

**FILE NUMBER:** Z212-277(MP) **DATE FILED:** May 27, 2022

**LOCATION:** North line of Bruton Road, between Leroy Road and Cheyenne Road

**COUNCIL DISTRICT:** 7

**SIZE OF REQUEST:** 5.688 acres **CENSUS TRACT:** 48113017605

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**REPRESENTATIVE:** Rob Baldwin, Baldwin Associates

**APPLICANT/OWNER:** Golden Rule Schools, Inc.

**REQUEST:** An application for an amendment to and a renewal of Specific Use Permit No. 1817 for a private school and an open enrollment charter school on property zoned an R-7.5(A) Single Family District.

**SUMMARY:** The purpose of the request is to allow for the continued use of an open enrollment charter school on the property and to enable an expansion of the existing facility.

**STAFF RECOMMENDATION:** **Approval** for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan, a traffic management plan, and conditions.

**CPC RECOMMENDATION:** **Approval** for a two-year period, subject to a site plan, a traffic management plan, and conditions.

**Single Family Districts [Ref. Sec. 51A-4.112(g) for R-7.5(A)]:**  
[https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-75376](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75376)

## **BACKGROUND INFORMATION:**

- The 5.69-acre area of request consists of two lots. There is a 1.85-acre southwestern lot fronting Bruton Road which is currently developed with a 14,993-square-foot building that contains a church use [Nueva Vida / New Life Assembly] and an open-enrollment charter school [Golden Rule Schools]. The existing school currently contains 15 classrooms, pre-kindergarten through sixth grade. The lot also contains two portable classroom buildings, 1,552 square feet and 807 square feet in area. The 3.84-acre northeastern lot is a flag lot that has access from Bruton Road and is currently developed with a parking lot including additional parking facilities for the existing school and church.
- On November 10, 2010, the City Council approved Specific Use Permit No. 1817 for an open-enrollment charter school, for a five-year period with eligibility for automatic renewal for additional five-year periods, subject to a site plan, a traffic management plan, and conditions.
- On September 10, 2014, City Council approved an amendment and renewal of SUP No. 1817 for a five-year period with eligibility for automatic renewal for additional five-year periods. The amendment included two new portable buildings for additional classroom space, but the number of classrooms remained 15 as approved with the initial SUP. On February 12, 2020, the SUP was approved and amended again with a site plan similar to the one proposed at this time, however with only 15 classrooms in the conditions.
- Similar to the previous approval, the proposed site plan depicts a new building southwest of the existing buildings. The applicant proposes to modify the conditions to allow 23 total classrooms.

## **Zoning History:**

There has been one zoning change request in the area in the last five years.

1. **Z189-268** – On February 12, 2020, City Council approved an application for the renewal of and an amendment to Specific Use Permit No. 1817 for an open-enrollment charter school use on property zoned an R-7.5(A) Single Family District. [Subject site previous SUP approval]

**Thoroughfares/Streets:**

Thoroughfare/Street	Type	Existing / Proposed ROW
Bruton Road	Principal Arterial	100 feet Bike plan

**Traffic:**

The proposed TMP, dated July 20, 2023, is sealed by a licensed professional engineer, and contains the signature of the school principal. Proposed SUP conditions require a traffic study evaluating the sufficiency of the TMP to be submitted by November 1, 2024, and by November 1st of each event-numbered year thereafter.

The proposed traffic management plan (TMP) projects for queuing to occur entirely within the school site.

The TMP alters the existing queue pattern to move up the unloading area in order to increase the onsite queuing space across two queues. The west queue (Pre-K, 4<sup>th</sup>, 5<sup>th</sup>, and 8<sup>th</sup> grades) is projected to accumulate a maximum of 15 cars at a time and has capacity for 16 cars. The east queue (K – 3<sup>rd</sup> grade, 6<sup>th</sup> and 7<sup>th</sup> grade) is projected to accumulate a maximum of 37 cars at a time and has capacity for 47 cars.

The Transportation Division of the Transportation Department has reviewed the current zoning application and supports the zoning request as proposed. The Transportation Department will collaborate with school officials to enforce the TMP.

**STAFF ANALYSIS:****Comprehensive Plan:**

The *forwardDallas! Comprehensive Plan*, adopted by City Council in June 2006, outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request. The request is consistent with the following goals and policies of the comprehensive plan:

**LAND USE ELEMENT****GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES**

**Policy 1.1.5** Strengthen existing neighborhoods and promote neighborhoods' unique characteristics

**1.1.5.7** Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks and open space, libraries, and schools.

**ECONOMIC ELEMENT**

**GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS**

**Policy 2.5.1** Promote strong and distinctive neighborhoods to enhance Dallas' quality of life.

**URBAN DESIGN ELEMENT**

**GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY**

**Policy 5.1.1** Promote pedestrian friendly streetscapes

**Policy 5.1.3** Encourage complementary building height, scale, design, and character.

**GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE**

**Policy 5.3.1** Encourage a balance of land uses within walking distance of each other.

**Policy 5.3.2** Direct pedestrian routes to home, school or work.

**Surrounding Land Uses:**

	Zoning	Land Use
<b>Site</b>	R-7.5(A) Single Family	Church, open enrollment charter school
<b>North</b>	TH-2(A) Townhouse	Single family
<b>East</b>	R-7.5(A) Single Family with Deed Restrictions [Z845-226]	Single family
<b>South</b>	R-7.5(A) Single Family	Single family
<b>West</b>	R-7.5(A) Single Family	Single family

**Land Use Compatibility:**

The property is surrounded by single family uses on four sides, and the only access is from Bruton Road. The proposed use and its facilities are appropriately sited relative to surrounding land uses and would be complimentary to nearby residential.

The applicant is proposing the construction of an additional building to expand the school use on this lot. The building will be approximately 15,283 square feet in area and will contain eight additional classrooms. The area of the expansion is the same space allocated on the previous site plan approvals, but a change in SUP conditions is necessary to occupy that space with additional classrooms.

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.

The proposed use is compatible with the surrounding neighborhood and is consistent with the existing zoning and with the general provisions for a Specific Use Permit. Additionally, the request is consistent with the Comprehensive Plan goals of ensuring neighborhood access to schools, encouraging a balance of land uses within walking distance, and promoting strong and distinctive neighborhoods to enhance Dallas' quality of life.

Staff finds that the current proposal will allow the school to operate in a manner that will not be a detriment to the adjacent properties and the surrounding roadway system and will enhance pedestrian access within and around the request site.

### **Development Standards:**

Following is a comparison table showing development standards for R-7.5(A) Single Family Districts, in general when developing an institutional use.

<u>DISTRICT</u>	<b>SETBACKS</b>			<b>Height</b>	<b>Lot Coverage</b>	<b>Special Standards</b>
	<b>Front</b>	<b>Side</b>	<b>Rear</b>			
<b>R-7.5(A) and standards for open enrollment schools</b>	25'	5' 10' other permitted structures	5' 15' other permitted structures	30' Any height for institutional uses (subject to FAA, RPS and building code)	45% 60% for institutional uses	RPS

<sup>1</sup> Institutional uses (such as schools) may be built to any height consistent with FAA airspace limitations, residential proximity slope (RPS), and the building code. Note, however, that RPS is not generally applicable to lots in R(A), D(A), and TH(A) Districts.

<sup>2</sup> Lot coverage includes above-ground parking structures but does not include surface parking lots or other paving.

The proposed expansion as shown on the site plan complies with these standards.

### **Landscaping:**

Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.

**Parking:**

Parking will be provided pursuant to the Dallas Development Code, as amended. The total number of proposed classrooms determines the number of required parking spaces. The Dallas Development Code requirement for off-street parking for this school is as follows:

- one- and one-half space for each kindergarten/elementary school classroom, and
- three and one-half spaces for each junior high/middle school classroom.

The requirement for off-street parking for church uses is 1 space per 4 fixed seats in the sanctuary or auditorium.

For the southwestern lot, the school is required to provide 23 parking spaces and the church is required to provide 50 parking spaces. The Dallas Development Code allows institutional uses to share parking in residential districts on the same lot where both uses are located. The code also specifies that special parking may not account for more than 50 percent of the off-street parking required for each use. Uses sharing parking must have either mutually exclusive or compatibly overlapping normal hours of operation. Since the uses of school and church do not overlap in hours of operation, the property may make use of this Special Parking provision. According to the site plan, there are currently 52 parking spaces on this lot, thus meeting the code requirements for parking for both uses. The applicant will provide information regarding a parking agreement filed with the Building Official between the school and church.

For the northeastern lot, the 8 middle school classrooms are required to provide 28 parking spaces. According to the site plan, there are currently 29 parking spaces on this lot, which meets the code requirements for parking.

**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 target intervention strategies more precisely 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 property is located in an “H” MVA area.

