

**FILE NUMBER:** Z223-343(JA)                      **DATE FILED:** September 27, 2023  
**LOCATION:** Southeast corner of South Saint Augustine Drive and Grady Lane  
**COUNCIL DISTRICT:** 5  
**SIZE OF REQUEST:** Approx. 31.543 acres                      **CENSUS TRACT:** 48113011701

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**REPRESENTATIVE:** Warren Ellis, Land Use Planning & Zoning Services

**APPLICANT/OWNER:** Dallas Independent School District

**REQUEST:** An application for an amendment to Planned Development District No. 989.

**SUMMARY:** The applicant proposes to construct an approximately 30,100 square foot athletic building, which will also serve as a storm shelter, and an approximately 11,260 square foot community family resource center; to relocate the softball field; to provide an approximately 23,000 square foot area for future expansion; and to update the traffic management plan at an existing public high school. [*H. Grady Spruce High School*]

**CPC RECOMMENDATION:** **Approval**, subject to an amended development plan, an amended traffic management plan, and amended conditions.

**STAFF RECOMMENDATION:** **Approval**, subject to an amended development plan, an amended traffic management plan, and amended conditions.

**Planned Development District No. 989:**  
<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=989>

**BACKGROUND INFORMATION:**

- Planned Development District (PD) No. 989 was established by ordinance No. 30514 passed by City Council on June 14, 2017, on property previously zoned an R-7.5(A) Single Family District.
- The primary purpose for the establishment of PD No. 989 was to allow a public-school use by right, with modified development standards allowing certain encroachments into front yard setbacks, subject to the development plan and traffic management plan included as exhibits in the establishing ordinance. An addition to the existing school, including 10 additional classrooms, and a total of 865 surface parking spaces were authorized at the time the PD was established.
- PD 989 was amended in February 2019 to modify (reduce) the off-street parking requirements to accommodate a detention area at the southwest corner of the property in an existing surface parking lot adjacent to South Saint Augustine Drive. A screening provision for the detention area was added to the PD conditions as part of this amendment, and an amended development plan was provided noting the changes to the surface parking lot.
- The currently proposed building addition will house a relocated community family resource center and an athletic building/storm shelter. To accommodate the new addition, the existing softball field will be relocated to the southeast corner of South Saint Augustine Drive and Grady Lane, an area currently developed with an [underutilized] surface parking lot. The application also includes a request for a reduction in the off-street parking requirement, based on provided traffic study, and reconfiguration of the campus parking layout.
- Selected sidewalk/buffer upgrades, pedestrian amenities, and additional landscape conditions for planting the new surface parking lot to Article X standards are also included in the request.

**Zoning History:**

There have been four zoning change requests in the area in the last five years.

1. **Z190-264:** On August 12, 2020, Specific Use Permit No. 2065 for the sale of alcoholic beverages in conjunction with a general merchandise or food store greater than 3,500 square feet was automatically renewed for a five-year time period on property zoned a CR Community Retail District with a D-1 Liquor Control Overlay on the southwest corner of South Seagoville Road and Crenshaw Drive.
2. **Z190-343:** On January 27, 2021, City Council approved an ordinance permitting property zoned a CS Commercial Service District with a D-1 Liquor Control Overlay on the east line of Crenshaw Drive, south of South Seagoville Road, to be used under Specific Use Permit No. 2405 for the sale of alcoholic beverages in conjunction with

a general merchandise or food store greater than 3,500 square feet for a two-year time period.

3. **Z190-364:** On April 14, 2021, City Council approved an ordinance permitting property zoned an R-7.5(A) Single Family District on the west line of South Saint Augustine Drive, south of South Seagoville Road, to be used under Specific Use Permit No. 2414 for a community service center for a three-year time period.
4. **Z201-124:** On December 30, 2020, Specific Use Permit No. 2178 for an open-enrollment charter school was automatically renewed for a ten-year time period on property within Planned Development District No. 956 on the southwest corner of Old Seagoville Road and South Masters Drive.

