

HONORABLE MAYOR & CITY COUNCIL

WEDNESDAY, JANUARY 12, 2022

ACM: Dr. Eric A. Johnson

FILE NUMBER: Z201-355(CT)

DATE FILED: September 28, 2021

LOCATION: North line of East R.L. Thornton Freeway, east of North Buckner Boulevard

COUNCIL DISTRICT: 7

MAPSCO: 48 D

SIZE OF REQUEST: ±16.8 acres

CENSUS TRACT: 123.02

REPRESENTATIVE: Rob Baldwin, Baldwin Associates

OWNER/APPLICANT: Uplift Education

REQUEST: An application for a Specific Use Permit for an open-enrollment charter school on property zoned Planned Development District No. 1068.

SUMMARY: The purpose of the request is to allow for an open-enrollment charter school use on the site.

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

STAFF RECOMMENDATION: **Approval** for a five-year period, subject to a site plan, a traffic management plan, and condition.

BACKGROUND INFORMATION:

- The site is currently undeveloped and got recently rezoned as a Planned Development District. The PD required an SUP for an open enrollment charter school.
- The applicant seeks to develop the property with a 165,000 square foot school to house Pre-K through 12th grade students.

Zoning History:

There have been two zoning cases in the area in the past five years.

1. **Z189-233:** On October 23, 2019, City Council approved a Planned Development District for LI Light Industrial uses on the subject site.
2. **Z201-338:** An application for a Specific Use Permit for a charter school use on property zoned RR Regional Retail District located on the east line of North Buckner Boulevard, south of Chenault Street [under review]

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
East R. L. Thornton Freeway	Highway	Variable
Chenault Street	Local	-

Traffic:

The Engineering Section of the Building Inspection Division of the Department of Sustainable Development and Construction has reviewed the request and determined the following:

The applicant provided a Traffic Management Plan dated October 26, 2021. Subsequently, the management plan and plans were revised to include a pedestrian access route directly from the school's building onto Chenault Street. The TMP assumes that the total capacity on site will suffice to accommodate all drop-off and pick-up operations. The report also recommends off-duty, deputized officers to assist with traffic controls at the driveway intersection with the service road.

STAFF ANALYSIS:

Comprehensive Plan:

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

The applicant's request is consistent with the following goals and policies of the comprehensive plan.

LAND USE ELEMENT

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. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

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

Surrounding Land Uses:

	Zoning	Land Use
Site	Planned Development District No. 1068	Undeveloped
North	R-7.5(A)	Single Family
East	RR Regional Retail TH-3(A) D.R. Z201-129_Tract B D.R.845-374_Tract B	Church Undeveloped
South	R-7.5(A)	Highway
West	CS Commercial Service	Office showroom warehouse

Land Use Compatibility:

The approximately 16.8 acre site is zoned Planned Development District No. 1068 and is undeveloped.

The adjacent land uses consist of an auto related use and office showroom warehouse uses to the west, a single family development to the north, a church use to the east and south of the site is R.L. Thornton Freeway.

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 site is undeveloped, and the charter school use will not have a negative effect on the surrounding uses. This is also an opportunity to relocate the current location of the charter school from less compatible areas (West End and Deep Ellum). Staff does not see evidence of detriment to the adjacent properties, and as such recommends approval for a five-year period.

Parking:

The requirement for off-street parking for the school is derived from three criteria: 1) the number of classrooms, 2) the type of institution that serves the students (e.g., elementary, middle or high school), and 3) the parking requirement established by the PD. The requirement for off-street parking requires one-half spaces for elementary school classrooms, three and one-half spaces for junior high/middle school classrooms nine and one-half spaces per high school classroom. At this ratio, the school is required to provide 344 off-street parking spaces for the proposed 28 elementary school classrooms, 21, junior high classrooms and 24 high school classrooms. The site meets the requirement with a proposed 353 parking spaces on the site.

Landscaping:

Any new development on the property will require landscaping per Article X of the Dallas Development Code with exception of a residential buffer not being required within a stormwater easement or drainage channel.

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 to orange, representing the weakest markets. While the subject site is uncategorized, properties located in the general area surrounding to the north is Category "E".

LIST OF OFFICERS

Uplift Education

Yasmin Bhatia, CEO
Alexander Berk, Chief Legal Officer
Deborah Bigham, Chief of External Affairs
Johnny Deas, Chief Operations Officer
Anne Erickson, Chief People and Innovation Officer
Dr. John Gasko, Chief Well-Being and SEL Officer
James Jahnke, Chief Financial Officer
Aurora Lora, Chief of Schools
Dr. Remy Washington, Chief Academic Officer

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Andre McEwing
John McPherson
Rev. Dr. Lael C. Melville
Andy Scripps
Michael Stack
James Stanton
Ed Tauriac

**CPC ACTION
NOVEMBER 18, 2021**

Motion: It was moved to recommend **approval** a Specific Use Permit for an open-enrollment charter school for a five-year period, subject to a site plan, a revised traffic management plan, and staff's recommended conditions; as briefed, with the following changes: 1) the traffic management plan include a provision that provides for a minimum of one security officer must be employed and stationed at the access drive to direct traffic during the hours of operation and until the Property has been vacated."; 2) C)(i) in Condition #5, add to the traffic management plan, that the property owner shall submit an annual update of the traffic study every year; and 3) add to the traffic management plan the inclusion of movable barricades between the two traffic streams be provided on property zoned Planned Development District No. 1068, on the north line of East R.L. Thornton Freeway, east of North Buckner Boulevard.