## **List of Officers**

### **Golden Rule Schools, Inc.**

Darrell Pilcher, President  
Gamaliel Solares, Secretary  
Sarah Elizondo, Vice President  
Yolanda Mata, Board Member  
Lupita Kassi, Board Member  
Dr. Vicente Delgado, Superintendent

### **Nueva Vida/New Life Assembly, Inc.**

Juan Velazquez, President  
Johnny Pecina, Secretary  
Vicente Delgado, Director  
Antonio Delgado, Director  
Fernando Rodriguez, Director  
Iza Mendez, Business Manager

**CPC Action**  
**OCTOBER 19, 2023**

**Motion:** It was moved to recommend **approval** of an amendment to and a renewal of Specific Use Permit No. 1817 for a private school and an open enrollment charter school for a two-year period with no eligibility for automatic renewal, subject to a site plan, a traffic management plan, and conditions, as briefed; with the following change: a six foot tall fence is required at the rear of the property on property zoned an R-7.5(A) Single Family District, on the north line of Bruton Road, between Leroy Road and Cheyenne Road.

Maker: Wheeler-Reagan  
Second: Herbert  
Result: Carried: 15 to 0

For: 15 - Chernock, Hampton, Herbert, Anderson, Shidid,  
Carpenter, Wheeler-Reagan, Blair, Sleeper,  
Housewright, Treadway, Haqq, Hall, Kingston,  
Rubin

Against: 0  
Absent: 0  
Vacancy: 0

**Notices:** Area: 400 Mailed: 63  
**Replies:** For: 1 Against: 1

**Speakers:** For: Rob Baldwin, 3904 Elm St., Dallas, TX, 75226  
For (Did not speak): Chad Wallace, 6300 Ridglea Pl., Fort Worth, TX, 76116  
Michael Marcyniak, 901 Main St., Dallas, TX, 75202  
Against: Brad Abrams, 2123 Silverado Dr., Dallas, TX, 75253  
Camile White, 10212 Carolina Oaks Dr., Dallas, TX, 75227  
Claudia Woodruff, 10571 Blackjack Oaks Dr., Dallas, TX, 75227  
Staff: David Nevarez, Sr. Traffic Engineer, Development Services/Department of Transportation

### CPC RECOMMENDED SUP CONDITIONS

1. USE: The only use authorized by this specific use permit is an open-enrollment charter school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan/traffic management plan.
3. TIME LIMIT: This specific use permit expires on ~~February 12, 2025~~ (**two years** from the passage of this Ordinance).

#### **STAFF RECOMMENDED CONDITIONS:**

3. TIME LIMIT: This specific use permit expires on ~~February 12, 2025~~ (**five years** from the passage of this Ordinance) but is eligible for automatic renewals for additional five-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 10<sup>th</sup> but before the 120<sup>th</sup> 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. CLASSROOMS: The maximum number of classrooms is ~~15-23~~.
5. DROP-OFF/PICK-UP: A student pick-up and drop-off area must be provided in the locations shown on the attached site plan.
6. HOURS OF OPERATION: The open-enrollment charter school may only operate between 7:00 a.m. and ~~4:30 p.m.-5:00 p.m.~~, Monday through ~~Friday~~ **Saturday**.
7. INGRESS/EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan. No other ingress or egress is permitted.

~~8. PARKING: Parking must be provided in the locations shown on the attached site plan.~~

#### **8. TRAFFIC MANAGEMENT PLAN:**

- A. In general. The operation of the uses 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 traffic management plan. The initial traffic study must be submitted to the Director by November 1, 2024. After the initial traffic study, the Property owner or operator shall submit biannual updates of the traffic study to the Director by November 1st of each even-numbered year.

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 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.

1. A traffic management plan may be amended using 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.

9. Prior to the issuance of a certificate of occupancy for the addition labeled on the site plan as proposed middle school, minimum six-foot wide unobstructed sidewalks with minimum five-foot wide buffer must be provided along the Bruton Road frontage.

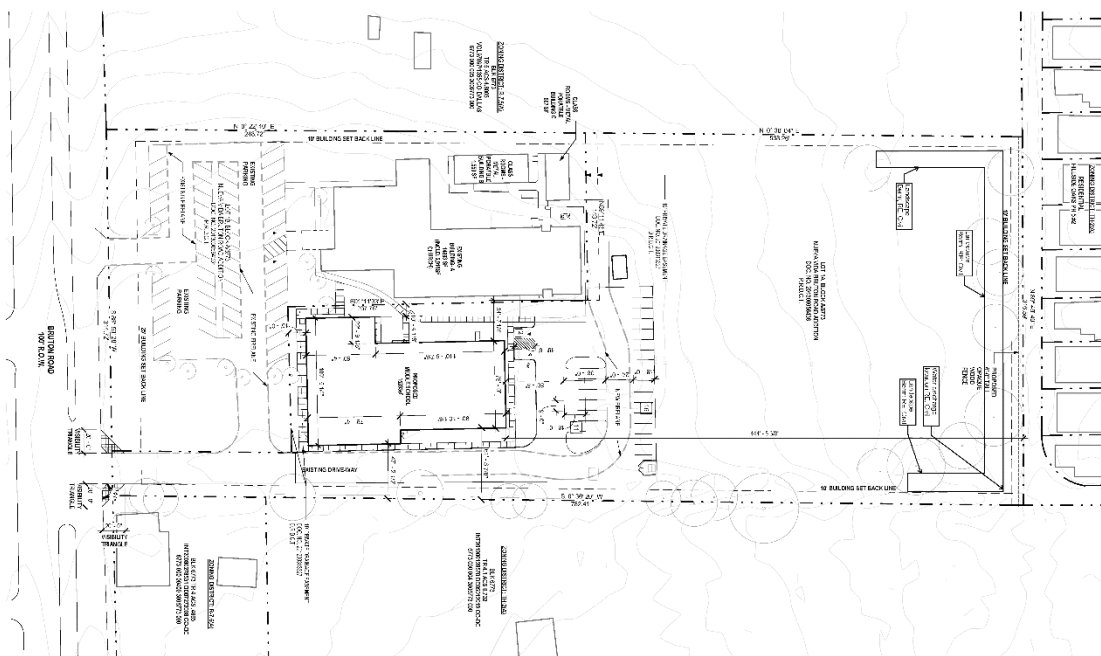
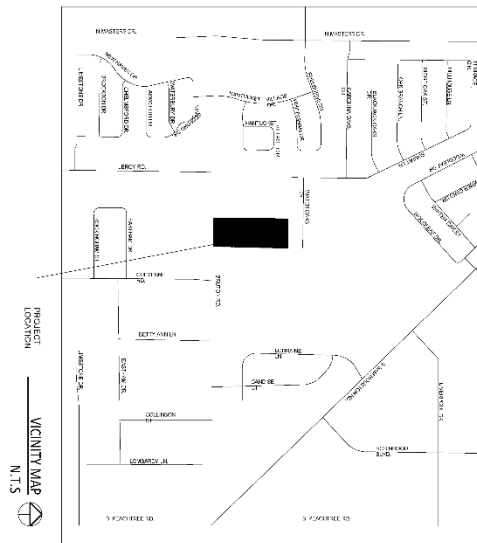
10. Fencing: A 6 foot fence is required at the rear of property.

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.

## CPC RECOMMENDED SITE PLAN

502.9; 11.45; 12.48



## ZONING CASE #

ZONING CASE #
TRF#
GENERAL NOTES
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF CHICAGO

## GENERAL NOTES

PARKING TAULUTION LOT 1A			
LADY	HG OFF CLASS	REGD PERD	PAYMENT
08-04-17	Q	13.99MAY-10.26NOV+25	
04/06	Q	08.99MAY	25

(BUILDINGS A, B & C)	
W. O' C. ASSES	REQUIRED

Year	2006	2007	2008	2009	2010
Number of cases	1	2	3	4	5
Percentage of cases	100%	200%	300%	400%	500%

## AREA &amp; HEIGHT TABULATION - LQ

DATE	10/10/2010	TIME	10:00
NAME	JOHN DOE	ADDRESS	123 MAIN ST, NEW YORK, NY 10001
PHONE	212-555-1234	EMAIL	john.doe@example.com
COMPANY	ABC CORP	POSITION	Software Engineer
REMARKS	Interview scheduled for 11/01/2010 at 14:00.		

## AREA &amp; HEIGHT TABULATION - 10

[illegible]

1 SITE PLAN - SUP  
1" = 40'

BRACE COMPANY APPROVAL SHALL  
STAMP HERE

5

JOB NO: 19043

SUP SITE PLAN

CASE NO.: TBD

# AS1

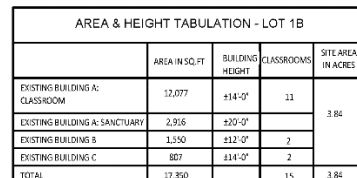
07/02/2023

A NEW PROJECT FOR

**GOLDEN RULE  
CHARTER SCHOOL**  
10747 BRUTON ROAD DALLAS, TEXAS 75243

## DRAINING ISSUES

**callaway**  
architecture  
1207 HAMPSHIRE LN, STH105, RICHARDSON, TX-75080  
PHONE 214.368.2525



— SPACE FOR AHJ APPROVAL SEALS.  
SIGNATURES

## CPC RECOMMENDED TRAFFIC MANAGEMENT PLAN

### MEMORANDUM

**To:** David Nevarez, P.E., City of Dallas

**From:** Tyler Fosnes, P.E. (Tennessee), KCI Technologies, Inc.  
Kyle Jones, P.E., KCI Technologies, Inc. (TBPE Firm #10573)

**Re:** Golden Rule – Pleasant Grove – Traffic Management Plan

**Date:** July 20, 2023



### Introduction

This purpose of this memo is to provide a traffic management plan (TMP) for the Golden Rule School – Pleasant Grove campus. The school is located on Bruton Road, west of Cheyenne Road in Dallas, Texas. Specifically, the school is located at 10747 Bruton Road, Dallas, TX 75217, and their phone number is 469-341-5780. The school is currently planned to expand by 176 middle school students. The Pleasant Grove campus includes two vehicular access points on Bruton Road.