**Thoroughfares/Streets:**

<b>Thoroughfare/Street</b>	<b>Type</b>	<b>Proposed ROW</b>
Grady Lane	Local	-
South Saint Augustine Drive <i>(Scyene to Prairie Creek)</i>	Community Collector	Minimum-4 lanes-Undivided <i>(can be striped and operated as 2 to 4 lanes)</i> 40' pavement; 60' ROW; bike plan
<sup>1</sup> Crenshaw Drive	Local	-
Old Seagoville Road	Local	-

<sup>1</sup>Although it remains a street easement (per plat) at this time, the portion of Crenshaw Drive between Grady Lane and Old Seagoville Road operates functionally as a local street and is treated as such for development purposes.

**Traffic:**

The Transportation Development Services Division of the Transportation Department has reviewed the current request and does not anticipate that it will significantly impact the surrounding roadway system. The Transportation Department supports the zoning request and 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.

**TRANSPORTATION ELEMENT**

**GOAL 4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS**

**Policy 4.2.2** Promote a network of on street and off-street walking and biking paths.

**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.

New development should be appropriate to the context of its location in density, intensity, and size, particularly when adjacent to existing residential areas, historic or conservation districts.

**GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE**

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

**Surrounding Land Uses:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	Planned Development District No. 989	Public high school
<b>North</b>	R-7.5(A), and PD No. 662	Single Family, Public School [Julius Dorsey Elementary School], Undeveloped
<b>East</b>	R-7.5(A)	Undeveloped, Private Recreation Area
<b>South</b>	R-5(A), R-7.5(A), PD No. 956 w/SUP No. 2178, CR-D-1	Single Family, Retail, Undeveloped, and Church with an SUP for an Open-enrollment Charter School
<b>West</b>	R-7.5(A), and MF-2(A)	Multifamily, Fire Station, Single Family, & Undeveloped

**Land Use Compatibility:**

Surrounding land uses consist of a public school [Julius Dorsey Elementary School], single family, and undeveloped land to the north; a private recreation area (tennis courts for the school) and undeveloped land to the east; retail uses, single family, a church with an open-enrollment charter school and undeveloped land to the south; and multifamily, a fire station, single family, and undeveloped land to the west. Land uses further east, across September Lane, include more single family residential.

The school has been in operation at the site since 1972. The use continues to be compatible with surrounding uses.

**Landscaping:**

In general, landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended. Additional landscaping conditions also require hedgerow screening of an existing detention area. The current proposal adds a provision to trigger Article X landscaping for the north parking lot when Article X is triggered for the proposed building addition.

The city arborist reviewed the current request and anticipates that the site can conform to Article X. Trees shown on the proposed amended development plan are existing on the site and will be retained. A landscape plan will be required for review at permitting and the applicant has already begun working with city staff regarding the landscape plan. The city arborist supports the current zoning request as proposed and will coordinate with the applicant at permitting for further review of landscaping requirements at the request site.

**Parking:**

The Dallas Development Code determines the off-street parking requirement for a school using the following criteria: 1) the number of classrooms, and 2) the grade level of the school's students (e.g., elementary, middle, or high school). Parking for a high school is typically required at nine- and one-half spaces per high school classroom.

City Council approved a reduced parking ratio for Spruce High School [9.25 spaces per high school classroom] in 2019. Based on this standard, the school would be required to provide a total of 657 spaces for 71 classrooms. However, based on the traffic study provided, the applicant requests to provide 463\* total off-street parking spaces for the site. Staff supports the proposed reduction based on projected demand of 382 total spaces as determined by the applicant's engineer.

[\*Note: The amended development plan recommended for approval by City Plan Commission showed a total of 463 parking spaces on site; however, the data table on that plan incorrectly listed the total as 464 spaces. The applicant has provided a corrected plan, which is included in the docket, with the correctly tabulated 463 off-street 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 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 area of request is located within an 'H' MVA cluster.

**Dallas ISD Trustees and Administration**  
*(current as of 3-5-24)*

Dallas ISD Board of Trustees:

- District 1 **Edwin Flores**
- District 2 **Sarah Weinberg** – Board Secretary
- District 3 **Dan Micciche** – First Vice President
- District 4 **Camile White**
- District 5 **Maxie Johnson** – Second Vice President
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- Dr. Pamela Lear** – Deputy Superintendent of Staff and Racial Equity
- Dr. Brian C. Lusk** – Deputy Superintendent of Academics and Transformations
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- Shannon Trejo** – Chief of Innovation
- David Bates** – Chief Operations Officer
- Jon T Dahlander** – Chief Partnerships and Intergovernmental Relations Officer

Z223-343(JA)

**CPC Action  
May 2, 2024**

**Z223-343(JA)**

Planner: Jenniffer Allgaier

**Motion:** It was moved to recommend **approval** of an amendment to Planned Development District No. 989, subject to a revised amended development plan, a revised amended traffic management plan, and amended conditions on the southeast corner of South Saint Augustine Drive and Grady Lane.