Maker: Jackson
Second: Hampton
Result: Carried: 10 to 2

For: 10 - Hampton, Anderson, Shidid, Carpenter,
Jackson, Blair, Jung, Suhler, Haqq, Kingston
Against: 2 - Standard, Rubin
Absent: 0
Vacancy: 3 - District 1, District 3, District 10

Notices: Area: 400 Mailed: 67
Replies: For: 0 Against: 1

Speakers: For: Rob Baldwin, 3904 Elm St., Dallas, TX, 75226
Yasmin Bhatia, 4230 Beechwood Ln., Dallas, TX, 75220
Eric Goodloe, 3807 Cypress Point Cove, Round Rock, TX, 78664
Korey Mark, 5739 Logancraft Dr., Dallas, TX, 75227
For (Did not speak): Brian Nelson, 350 N. St. Paul St., Dallas, TX, 75201
Nathan Hudson, 2326 Burning Light Dr., Dallas, TX, 75228
Against: None
Against (Did not speak): George Rangel, 2732 Beechmont Pl., Dallas, TX, 75208
Tony Chenevert, 900 Knollwood Dr., DeSoto, TX, 75115
Grace Akbar, 720 Foxboro Ln., Dallas, TX, 75241
Staff: David Nevarez, Sr. Traffic Engineer, Development Services

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.
3. TIME LIMIT: This specific use permit expires on FIVE YEARS.
4. CLASSROOMS: The maximum number of classrooms is 73.
5. 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, 2023. After the initial traffic study, the Property owner or operator shall submit annual updates of the traffic study to the Director by November 1st of every 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.

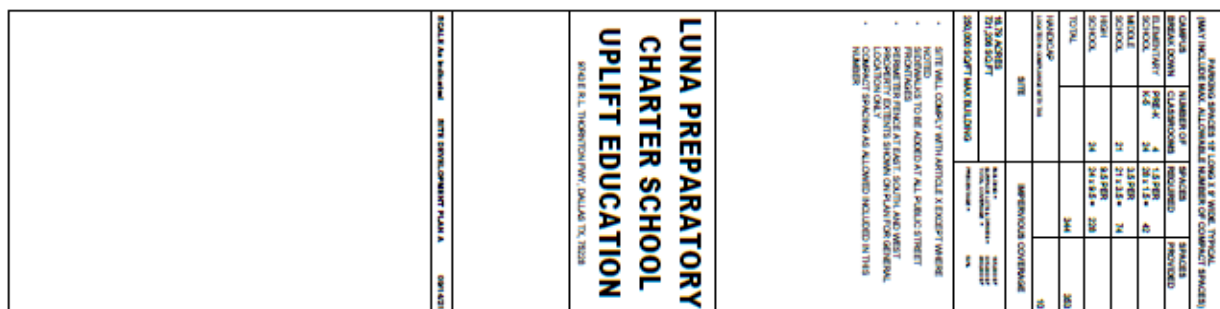
D. Amendment process.

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.

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

6. 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 the following provisions on the TMP:

- The traffic management plan to include a provision that provides for a minimum of one security officer must be employed and stationed at the access drive to direct traffic during the hours of operation and until the Property has been vacated;
- To add to the traffic management plan the inclusion of movable barricades between the two traffic streams be provided

Uplift Luna IH 30 Traffic Management Plan 2021
Dallas, Texas

Zoning Case Number: Z201-130 (LG)

Prepared for
Uplift Education



Prepared by

Elizabeth Crowe Engineering Associates, PLLC
TBPE Firm Registration No. 20105

October 2021

Traffic Management Plan

The Traffic Management Plan (TMP) for the Uplift Education Luna IH 30 campus is provided in **Figure 1**. Specific circulation operations for the Primary and the Secondary school scholars have been developed and are provided graphically. Circulation through the campus to the drop-off/pick-up locations will follow protocol of first in, first served. Uplift Education staff will assist in directing on-site traffic flow and traffic management.

Primary School

Uplift is planning to provide access to and from the campus for the Primary School drop-off and pick-up operations from the extension of Chenault Street. The blue (open arrow) path illustrates the Primary School circulation path to the scholar drop off and pick up area. The blue dashed line is shown for the exit path to Chenault Street.

Secondary School

A right turn deceleration lane is provided for entry to the campus. Motorists entering the campus from IH 30 westbound frontage road are to utilize this right turn deceleration lane to enter the campus. Once inside the campus, the vehicular circulation is indicated with the red (solid arrow) path for the Middle and High School operations.