The TMP exhibit, attached, consists of a site-specific plan providing guidelines to coordinate traffic circulation during school peak hours. Specifically, this TMP is intended to promote strategies to manage all modes of transportation and maintain student safety at all times.

### Existing Conditions

The following roadway provides access to the Pleasant Grove campus:

- Bruton Road is a two-way roadway that travels in an east-west direction with three lanes in each direction. Bruton Road is divided by a center median in the vicinity of the school. Bruton Road provides connection between Interstate 635 to the east and C.F. Hawn Freeway to the west. The posted speed limit on Bruton Road near the school is 35 mph.

The Golden Rule School – Pleasant Grove campus has a current enrollment of 236 full-time students. The existing enrollment includes 48 Pre-K students either during the morning hours (arrive at 8:00 AM, dismiss at 12:00 PM) or the afternoon hours (arrive at 12:00 PM and dismiss at 3:00 PM). The remainder of the existing enrollment consists



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of elementary students. Elementary school students arrive at 7:30 AM and dismiss at 3:30 PM. The 176 new middle school students will arrive and dismiss on a schedule, staggered from the elementary school, beginning at 8:00 AM and 4:00 PM, respectively. There are no school buses associated with the school, and students arriving on alternative modes of travel are minimal and discouraged by the school.

Field observations of the existing traffic management system at the school were made in 2023 on April 25, April 27, May 2, and May 4. The observations were made during arrival and dismissal periods. A summary of the field observations is presented in Table 1.

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TABLE 1: SUMMARY OF FIELD OBSERVATIONS

DATE	FEATURE	AM ARRIVAL	PM DISMISSAL
4/25/23	Duration of Queue on Public Roadway:	<20 minutes	<20 minutes
	Maximum Eastbound Left-Turn Queue on Public Roadway:	<60 feet (2 vehicles) <i>(Contained within Eastbound Left-Turn Lane Storage)</i>	<60 feet (3 vehicles) <i>(Contained within Eastbound Left-Turn Lane Storage)</i>
	Maximum Westbound Right-Turn Queue on Public Roadway:	Westbound Queue Contained On-Site	Westbound Queue Contained On-Site
4/27/23	Duration of Queue on Public Roadway:	<20 minutes	<30 minutes
	Maximum Eastbound Left-Turn Queue on Public Roadway:	<60 feet (3 vehicles) <i>(Contained within Eastbound Left-Turn Lane Storage)</i>	150 feet (6 vehicles)
	Maximum Westbound Right-Turn Queue on Public Roadway:	~30 feet (2 vehicles) <i>(Queue Distance Measured from Eastern Driveway)</i>	~240 feet (12 vehicles) <i>(Queue Distance Measured from Western Driveway)</i>
5/2/23	Duration of Queue on Public Roadway:	<20 minutes	<30 minutes
	Maximum Eastbound Left-Turn Queue on Public Roadway:	<60 feet (2 vehicles) <i>(Contained within Eastbound Left-Turn Lane Storage)</i>	<60 feet (3 vehicles) <i>(Contained within Eastbound Left-Turn Lane Storage)</i>
	Maximum Westbound Right-Turn Queue on Public Roadway:	~15 feet (1 vehicle) <i>(Queue Distance Measured from Eastern Driveway)</i>	~210 feet (10 vehicles) <i>(Queue Distance Measured from Western Driveway)</i>
5/4/23	Duration of Queue on Public Roadway:	<20 minutes	<30 minutes
	Maximum Eastbound Left-Turn Queue on Public Roadway:	<60 feet (3 vehicles) <i>(Contained within Eastbound Left-Turn Lane Storage)</i>	<60 feet (3 vehicles) <i>(Contained within Eastbound Left-Turn Lane Storage)</i>
	Maximum Westbound Right-Turn Queue on Public Roadway:	~15 feet (1 vehicle) <i>(Queue Distance Measured from Eastern Driveway)</i>	~210 feet (10 vehicles) <i>(Queue Distance Measured from Western Driveway)</i>

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The field observations indicate that the majority of traffic entering the school for drop-off/pick-up travel through the eastern access point. These vehicles travel to the northern parking lot, circulate through the parking lot, and exit out the same travel path after drop-off/pick-up.

As shown in Tables 1A-1D, field observations also indicate that during the morning arrival period, the maximum queue on the public roadway for eastbound left-turning vehicles is less than 60 feet (3 vehicles) and accommodated by the existing left-turn lane storage. It should be noted that, while the assumed feet per vehicle length is 25 feet, it was observed that three vehicles were able to fit in the existing left turn bay. This is most likely due to less buffer room being provided in between vehicles. Additionally, the maximum queue on the public roadway was approximately 50 feet (2 vehicles) queued up to the eastern entrance.

During the dismissal period in the afternoon, field measurements indicate that the maximum queue on the public roadway for eastbound left-turning vehicles was calculated to be 150 feet (6 vehicles). Additionally, the maximum queue along the public roadway is approximately 300 feet (12 vehicles) for westbound right-turning vehicles. It should be noted that the westbound queue length was measured from the western access point and extends just passed the eastern driveway. An opening in the queue was maintained for exiting vehicles from the driveway throughout the dismissal period.

It should also be noted the duration that vehicles were observed queueing on the public roadway was less than 30 minutes during all arrival/dismissal periods. Photos of existing conditions are presented at the end of the report. Mitigation measures for the queueing issues will be presented in the TMP Exhibit and TMP Summary later in the report.

According to information provided by school officials and field observations, an identification system is in place for dismissal that involves student name signs displayed in vehicles and walkie-talkie communications in order to coordinate students with their vehicles as they arrive. There are two off-duty peace officers that direct traffic along Bruton Road during arrival and dismissal periods. Four school staff members assist in walking students to/from vehicles during arrival and dismissal periods.

**Turning Movement Counts**

In order to provide data for the traffic impact analysis, traffic counts were conducted at the following locations:

- Bruton Road and Leroy Road

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- Bruton Road and West School Access
- Bruton Road and East School Access
- Bruton Road and Cheyenne Road

Turning movement counts were conducted from 6:30 – 8:30 AM and 3:00 – 6:00 PM on a typical weekday in September 2019 by Marr Traffic. From the counts, it was determined that the peak hours of traffic flow for the combined traffic at the four study intersections occurred from 7:15 – 8:15 AM and 3:15 – 4:15 PM. It should be noted that this is not indicative of the peak queueing duration during arrival and dismissal of the school, but rather the overall study area analyzed in the September 2019 traffic impact study. The existing peak hour traffic volumes are presented on a figure at the end of the report.

**Sight Distance**

Sight distance measurements were conducted on Bruton Road at the site access drives to determine if adequate sight distance would be available for motorists making left or right turns from the site accesses. For a 35 mph speed on Bruton Road, the guidelines from *A Policy on Geometric Design of Highways and Streets*, by the American Association of State Highway and Transportation Officials (AASHTO), call for a minimum stopping sight distance of 250 feet as a design value. This is the distance required for a motorist to detect an object in the roadway necessitating a stop and be able to stop before reaching the object.

Subsequently, AASHTO also provides minimum design values for intersection sight distance. For example, the intersection sight distance allows enough time gap for a motorist to turn from the site access drives onto Bruton Road without requiring a motorist on Bruton Road to significantly reduce speed. For example, for a speed of 35 mph, the design value for intersection sight distance for a motorist turning right from a stop is 335 feet. Therefore, it is desirable to provide a minimum of 335 feet looking to the east of the site accesses onto Bruton Road. For a speed of 35 mph, the design value for intersection sight distance for a motorist turning left (across 3 lanes) from a stop is 440 feet. Therefore, it is desirable to provide a minimum of 440 feet looking to the west of the site accesses onto Bruton Road.