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

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

Against: 0  
Absent: 0  
Vacancy: 0

**Notices:** Area: 500 Mailed: 192  
**Replies:** For: 1 Against: 1

**Speakers:** For: None

For (Did not speak): Warren Ellis, 8700 Stonebrook Pkwy., Frisco, TX 75034  
Anne Hildenbrand, 9731 Champa Dr., Dallas, TX 75218  
Steve Stoner, 7557 Rambler Rd., Dallas, TX 75243

Against: None



**CPC-Recommended Amended PD 989 Conditions**

**ARTICLE  
989.**

**PD 989.**

**SEC. 51P-989.101. LEGISLATIVE HISTORY.**

PD 989 was established by Ordinance No. 30514, passed by the Dallas City Council on June 14, 2017. Subsequently, Ordinance No. 30514 was amended by Ordinance No. 31126, passed by the Dallas City Council on February 27, 2019, and Ordinance No. #####, passed by the Dallas City Council on May 22, 2024. (Ord. Nos. 30514; 31126; #####)

**SEC. 51P-989.102. PROPERTY LOCATION AND SIZE.**

PD 989 is established on property located at the southeast corner of Saint Augustine Drive and Grady Lane. The size of PD 989 is approximately 31.543 acres. (Ord. 30514)

**SEC. 51P-989.103. DEFINITIONS AND INTERPRETATIONS.**

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a residential zoning district. (Ord. 30514)

**SEC. 51P-989.104. EXHIBITS.**

The following exhibits are incorporated into this article:

(1) Exhibit 989A: development plan.

(2) Exhibit 989B: traffic management plan. (Ord. 30514)

**SEC. 51P-989.105. DEVELOPMENT PLAN.**

(a) For a public school [~~other than an open enrollment charter school~~], development and use of the Property must comply with the development plan (Exhibit 989A). If there is a conflict between the text of this article and the development plan, the text of this article controls.

(b) For all other uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply. (Ord. Nos. 30514; #####)

**SEC. 51P-989.106. MAIN USES PERMITTED.**

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the R-7.5(A) Single Family District, subject to the same conditions applicable in the R-7.5(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R- 7.5(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the R-7.5(A) Single Family District is subject to DIR in this district; etc.

(b) The following main use is permitted by right:

-- Public school [~~other than an open-enrollment charter school~~]. (Ord. Nos. 30514; #####)

**SEC. 51P-989.107. ACCESSORY USES.**

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217. (Ord. 30514)

**SEC. 51P-989.108. YARD, LOT, AND SPACE REGULATIONS.**

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the R-7.5(A) Single Family District apply.

(b) Encroachments. Accessory athletic field structures may encroach into the required front yard up to 16 feet, as shown on the development plan.

(c) Height. For a public school [~~other than an open-enrollment charter school~~], maximum structure height is 38 feet. (Ord. Nos. 30514; #####)

**SEC. 51P-989.109. OFF-STREET PARKING AND LOADING.**

(a) Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) A~~[For a public school other than an open enrollment charter school, parking may be located in the required front yard along Saint Augustine Drive and the]~~ minimum of 464 off-street parking ~~[requirement is]~~ spaces must be provided for a public [per] high school [classroom]. (Ord. Nos. 30514; 31126; #####)

**SEC. 51P-989.110. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI. (Ord. 30514)

**SEC. 51P-989.110.1 FENCING.**

(a) Except as provided in this section, fences must be constructed and maintained in accordance with the fence standards in Sec. 51A-4.602(a).