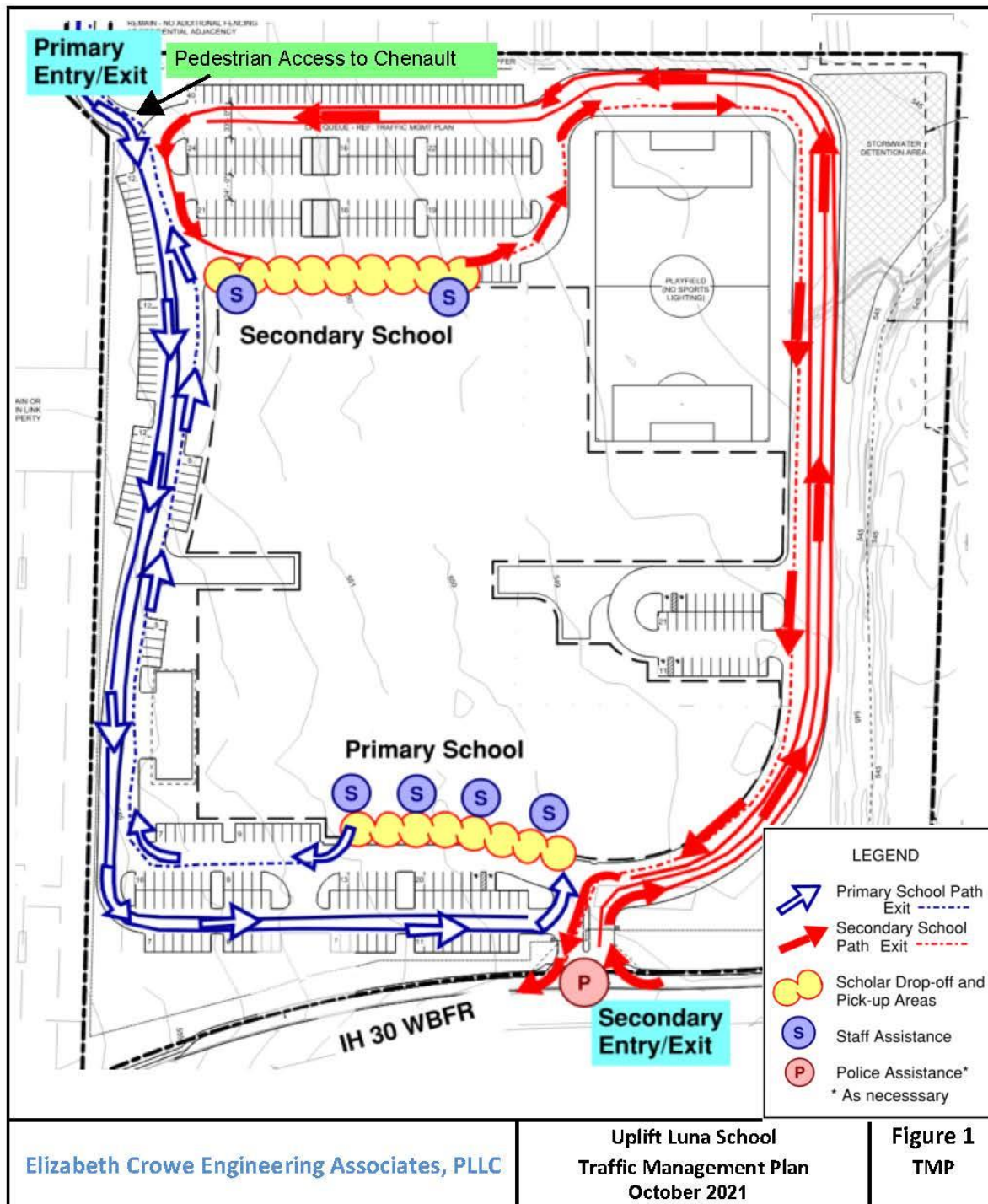
After either dropping off or picking up the scholar(s), the dashed path is indicated for the exiting maneuver. Motorists will depart the campus via a right turn onto IH 30 WBFR from the school driveway. An auxiliary lane is provided to assist motorists departing the campus.

The IH 30 WBFR is currently constructed as three lanes in the segment adjacent to the project site, and the posted speed limit is 45 mph. Vehicle speeds adjacent to the site appeared to be at or above the speed limit as observed during site visits during the AM peak periods.

Table 1 provides the detailed calculations of the recommended and site plan provided queuing storage for the specific grade levels at Buildout conditions.

Table 1. Full Buildout Queuing

Grade Level	# of Scholars	Queue Rate Length per Scholar (ft)	Linear Feet of Queuing Storage, LF		
			Calculated	TMP Provided on Site Plan	Above Calculated
PreK	80	5	400		
K - 5	672	4	2,688		
Total Primary	752		3,088	3,804	716
Middle School	588	3.2	1,882		
High School	672	3.2	2,150		
Total Secondary	1,260		4,032	4,966	934
Total	2,012		7,120	8,770	1,650



The site plan has been designed to accommodate over 8,700 linear feet of vehicle queuing space for motorists picking up the scholars. For the buildout enrollment of 2,012 scholars, this equates to 4.36 linear feet per scholar. More specifically, the Primary School queuing space of 3,800 linear feet provides 5.06 linear feet per scholar and the nearly 5,000 feet provided for the Secondary School provides 3.94 linear feet per scholar.

City of Dallas staff expressed concern about potential queuing onto the IH 30 frontage road and cited negative examples of queuing conditions at two other charter schools, Family Faith Academy and Life School. **Table 2** summarizes a comparison of charter school on-campus queuing space provisions and the enrollment and resulting ratio of linear space to enrolled student.

Table 2. Charter School Queue Space Comparison

SCHOOL	ENROLLMENT # STUDENTS	QUEUE LF	LF/STUDENT
FAMILY FAITH ACADEMY (OLD TMP)	2,323	620	0.27
FAMILY FAITH ACADEMY (NEW TMP)	2,323	3,100	1.33
LIFE SCHOOL	1,539	3,100	2.01
UPLIFT WISDOM PREPARATORY	1,600	6,170	3.86
UPLIFT LUNA IH 30 (PER SITE PLAN)	2,012	8,770	4.36

The Uplift Luna IH 30 campus site plan provides over double the ratio of linear space to maximum number of scholars than the charter school campuses that the City of Dallas cited as having issues. Additionally, the campus access for the Primary scholars is planned from the extension of Chenault Street.

The operators of Uplift Education have demonstrated that the administrations and teachers/staff at the Uplift Education schools are adept at processing carline operations smoothly and efficiently. The Uplift Education schools utilize passenger identification system for scholar pick-up operations. Each campus maintains an Operations Director to work with the traffic engineer, the parents, staff, and administration to facilitate safe scholar drop-off and pick-up operations. With the proper traffic management plans in place, the site plan has been designed to accommodate the predicted peak queuing conditions which typically occur during the afternoon pick-up operations.