According to field measurements, adequate intersection sight distance is available for all turning movements from the site access drives, with one exception. Adequate sight distance is not available for motorists turning right from the East School Access onto

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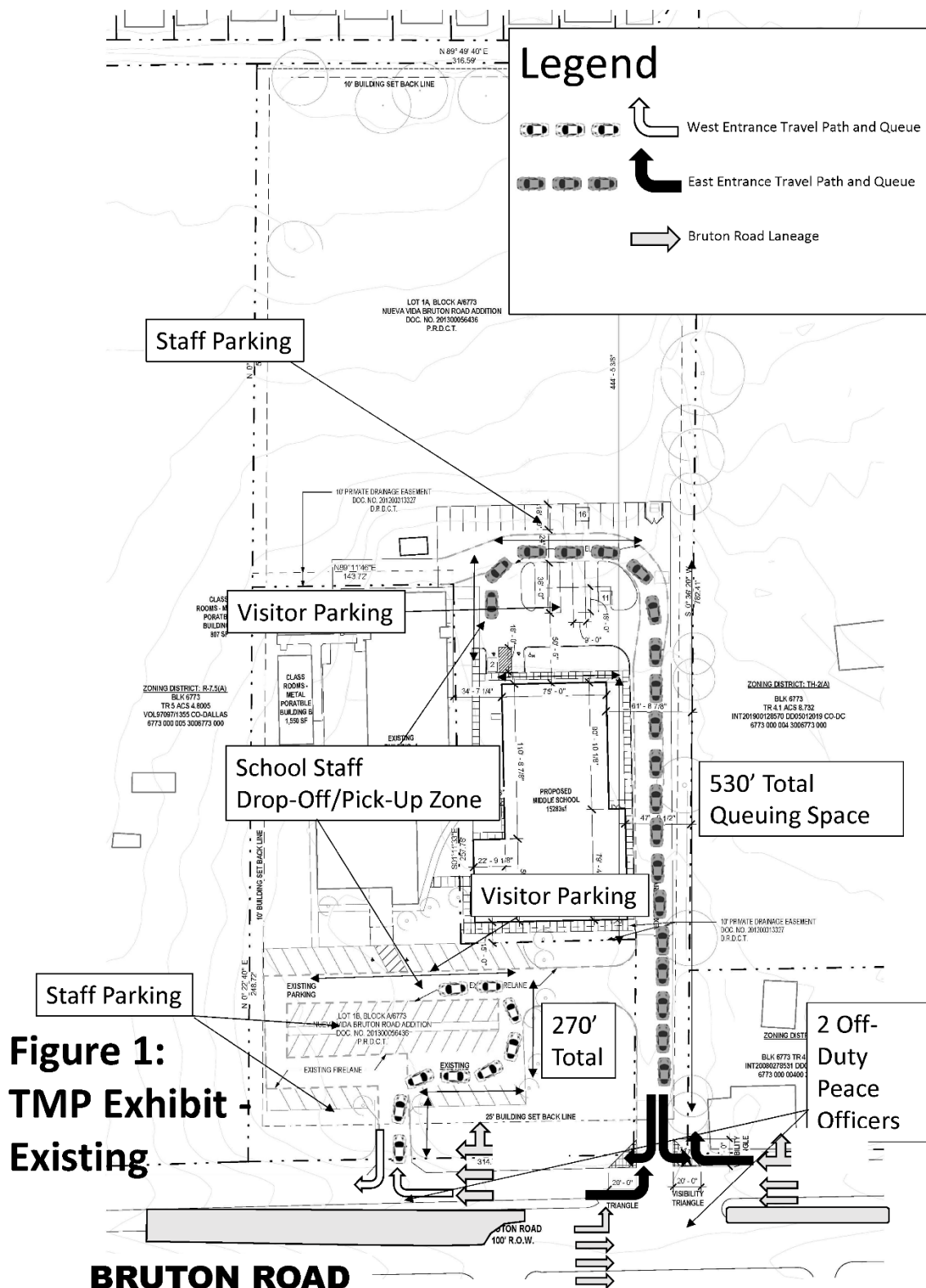
Bruton Road. Specifically, approximately 80 feet of sight distance is available due to an existing house located east of the property.

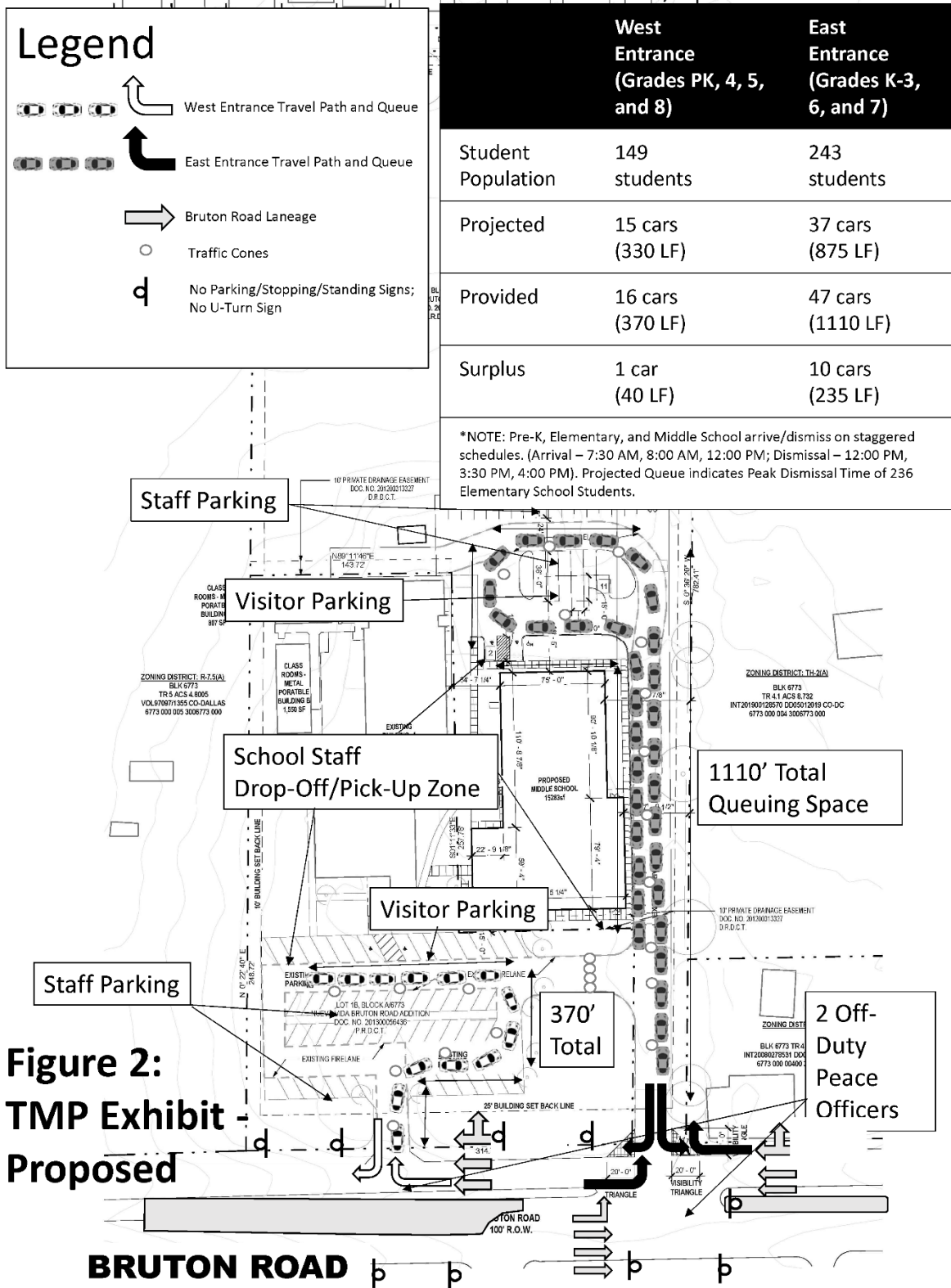
It should be noted that this driveway is existing. Furthermore, during arrival and dismissal periods an off-duty peace officer will mitigate this issue by directing traffic. During non-peak hours, motorists turning right have the option of exiting out of the western site access point.

**TMP Exhibit**

The TMP exhibits are shown on the next page. Figure 1 shows the existing circulation pattern utilized by the school. Figure 2 shows the proposed new circulation pattern. The TMP Summary section discusses the recommended mitigation measures for the observed traffic flow issues. The TMP exhibit shows the following features of the Pleasant Grove campus:

- Building footprints, curbs, parking, pavement markings, designated student drop-off and pick-up locations.
- School site location and all ingress and egress points of access for motor vehicles or pedestrians.
- On-site traffic circulation, including any temporary traffic control devices.
- Location of school staff assisting with unloading and loading students, as well as location of school off-duty peace officers and/or off-duty deputized officers.





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## TMP Summary

TABLE 2: SUMMARY OF TMP

FEATURE	Existing Conditions	Projected Conditions
Student Arrival Time:	Elementary - 7:30 AM, 12:00 PM (Pre-K only)	Elementary - 7:30 AM, 12:00 PM (Pre-K only) Middle School – 8:00 AM
Student Dismissal Time:	Elementary – 12:00 PM (Pre-K only), 3:30 PM	Elementary – 12:00 PM (Pre-K only), 3:30 PM Middle School – 4:00 PM
School Enrollment:	PK – 48 students KG – 36 students Gr. 1 – 40 students Gr. 2 – 34 students Gr. 3 – 22 students Gr. 4 – 24 students Gr. 5 – 17 students Gr. 6 – 15 students*	PK – 48 students KG – 36 students Gr. 1 – 40 students Gr. 2 – 34 students Gr. 3 – 22 students Gr. 4 – 24 students Gr. 5 – 17 students Gr. 6,7,8 – 176 students*
Number of School Staff Assisting Loading/Unloading:	4	4
Number of Off-Duty Peace Officers:	2	2
Storage Capacity:	530 feet (Eastern Entrance) 270 feet (Western Entrance – Underutilized)	1,110 feet (Eastern Entrance) 370 feet (Western Entrance)
*It should be noted that the 6 <sup>th</sup> grade enrollment is already existing and is planned to move up through 7 <sup>th</sup> and 8 <sup>th</sup> grade. The total number of students for all 6-8 <sup>th</sup> grade is expected to be approximately 176 students when fully utilized.		