(b) For a public school use, a maximum six-foot-tall fence may be located in a required yard along a street frontage if all of the following conditions are met:

(1) For each square foot of surface area, the fence must be a minimum 50 percent open;

(2) Gates for vehicular traffic must be located a minimum of 20 feet from the back of the street curb;

(2) The fence must comply with the visual obstruction regulations in Sec. 51A-4.602; and

(3) The fence may not inhibit compliance with landscaping, sidewalks, buffers, or other regulations applicable to the Property. (Ord. No. #####)

**SEC. 51P-989.111. LANDSCAPING.**

(a) In general. Except as provided in this section, landscaping must be provided in accordance with Article X.

(b) Saint Augustine Drive detention pond screening. Except when in conflict with drainage requirements, a minimum three-foot tall hedgerow is required between Saint Augustine Drive and the detention pond as shown on the development plan. The hedgerow must consist of evergreen plant materials recommended for local area use by the building official. The plant materials must be located in a bed that is at least three feet wide with a minimum soil depth of 24 inches. Initial plantings must be capable of obtaining a solid appearance within three years. Plant materials must be placed a maximum of 24 inches on center over the entire length of

the bed unless the building official approves an alternative planting density that a landscape authority certifies as being capable of providing a solid appearance within three years.

(c) When landscaping is required in accordance with Article X for the new building addition shown on the attached development plan, a landscape plan that complies with Section 51A-10.123 must be submitted to and approved by the building official for the H2 surface parking lot prior to obtaining a building permit. The H2 surface parking lot shall be included as part of the artificial lot associated with the new building addition shown on the attached development plan. Planting and irrigation for the H2 surface parking lot must be installed and inspected prior to issuance of a final certificate of occupancy for the new building addition.

(d) Plant materials must be maintained in a healthy, growing condition. (Ord. Nos. 30514; 31126; #####)

**SEC. 51P-989.112. TRAFFIC MANAGEMENT PLAN.**

(a) In general. Operation of a public school [~~other than an open enrollment charter school~~] must comply with the traffic management plan (Exhibit 989B).

(b) Queuing. Queuing is only permitted as shown on the attached traffic management plan. Student drop-off and pick-up are permitted within city rights of way only in the locations shown on the traffic management plan.

(c) Traffic study.

(1) 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, 2025 [2018], or within six months after students first begin attending classes in the proposed building addition shown on the development plan, 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 1st [March 1] of each odd [even]-numbered year.

(A) If the Property owner or operator fails to submit the required initial traffic study by November 1, 2025, or within six months after students first begin attending classes in the proposed building addition shown on the development plan, whichever is later, the director shall notify the city plan commission.

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

(2) 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.

(3) 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.

(c) Amendment process.

(1) A traffic management plan may be amended using the 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. (Ord. Nos. 30514; #####)

**SEC. 51P-989.112.1. DESIGN STANDARDS FOR A PUBLIC SCHOOL.**

(a) Sidewalks and buffers. Prior to the issuance of a certificate of occupancy, sidewalks and buffers must be provided as follows:

(1) South Saint Augustine Drive. A minimum six-foot-wide unobstructed sidewalk with a minimum five-foot-wide buffer must be provided along the entire length of street frontage abutting the Property.

(2) Grady Lane. Provided the sidewalk is in good repair and ADA compliant, the existing sidewalk along the Grady Lane frontage may remain as shown on the development plan; however, when this sidewalk is replaced it must have a minimum unobstructed width of six-feet and a minimum five-foot-wide buffer is required.

(3) Crenshaw Drive. A minimum six-foot-wide unobstructed sidewalk with a minimum five-foot-wide buffer must be provided along the entire length of street frontage along the east line of Crenshaw Drive. A sidewalk is not required along the west line of Crenshaw Drive at this time; however, when a sidewalk is installed in this location it must have a minimum unobstructed width of six-feet and a minimum five-foot-wide buffer is required.

(4) Old Seagoville Road. Provided the sidewalk is in good repair and ADA compliant, the existing sidewalk along the Old Seagoville Road frontage may remain as shown on the development plan; however, when this sidewalk is replaced it must have a minimum unobstructed width of six-feet and a minimum five-foot-wide buffer is required.

(b) Pedestrian amenities.

(1) The following pedestrian amenities must be provided prior to the issuance of a certificate of occupancy:

(A) Area 1. A minimum of four benches, one trash receptacle, and three bicycle racks must be provided in Area 1 as noted on the development plan.