As the school is not scheduled to open until 2022, the specific hours of school operations are not finalized. Other Uplift Education campuses operate with staggered dismissal times for the Primary and Secondary schools. **Table 2** provides the Uplift Wisdom Preparatory Campus School Hours provided on the school website.

Table 3. Uplift Wisdom Preparatory School Hours (2021-2022)

Grade Level	Start Time	Dismissal Time	
		M, T, Th, F	Wednesday
Pre-Kindergarten	8:00 AM	3:15 PM	2:15 PM
Primary School	8:00 AM	3:35 PM	2:30 PM
Middle School	8:00 AM	4:00 PM	3:00 PM
High School	8:00 AM	4:00 PM	3:00 PM

It is assumed that the Luna Preparatory IH 30 campus will also follow some form of staggered dismissal time between the Primary and the Secondary School levels.

The Uplift Education Operations Director should monitor observance of vehicle circulation and queuing conditions and if necessary, be prepared to remedy any extraordinary queuing conditions outside the campus. Staggering of arrival times for both morning and afternoon operations may provide lessening of peak queuing conditions. The Operations Director and/or school staff should also monitor scholar pedestrian activity outside the campus. Pedestrian access is limited to only occur from the access from Chenault Street.

At the onset of the Uplift Luna IH 30 campus opening in Fall 2022, it is recommended that Uplift Education provide police assistance for traffic control at the school driveway intersection with the westbound IH 30 frontage road during the school peak hours of drop-off and pick-up of scholars. As the school staff and parents grow accustomed to the operations, the police assistance may no longer be necessary. A minimum of two weeks of the initial operations is recommended.

Parents and/or guardians of the Uplift scholars should follow the protocols presented in the Traffic Management Plan for the safety of the scholars, the staff, and the traveling public. Reminder tips for a more efficient and safer car line experience follow. If everyone fully cooperates, car line will go much more swiftly.

- Follow the directions of Administration, Staff and Police.
- If you are dropping off a scholar, pull forward as directed by staff until they signal scholars to exit your vehicle.
- Scholars should be prepared to immediately exit their vehicles when directed to do so. We understand this will be more difficult for younger scholars the first few weeks of school, so please arrive during times of less traffic to help alleviate traffic during car line.
- Keep your car line number in the window until all occupants have been loaded.
- Handheld cell phone usage is prohibited.
- Do not exit your vehicle unless you are in a parking space.

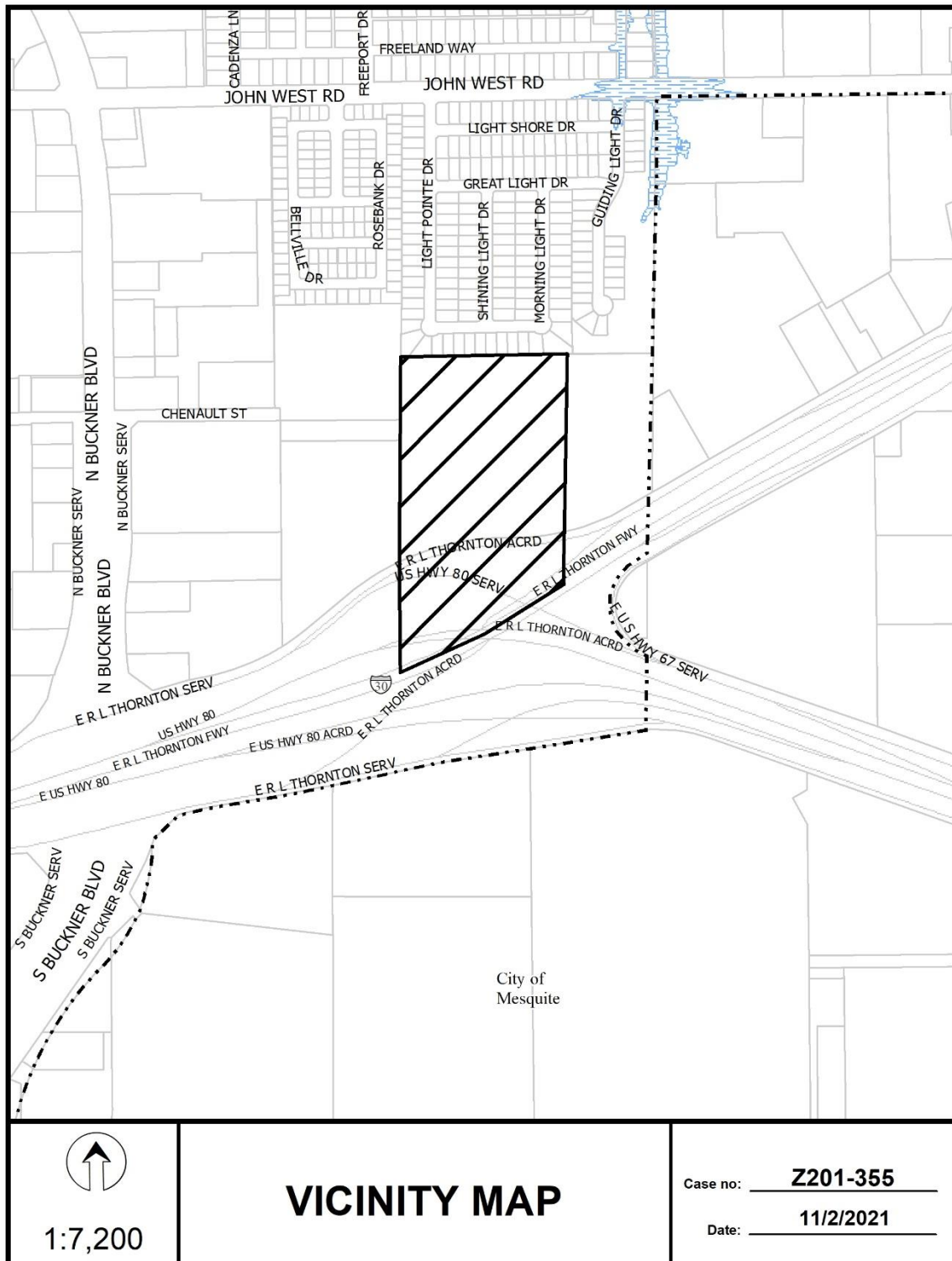
ABOVE ALL, BE PATIENT. Set a good example for others by following the instructions; the beginning of the school year is typically a learning experience.