It is the goal of this TMP to eliminate all queues along Bruton Road during arrival and dismissal periods for the school. As shown in on Figure 2 (TMP Exhibit) during arrival and dismissal periods, traffic follows two separate travel paths. As depicted in Figure 2, these paths should be separated by cones to avoid conflicts. The first path is planned to travel through the western site access point and circulate through the southern parking lot. This path provides 370 feet of queuing space that is mis-utilized in existing conditions based on field observations. The second path is planned to travel through the eastern site access point and circulate through the northern parking lot. As shown in Table 2, the expansion

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project will provide 580 feet of added storage capacity for the travel path that enters the eastern site access and 100 feet of added storage capacity for the travel path that enters the western site access. This is due to the northern parking lot being shifted further north than its existing location and the shifting of drop-off/pick-up locations.

The staggered arrival/dismissal schedule (elementary school at 7:30 AM and 3:30 PM; middle school at 8:00 AM and 4:00 PM) along with the added storage capacity should help mitigate existing queueing issues along Bruton Road. As shown, the elementary population is expected to remain at 236 students with an additional 176 middle school students to be dismissed at a separate time. Therefore, the maximum queue lengths are expected to occur during the elementary school dismissal period. This means the excess queues onto public roadways that needs to be eliminated will remain the same as existing conditions or decrease due to improved operations.

As discussed in the field observations section of this memo, the eastbound queues were contained within the existing left-turn lane storage (<60 feet) for the duration of the AM arrival period. Additionally, the westbound queues were limited to ~1-2 vehicles for the duration of AM arrival period. Therefore, it is expected that operations and queues for the AM period should remain acceptable.

As discussed, the maximum eastbound queue during the PM dismissal period was approximately 150 feet (6 vehicles). Furthermore, the maximum queue extended approximately 300 feet (12 vehicles) for westbound vehicles measured from the western access. Therefore, the total maximum onto public roadways that needs to be mitigated is approximately 450 feet (6 EB vehicles + 12 WB vehicles). As shown in Figure 2 and Table 2, an additional 580 feet of storage capacity will be provided for the eastern access travel path on-site, and an additional 100 feet of storage capacity will be provided for the western access travel path. As a result, the added storage capacity should mitigate the queueing issues along Bruton Road. Furthermore, the extension of the eastbound left-turn lane or implementation of a westbound right-turn lane is not recommended at this time due to the additional storage capacity on-site. Queue length calculations are attached as an appendix.

Further mitigating the existing queues, it is recommended that Golden Rule Charter School implement a standard practice to efficiently utilize both the east and west entrance during dismissal. Ideal utilization for each entrance would be 30 percent of parents using the west travel path and 70 percent of parents using the east travel path. Table 3 illustrates a possible methodology of how parents would be distributed in order to achieve these percentages:

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TABLE 3: DISTRIBUTION OF PARENTS FOR DISMISSAL

Method and School		West Travel Path		East Travel Path	
		Group	Approximate Percent	Group	Approximate Percent
Sort by Grade*	Elementary School	4th and 5th Grade	27%	K-3rd Grade	73%
	Middle School	8th Grade	33%	6th and 7th Grade	67%
* This may result in siblings being separated. In this case, older siblings should join younger siblings' travel path during AM arrival and the younger siblings should join older siblings' travel path during PM dismissal.					

Relatedly, the Texas Transportation Institute's *Traffic Operations and Safety at Schools: Recommended Guidelines* was reviewed to determine if the provided storage length will be adequate to accommodate the school. This study provides recommended storage lengths based on student population size for elementary, middle, and high schools. According to the guidelines, it is recommended that 900-1,200 feet of storage be provided for elementary/middle schools with student populations of 200-600 students. Therefore, the proposed 1,480 feet of total storage should be sufficient.

It was requested through coordination with the City of Dallas to evaluate restricting the eastbound u-turning movement at the intersection of Bruton Road at the site access drive. The impact of u-turning movements on traffic operations at an intersection differs minimally from left turn movements. However, the impact of restricting u-turns at this site could be beneficial for overall safety at the intersection and the negative impacts would be minimal. Therefore, it is recommended that a u-turns be restricted at this location.

It was also requested through coordination with the City of Dallas to evaluate the potential of restricting the eastern access drive to right-in/right-out only. As a result, this would likely cause increased u-turns at adjacent intersections. Furthermore, the traffic volumes for southbound left-turning vehicles exiting the site (per the September 2019 TIS) show that the number of vehicles making that movements should be manageable without causing significant delays. This is due to the presence of off-duty peace officers directing traffic during arrival and dismissal periods. Therefore, it is not recommended that the eastern access drive be restricted to right-in/right-out movements.

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In the event of an emergency occurring during peak arrival/dismissal periods, the school plans to utilize existing procedures to allow emergency vehicles onto the campus. School staff and traffic control officers will direct traffic either off-site, into parking spaces, or off the side of the internal drives in order to clear a path for emergency vehicles to travel.

**TMP Statement**

The driveway parents should use for arrival and dismissal will be separated by grade as assigned by the school. In the event of siblings the access drive will be determined by the youngest sibling's grade during AM arrival and the oldest sibling during PM dismissal. Follow the travel path at your assigned driveway as directed by off-duty peace officers and traffic cones. Identification card should be ready at drop-off / pick-up. Continue to follow the travel path to exit out of the same driveway that was entered. Follow direction of off-duty peace officers to maintain safety and traffic circulation.

**Conclusions and Recommendations**

The analyses presented in this memo that safe and efficient traffic operations can be achieved by implementing the following recommendations:

- Maintain existing traffic management plan characteristics, including 4 school staff members, 2 off-duty peace officers, temporary traffic control equipment, and student identification system.
- Maintain and utilize the existing travel paths for both the eastern and western entrance points, as shown in the TMP Exhibit. Utilize traffic cones to prohibit the two travel paths from intersecting at the existing connection on the southern portion of the campus.
- Implement a standard practice to control utilization of each travel path by assigning students to each path by grade level. The recommended distribution strategy is identified above. Goal utilization should be 30% for the west travel path and 70% for the east travel path.
- Shift the front of the dismissal queue for each travel path to maximize storage. For the west path this pushes the front of queue to the west corner of the existing building. For the east path, this pushes the front of the queue to the northeast corner of the building expansion.
- Stagger arrival and dismissal times for elementary and middle school students with as much time between phases as possible to avoid queueing issues.

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- No parking, standing, or stopping on Bruton Road is allowed. Any observed vehicular queue on Bruton Road should be immediately mitigated.
- Install No Parking/Stopping/Standing signs along the north and south Bruton Road near the site access drives in order to discourage on-street parking before the arrival/dismissal periods end. Figure 2 (TMP Exhibit - Proposed) identifies the placement of the proposed signs.
- Install a No U-Turn sign within the median at the intersection of Bruton Road and the easternmost access drive. Figure 2 (TMP Exhibit - Proposed) identifies the placement of the proposed sign.

**SCHOOL TMP REVIEW AND COMMITMENT**

The school traffic management plan (TMP) for <School\_Name> was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. A concerted effort and full participation of the school administration are essential to maintain safe and efficient traffic operations.

By consent of this submittal, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary through a minor amendment.

  
Signature

7/7/2023  
Date

Name: JOHNNY PECUNIA  
Title: CHIEF EXEC. ASST.

