE R &
86	4012 TREELINE DR	RANGER DEVERE MARCUS &
87	4008 TREELINE DR	LOPEZ JUANA MARIA
88	1656 HANGING CLIFF CIR	HART DORIS

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	1652 HANGING CLIFF DR	SNEED SIDNEY LADWAN &
90	1648 HANGING CLIFF CIR	RIBIO BIANCA &
91	1644 HANGING CLIFF CIR	TERRY STEPHEN & SHAMEQUA WEST
92	1640 HANGING CLIFF CIR	GOER ODETT
93	1617 HANGING CLIFF DR	WOLFE ADELINE
94	1623 HANGING CLIFF DR	DIXON LINDSEY &
95	1633 HANGING CLIFF DR	LEAVELL DAVID L
96	3918 TREELINE DR	YBARRA SUSAN & ARTHUR
97	3912 TREELINE DR	MURPHY MACK V & JOYCE
98	3906 TREELINE DR	EUDY RYAN JOSEPH &
99	3880 TREELINE CIR	COLON JONATHAN W
100	3876 TREELINE CIR	ANDERSON DWIGHT S & THERESA E
101	3872 TREELINE CIR	HILL RANDALL
102	3868 TREELINE CIR	BROWN DWALA A
103	3864 TREELINE CIR	BRINING JOSEPH & BEVERLY
104	3858 TREELINE DR	MITCHELL ZAHARA
105	3852 TREELINE DR	DREW ZENETTA STRONG
106	3846 TREELINE DR	MUNCHRATH MATHEW RYAN
107	3840 TREELINE DR	MINTZ ANDREW M & STEPHANIE
108	3832 TREELINE DR	ALFORD GERALDINE
109	3828 TREELINE DR	REED GWENDOLYN
110	3822 TREELINE DR	DONATO DANA F & ERICA J
111	3818 TREELINE DR	JACKSON CECIL & MARY SHAW
112	1630 FIVE MILE CT	JOHNSON ELIZABETH & LARRY
113	1626 FIVE MILE CT	LAIRD SANDRA LEE
114	4011 LOST CREEK DR	BATTEE CHELVY
115	4021 LOST CREEK DR	ARMSTRONG BOBBY
116	2022 VATICAN LN	DELEON AMANDO C & EMILIE JEAN
117	2016 VATICAN LN	ARANDA CARMEN &
118	2006 VATICAN LN	DODD JANICE
119	2005 WINDCHIME DR	ROMO NAT BENJAMIN &

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	2015 WINDCHIME DR	RIVAS SANTOS
121	2136 TOSCA LN	COLUNGA HUGO ARMANDO & MARIA ANITA
122	2130 TOSCA LN	MEDINA J GUADALUPE
123	2124 TOSCA LN	SMITH OUIDA M
124	2118 TOSCA LN	FKH SFR PROPCO H LP
125	2112 TOSCA LN	ZARATE JUAN CARLOS
126	2106 TOSCA LN	JONES REBECCA
127	2005 VATICAN LN	SMITH MICHAEL G &
128	2015 VATICAN LN	GALLEGOS LUIS D
129	2021 VATICAN LN	GONZALEZ ISIDRO & MARIA GONZALEZ
130	2029 VATICAN CIR	Taxpayer at
131	2035 VATICAN CIR	BUSBY JESSE JAMES JR
132	1915 DANCLIFF DR	YOUNG JULIE A
133	1911 DANCLIFF DR	ALLEN CLEO
134	1907 DANCLIFF DR	WRIGHT ALBERT
135	1819 DANCLIFF DR	BAILEY MOLLY K &
136	1815 DANCLIFF DR	STIMPSON JENNIFER
137	1811 DANCLIFF DR	HENDERSON RUTH FAYNELLA
138	1807 DANCLIFF DR	WILDCAT LENDING FUND ONE LP
139	1806 EBBTIDE LN	BELMAREZ JAY FRANCISCO
140	1818 EBBTIDE LN	ALVAREZ LAZARAIDYS JIMENEZ &
141	1906 EBBTIDE LN	DOUGLAS MATTHEW H
142	3821 RUGGED DR	ARMENDARIZ SAUL & MARIA
143	3829 RUGGED DR	BRYANT KATHRYN LIFE ESTATE
144	3839 RUGGED CIR	BURCIAGA JOSE
145	3843 RUGGED CIR	ARANDA STEPHANIE FERNANDA
146	3847 RUGGED CIR	LADEN SAMUEL C JR
147	3851 RUGGED CIR	WEISER MARTIN
148	3855 RUGGED CIR	GARRETT TODD &
149	3859 RUGGED CIR	DAVIS CARMEN REGINA
150	3863 RUGGED CIR	CORONILLA JOSEPH CRUZ &

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	3867 RUGGED CIR	MANDEL DAVID
152	3873 RUGGED CIR	BOYD TYSON GRAHAM
153	3879 RUGGED CIR	ALLIED CAPITAL LLC
154	2107 RUBENS DR	COURTNEY CHRISTOPHER A
155	2111 RUBENS DR	AMATON CECILIA &
156	2115 RUBENS DR	MARSHALL BELINDA
157	2121 RUBENS DR	RODRIGUEZ ALMA LILIANA
158	2120 DANCLIFF DR	LOPEZ EFRAIN & RAQUEL
159	2114 DANCLIFF DR	BEATTIE DAVID R
160	2110 DANCLIFF DR	Taxpayer at
161	2106 DANCLIFF DR	PENA MODESTA GARZA
162	1934 DANCLIFF DR	COURTNEY CHRISTOPHER A & JOYCE E
163	1930 DANCLIFF DR	HENDRIX JESSE D &
164	1926 DANCLIFF DR	UDUH EDUZIE BEST
165	1910 DANCLIFF DR	TOMELL JONATHAN
166	1906 DANCLIFF DR	JONES SARAH ANNA
167	1814 DANCLIFF DR	BOYD JESSIE NEIL
168	1810 DANCLIFF DR	ROSE W V
169	1806 DANCLIFF DR	MACSWINEY IRIS