This Traffic Management Plan (TMP) is approved with administration staff at Uplift Education familiar with the general characteristics of the traffic needs of each of the schools. This TMP will be provided to the school principal and the operations director when these staffing positions have been filled to open this new campus.

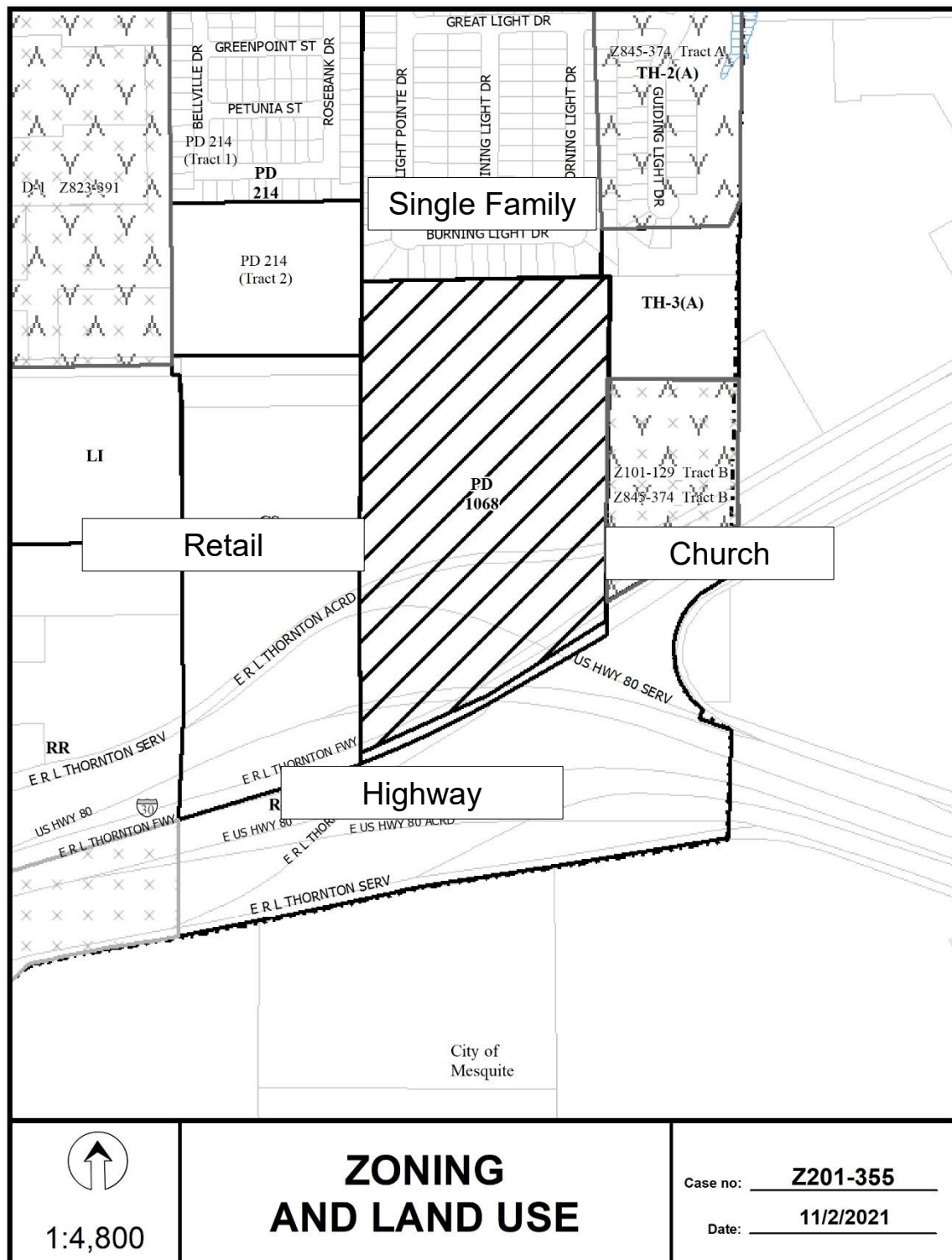
Approving Uplift Education Administration Official: EG