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**Existing Conditions Photos (4/25/23)**



*1: Morning Arrival Period - Back Entrance (Eastern Access) On-Campus*



*2: Afternoon Dismissal Period – Eastbound Left-Turn Lane at Eastern Access*

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**Existing Conditions Photos (4/27/23)**



*3: Morning Arrival Period – Eastern Access Drive on Campus*



*4: Afternoon Dismissal Period – Westbound Right-Turn onto Western Access Off-Campus*

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**Existing Conditions Photos (5/2/23)**



*5: Morning Arrival Period - Back Entrance (Eastern Access) On-Campus*



*6: Afternoon Dismissal Period – Westbound Right-Turn onto Western Access Off-Campus*

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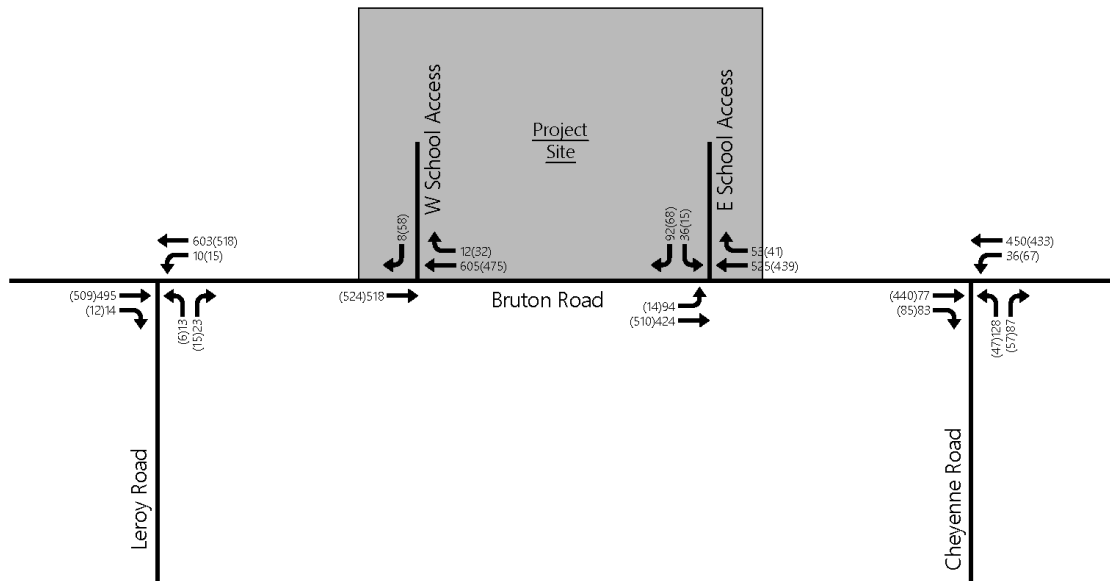
**Existing Conditions Photos (5/4/23)**



*7: Morning Arrival Period - Back Entrance (Eastern Access) On-Campus*



*8: Afternoon Dismissal Period – Eastern Access On-Campus*



XXX - AM Peak Hour  
Traffic Volumes  
(XXX) - PM Peak Hour  
Traffic Volumes



Existing Peak Hour Traffic Volumes  
(Not to Scale)

Figure 3.

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**APPENDIX**

#### Queue Length Calculations

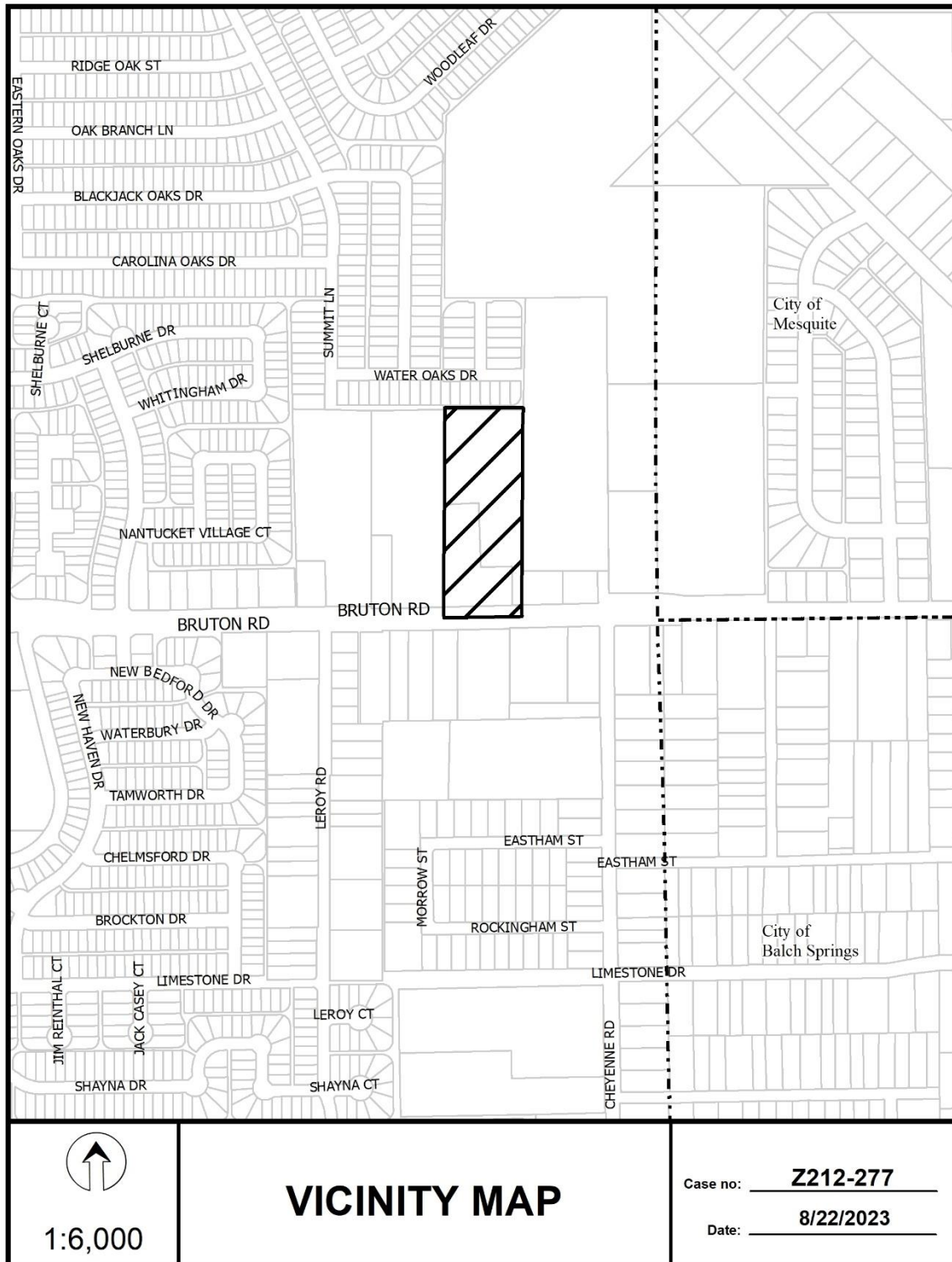
Existing On-Site Storage Length = 530 East Entrance + 270 West Entrance = 800 ft  
Observed Overflow Queue Length = 150 EB + 300 WB = 450 ft

Existing Queue Length = 800' On-Site + 450' Overflow = 1,250 ft  
LF / Vehicle Ratio = 23.5 LF / Vehicle

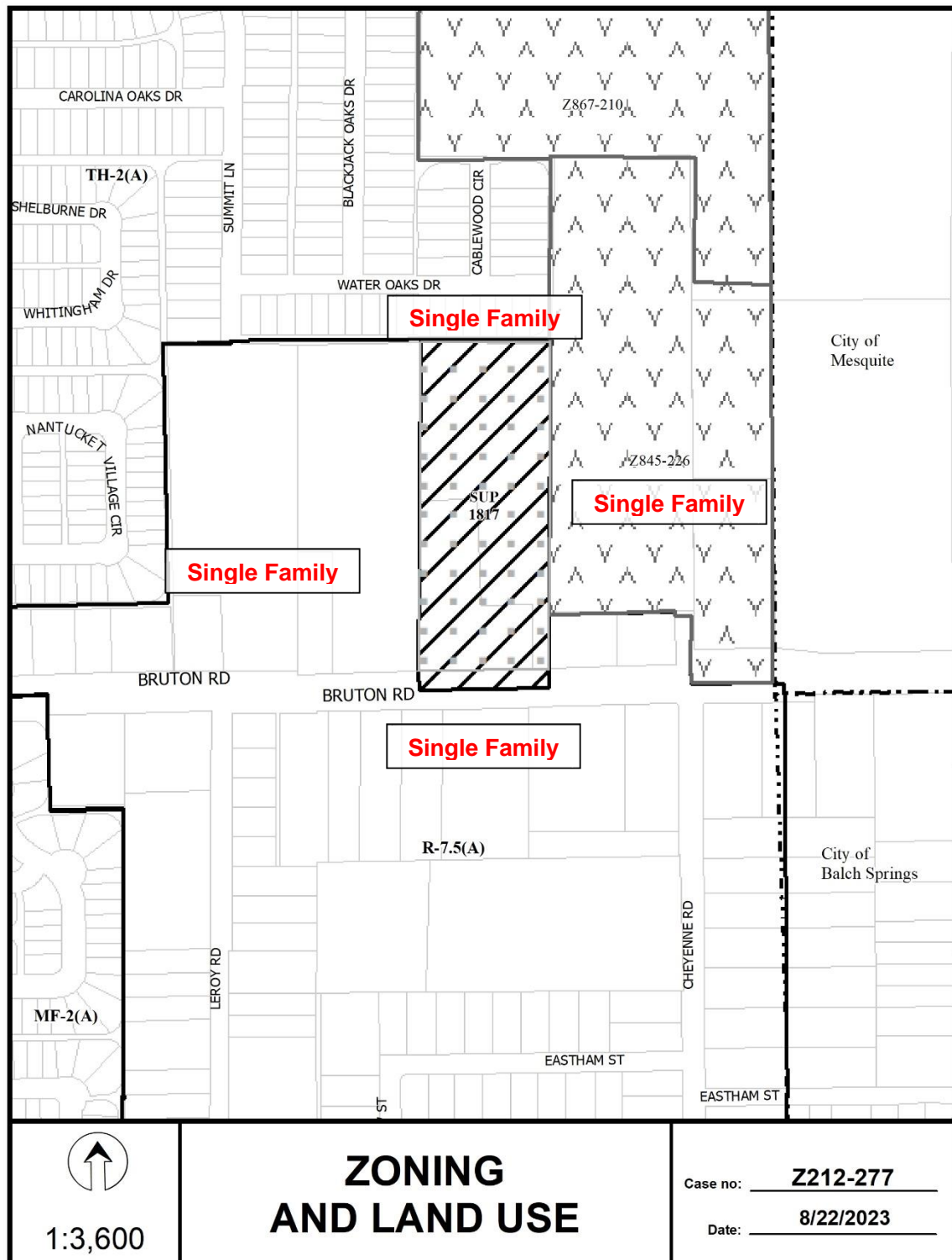
Future Eastern On-Site Storage Length = 1,110 ft (47 vehicles)  
Future Western On-Site Storage Length = 370 ft (16 vehicles)