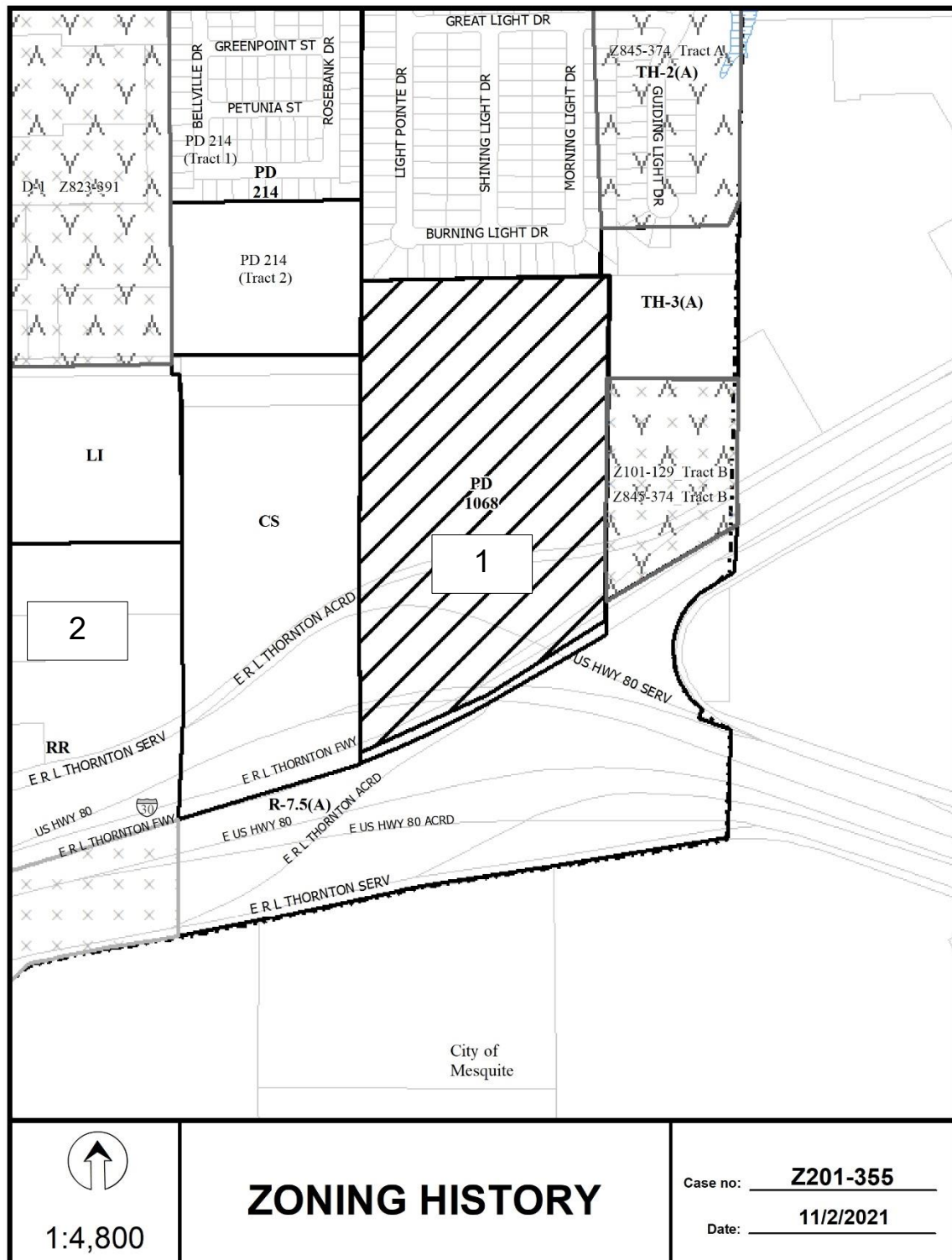
Printed Name: Eric Goodloe

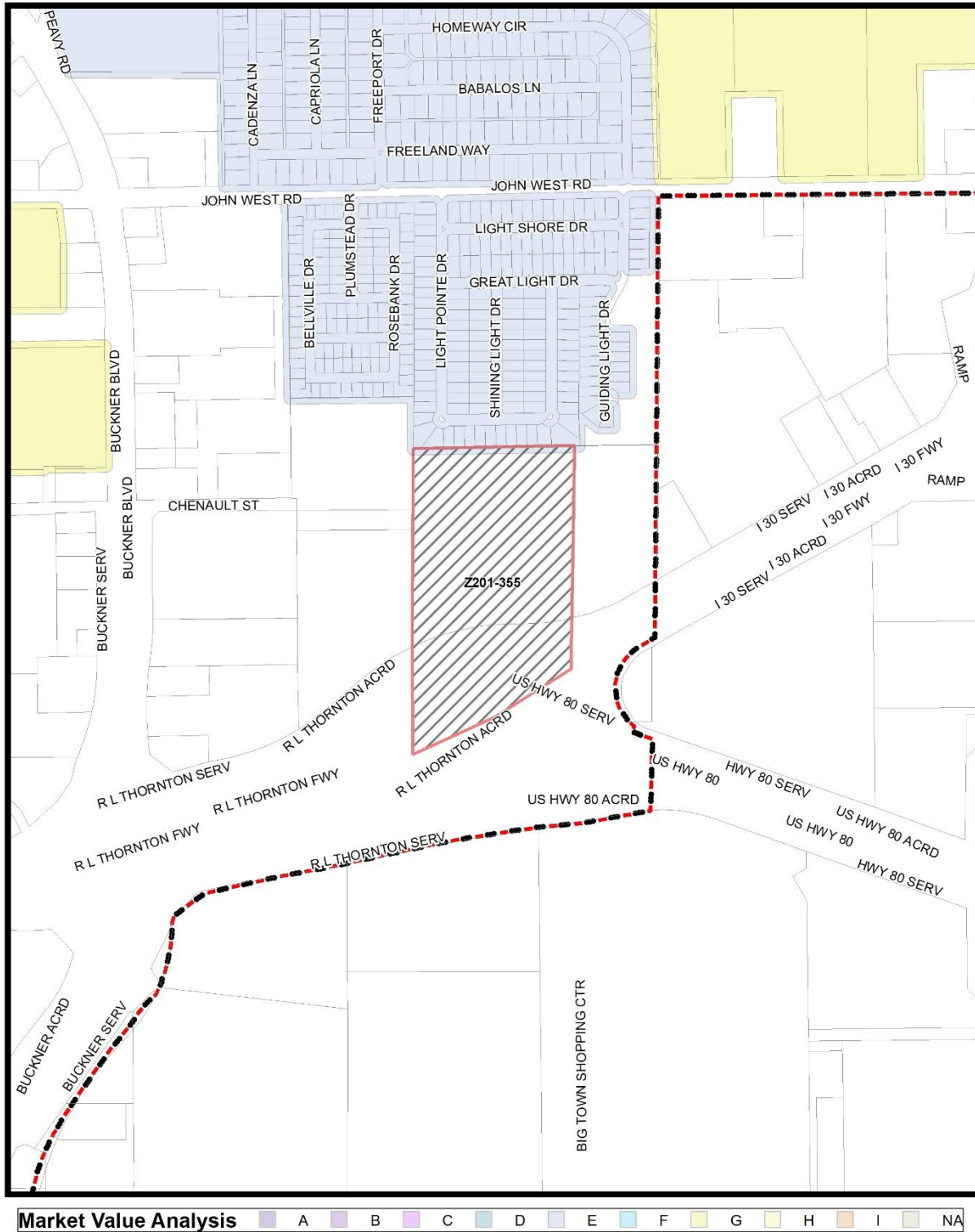
Date: 10-26-2021











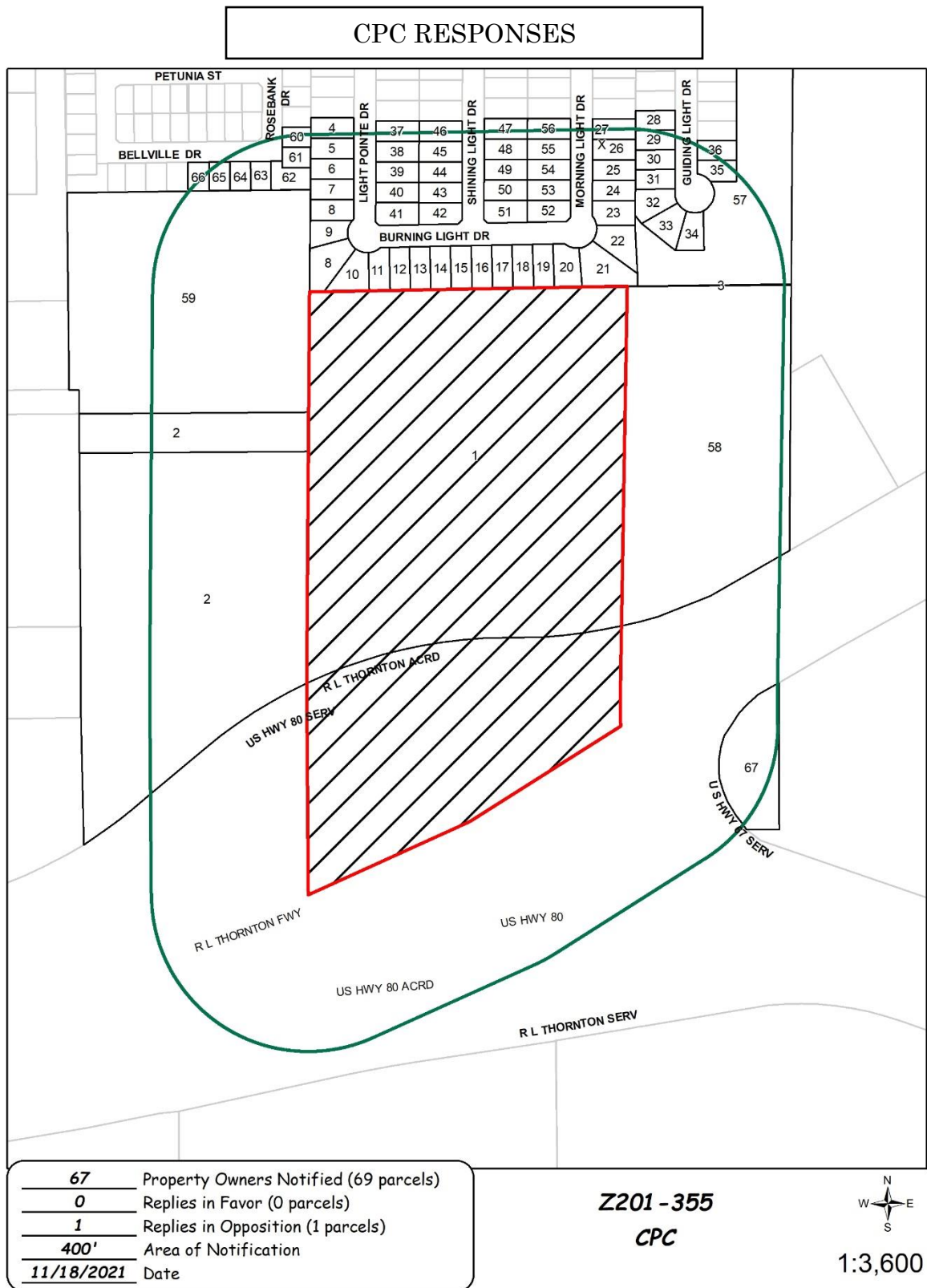
Market Value Analysis



1:7,200

Market Value Analysis

Printed Date: 11/2/2021



11/17/2021

Reply List of Property Owners***Z201-355******67 Property Owners Notified******0 Property Owners in Favor******1 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	9743 E R L THORNTON FWY	Taxpayer at
	2	9611 E R L THORNTON FWY	SEK HOLDINGS INC
	3	3232 GUIDING LIGHT DR	SHEPHERD PLACE HOMES INC
	4	3331 LIGHT POINTE DR	BUTLER LASHONDA
	5	3335 LIGHT POINTE DR	HAWKINS MARY
	6	3339 LIGHT POINTE DR	ANDRADE YANIRA YAMIL PORTILIO &
	7	3343 LIGHT POINTE DR	MARQUEZ CARLOS & MARIA
	8	3347 LIGHT POINTE DR	FLORES CLARA
	9	3351 LIGHT POINTE DR	G & M RENTAL PPTIES LLC
	10	2302 BURNING LIGHT DR	TRAN LONG
	11	2306 BURNING LIGHT DR	BASEBANG FRANCIS P
	12	2310 BURNING LIGHT DR	GLENDORA PROPERTIES LLC
	13	2314 BURNING LIGHT DR	GUERRERO CHRISTIAN &
	14	2318 BURNING LIGHT DR	JOHNSON LARRY D
	15	2322 BURNING LIGHT DR	BARBOSA ANGEL & LAURA L
	16	2326 BURNING LIGHT DR	HUDSON NATHAN W
	17	2330 BURNING LIGHT DR	VILLARREAL ADAN ALVARADO & MARIA IBARRA
	18	2334 BURNING LIGHT DR	ALSAKINI MARTHA REYNA
	19	2338 BURNING LIGHT DR	HERNANDEZ J JESUS
	20	2342 BURNING LIGHT DR	VARGAS EDGAR DAVID FLORES &
	21	2346 BURNING LIGHT DR	CASTANEDA AROON
	22	3352 MORNING LIGHT DR	MORALES VICENTE
	23	3348 MORNING LIGHT DR	DIXON JOSEPH LYNN & EVA M
	24	3344 MORNING LIGHT DR	MILLER MELISSA LANE
	25	3340 MORNING LIGHT DR	LUNA AARON ALONSO
	26	3336 MORNING LIGHT DR	CORDOVA II HENRY FRANK & VANESSA BAHENA

11/17/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
X	27	3332 MORNING LIGHT DR	FERRER SAUL & ESTELA
	28	3329 GUIDING LIGHT DR	TRAN CHUNG THANH
	29	3333 GUIDING LIGHT DR	ARIAS VERONICA PATRICIA
	30	3337 GUIDING LIGHT DR	BARRAZA IRASEMA &
	31	3341 GUIDING LIGHT DR	MCCRARY BRYAN
	32	3345 GUIDING LIGHT DR	TEU KIM LOON
	33	3349 GUIDING LIGHT DR	EOM KELLY
	34	3353 GUIDING LIGHT DR	VEGA MARINA
	35	3338 GUIDING LIGHT DR	JACINTO ANGEL
	36	3334 GUIDING LIGHT DR	NWEKE IFEANYI VALENTINE
	37	3332 LIGHT POINTE DR	PEREZ JUAN CARLOS & SANDRA MARIBEL
	38	3336 LIGHT POINTE DR	GONZALEZ MARGARITA
	39	3340 LIGHT POINTE DR	ABDULKHALEO AHMED
	40	3344 LIGHT POINTE DR	RODRIGUEZ JOSE LUIS AGUERO &
	41	3348 LIGHT POINTE DR	MEDRANO MARISOL
	42	3347 SHINING LIGHT DR	BISWA BAL & DEVI