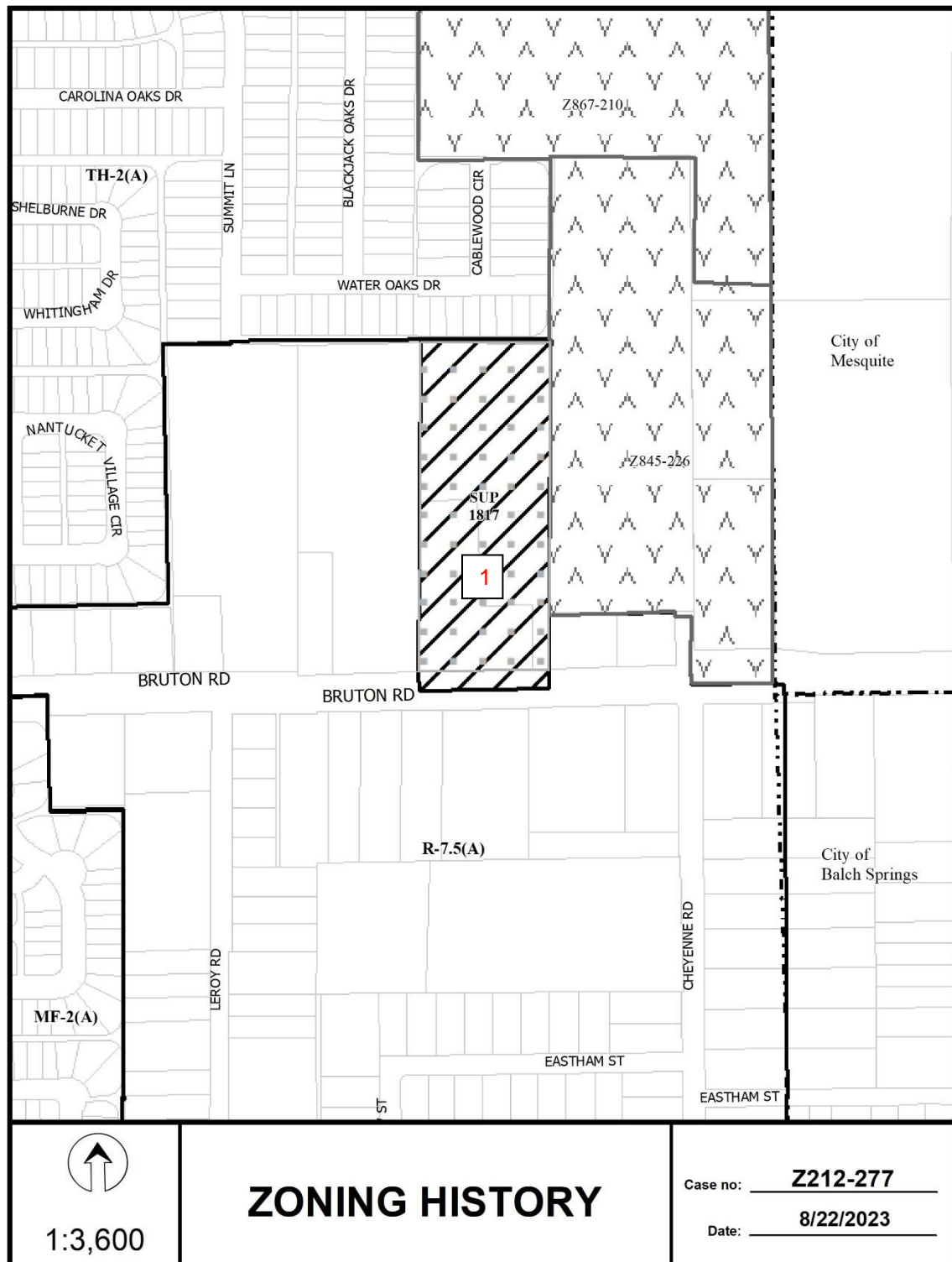
Projected Queue Eastern Entrance = 1,250' x 70% = 875 ft (37 vehicles)  
Projected Queue Western Entrance = 1,250' ft x 30% = 375 ft (16 vehicles)

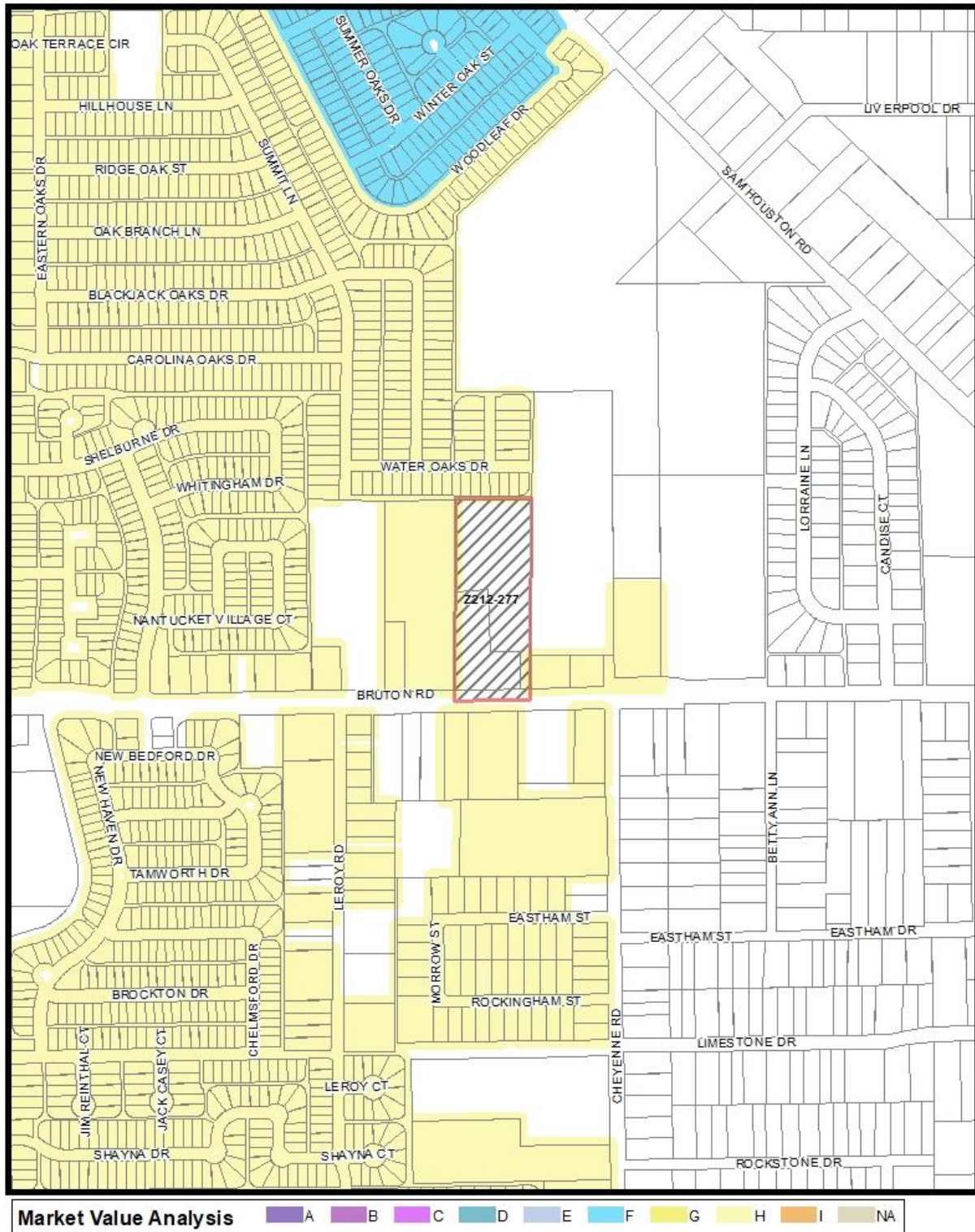
*Note: Due to the recommended staggered arrival / dismissal times, to the peak queueing period is projected to remain during the elementary dismissal of 216 students. Queues associated with the middle school dismissal of 176 students are expected to be less than the elementary dismissal.*