	43	3343 SHINING LIGHT DR	EMILIANO HECTOR MIGUEL JR & ROSILINA
	44	3339 SHINING LIGHT DR	GARCIA EDWIN GIOVANNY &
	45	3335 SHINING LIGHT DR	SOLIS MIGUEL
	46	3331 SHINING LIGHT DR	GADISON MICHELLE B
	47	3330 SHINING LIGHT DR	HINTON JACKIE TERRELL SR
	48	3334 SHINING LIGHT DR	VILLANUEVA GREGORIO &
	49	3338 SHINING LIGHT DR	CONSTANZA RICARDO A MARTINEZ
	50	3342 SHINING LIGHT DR	VILLARREAL MERCEDES &
	51	3346 SHINING LIGHT DR	BARRIGA ANTONIO MATEOS &
	52	3347 MORNING LIGHT DR	MENDOZA JOSE G & VERONICA MARTINEZ
	53	3343 MORNING LIGHT DR	MORALES WILFREDO SOLIS &
	54	3339 MORNING LIGHT DR	NEBA ERIC SUH
	55	3335 MORNING LIGHT DR	CARMONA JOSE ANTONIO & LOURDES TORRES
	56	3331 MORNING LIGHT DR	VALDEZ DANIEL & ANGELA M
	57	3232 GUIDING LIGHT DR	BURNETT VICTOR L

Z201-355(CT)

11/17/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	9755 E R L THORNTON FWY	HEARTLINE MINISTRIES
	59	1911 CHENAULT ST	SEK HOLDINGS INC
	60	3331 ROSEBANK DR	FORD VALERIE SMITH
	61	3335 ROSEBANK DR	ABRAHAM THOMAS &
	62	3440 BELLVILLE DR	HENDERSON ROBYN
	63	3436 BELLVILLE DR	SCKC 3436 BELLVILLE
	64	3432 BELLVILLE DR	FOLEY DWYLON VON
	65	3428 BELLVILLE DR	AGUILAR OSCAR
	66	3424 BELLVILLE DR	RODRIQUEZ CARLOS
	67	9700 E R L THORNTON FWY	TEXAS STATE OF