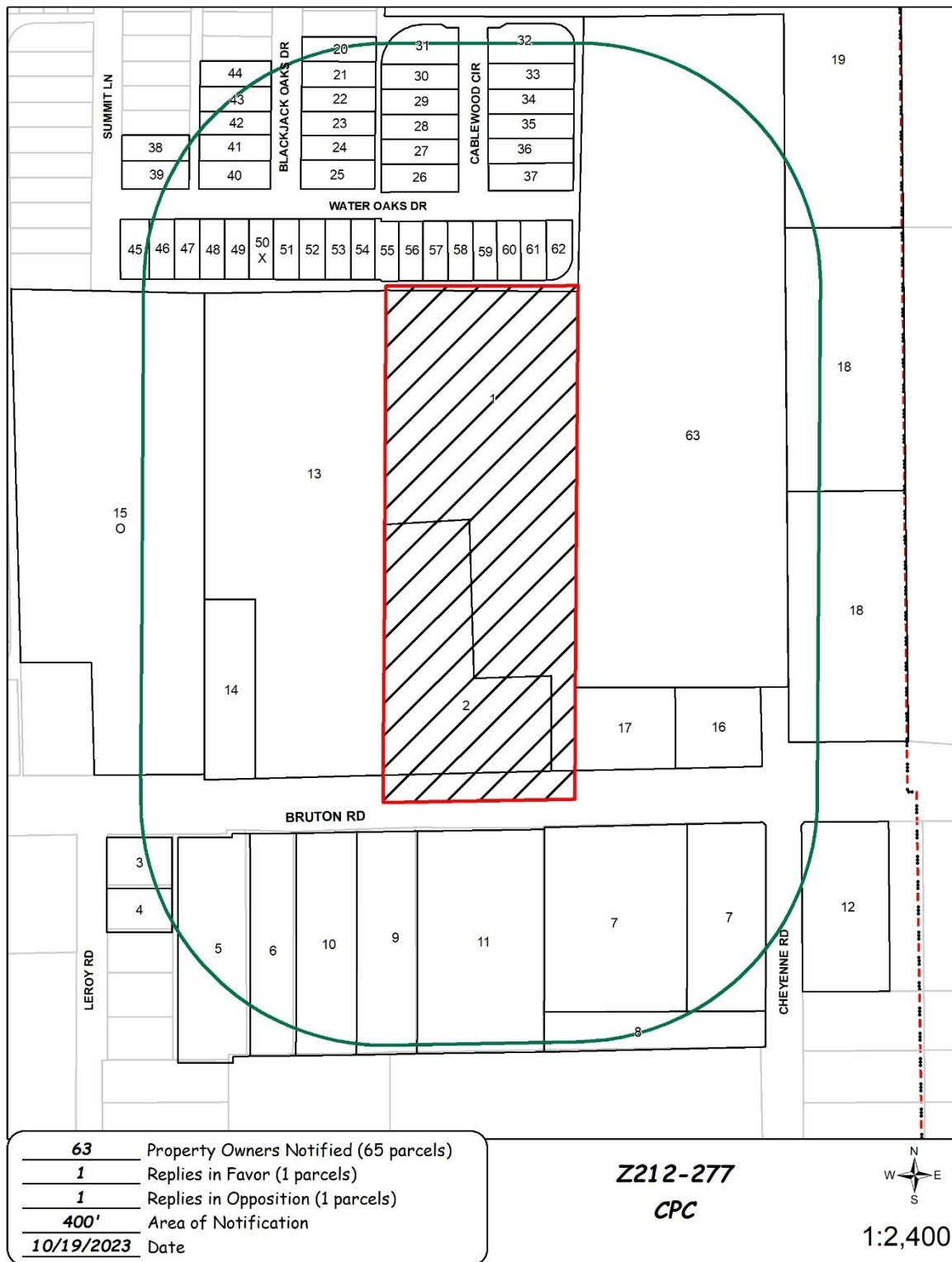












10/18/2023

***Reply List of Property Owners******Z212-277******63 Property Owners Notified******1 Property Owners in Favor******1 Property Owners Opposed***

<b><i>Reply</i></b>	<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
	1	10747 BRUTON RD	GOLDEN RULE SCHOOLS INC
	2	10747 BRUTON RD	NUEVA VIDA NEW LIFE ASSEMBLY INC
	3	2048 LEROY RD	TURNER THERESA A
	4	2042 LEROY RD	HILL CHARLES RAY EST OF
	5	10612 BRUTON RD	SAENZ ADALBERTO
	6	10618 BRUTON RD	Taxpayer at
	7	10822 BRUTON RD	MACIEL GUADALUPE & PABLO
	8	10822 BRUTON RD	CARBAJAL AUGUSTINE & VERONICA
	9	10708 BRUTON RD	RODRIGUEZ JOSE JUAN
	10	10622 BRUTON RD	FLORES JOSE B &
	11	10726 BRUTON RD	RIOS MARTHA M
	12	10910 BRUTON RD	GODS WAY NEHEMIAH M B C
	13	10631 BRUTON RD	ROBERTSON MARY ELLEN
	14	10625 BRUTON RD	HOLMES JOHNNY & ALICE G
O	15	10601 BRUTON RD	RICO MARCO A & SARITA
	16	10825 BRUTON RD	PERALTA FIDELINA CHAIDEZ DE
	17	10807 BRUTON RD	JENNINGS ALISHA
	18	10903 BRUTON RD	ALEMAN GUILLERMO R &
	19	2501 SAM HOUSTON RD	MESQUITE CITY OF
	20	10556 BLACKJACK OAKS DR	GUIDO JUSTO P& DINORA J
	21	10560 BLACKJACK OAKS DR	GIPSON JAMES EARL JR &
	22	10564 BLACKJACK OAKS DR	BAILEY YOLANDA
	23	10568 BLACKJACK OAKS DR	MIMS ALICE M
	24	10572 BLACKJACK OAKS DR	REYES MARIANA
	25	10576 BLACKJACK OAKS DR	CALIXTO EFRAIN HUERTA
	26	2303 CABLEWOOD CIR	MAYORAL ALBERTO

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	2307 CABLEWOOD CIR	DOMINGUEZ BERTOLDO &
	28	2311 CABLEWOOD CIR	ESTRADA DEMETRIO
	29	2315 CABLEWOOD CIR	RODRIGUEZ MERCEDES EST OF
	30	2319 CABLEWOOD CIR	JKT 2021 LLC
	31	2323 CABLEWOOD CIR	RUEDA JOSE GUADALUPE ORTIZ &
	32	2324 CABLEWOOD CIR	WHITE ABIGALE CROSS
	33	2320 CABLEWOOD CIR	Taxpayer at
	34	2316 CABLEWOOD CIR	DELAROSAMORALES PEDRO ANTONIO &
	35	2312 CABLEWOOD CIR	RESICAP TEXAS OWNER LLC
	36	2308 CABLEWOOD CIR	KIRK KIMBERLY LYNNETTE &
	37	2304 CABLEWOOD CIR	ALEGRIA MAX A & SANDRA E
	38	2308 SUMMIT LN	ARNOLD DONALD W & JOY
	39	2304 SUMMIT LN	RIZO FOSTER MORALES &
	40	10575 BLACKJACK OAKS DR	M D W VENTURES INC
	41	10571 BLACKJACK OAKS DR	WOODRUFF CLAUDIA WHITE
	42	10567 BLACKJACK OAKS DR	Taxpayer at
	43	10563 BLACKJACK OAKS DR	GONZALEZ FRANCISCO E &
	44	10559 BLACKJACK OAKS DR	KELLY MILTON CARDELL
	45	10704 WATER OAKS DR	MUNIZ MARIA GUADALUPE
	46	10708 WATER OAKS DR	PARKER CARLA
	47	10712 WATER OAKS DR	EUCEDA INVESTMENT CORP
	48	10716 WATER OAKS DR	MENDOZA PABLO JR
	49	10720 WATER OAKS DR	ALFARO CYNTHIA JUDITH
X	50	10724 WATER OAKS DR	PATTON CHESTER R & DOLLY
	51	10728 WATER OAKS DR	SHAW CAROLYN
	52	10732 WATER OAKS DR	JONES BYRON L
	53	10736 WATER OAKS DR	NEIMETZ RANDOLPH S
	54	10740 WATER OAKS DR	GAMBLE BRUCE L
	55	10744 WATER OAKS DR	GONZALES ORALIA TUDON &
	56	10748 WATER OAKS DR	HEBRON DELORES
	57	10752 WATER OAKS DR	COOPER ANGELA

Z212-277(MP)

10/18/2023

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	10756	WATER OAKS DR	ESTRADA ANDRES LOPEZ &
59	10804	WATER OAKS DR	CORLEY ROBERT & PATRICIA ANN
60	10808	WATER OAKS DR	BATTLE TRAVIS J
61	10812	WATER OAKS DR	MOORE SARAH J
62	10816	WATER OAKS DR	REEVES MAE JEWELL
63	2181	CHEYENNE RD	HERNANDEZ GERARDO P &