(B) Area 2. A minimum of two benches, one trash receptacle, and one bicycle rack must be provided in Area 2 as noted on the development plan.

(C) Area 3. A minimum of two benches, one trash receptacle, and one bicycle rack must be provided in Area 3 as noted on the development plan.

(D) Area 4. A minimum of two benches, one trash receptacle, and one bicycle rack must be provided in Area 4 as noted on the development plan.

(2) Pedestrian amenities must be accessible from the public sidewalk but may not be located in a manner that reduces the unobstructed sidewalk width to less than what is required.

(c) Light standards for athletic fields. Light standards may be provided for the athletic fields shown on the development plan with the following conditions:

(1) The light standards may be located in a required yard.

(2) The light standards may not exceed 80 feet in height. Residential proximity slope does not apply to the light standards.

(3) The light standards may only operate Monday through Thursday between 6:30 a.m. and 9:00 p.m.

(4) Lighting is limited to a practice involving a Dallas Independent School District athletic team or other University Interscholastic League organization.

(5) The lighting must meet the International Dark Sky Association standards for community -friendly sports lighting design. (Ord. No. #####)

**SEC. 51P-989.113. SIGNS.**

Signs must comply with the provisions for non-business zoning districts in Article VII. (Ord. 30514)

**SEC. 51P-989.114. ADDITIONAL PROVISIONS.**

(a) For a public school [~~other than open enrollment charter school~~], at each driveway and sidewalk intersection, sidewalks must be constructed of a material that differs in color from that of vehicular ingress and egress driveways.

(b) The Property must be properly maintained in a state of good repair and neat appearance.

(c) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

(d) Fencing in a required front yard surrounding a parking lot may not exceed six feet in height. (Ord. Nos. 30514; #####)

**SEC. 51P-989.115. COMPLIANCE WITH CONDITIONS.**

(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. 30514)







## CPC-Recommended Amended Traffic Management Plan

January 3, 2024

WW# 0044552.00

# TRAFFIC MANAGEMENT PLAN

Z223-343



Dallas Independent School District (DISD)  
H. Grady Spruce High School  
CITY OF DALLAS

### Introduction

The services of **Pacheco Koch (PK)** were retained by **Dallas Independent School District (DISD)** to prepare a Traffic Management Plan (TMP), as requested by the City of Dallas, for the existing H. Grady Spruce High School described below. The school has an existing enrollment of 1,467 students and is anticipated to remain after improvements are complete.

As described in Appendix A6 of the City of Dallas *Street Design Manual*, a school Traffic Management Plan is a "site-specific plan providing guidelines to coordinate traffic circulation during school peak hours. TMPs should promote strategies to manage all modes of transportation and maintain student safety paramount at all times. An effective plan requires continual planning, renewed understanding and coordinated efforts by city staff, school administration and staff, neighbors, parents, and students.

This TMP was prepared by registered engineers at Pacheco Koch who are experienced in transportation and traffic engineering (the "Engineer"). Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional engineering and related services.

The engineer performed most recent on-site drop-off and dismissal field observations on Tuesday, May 16, 2023 and Wednesday, May 17, 2023 during morning and afternoon periods that validates all information in this report.

### 1. TMP EXHIBIT

(See attached Exhibit 1 - Traffic Management Plan)



7557 Rambler Road, Suite 1400  
Dallas, Texas 75231-2388  
(972) 235-3031 [www.pkce.com](http://www.pkce.com)  
TX.REG: ENGINEERING FIRM F-469  
TX. REG. SURVEYING FIRM LS-100080-00

January 3, 2024

## 2. SCHOOL LOCATION AND DESCRIPTION

- **School site location:** 9733 Old Seagoville Road, Dallas, Texas
- **Description of adjacent roadways:**
  - **Adjacent Streets:**
    - **Old Seagoville Road:**
      - Cross-section: Two lanes, two-way operation, undivided.
      - Sidewalk connectivity evident along frontage of school. [School Zone]
      - Speed Limit: 30 mph [School Zone of 20 mph]
    - **Crenshaw Drive:**
      - Cross-section: Two lanes, two-way operation [northbound one-way operational during school hours], undivided.
      - Sidewalk connectivity evident along frontage of school.
      - Speed Limit: 30 mph
    - **Grady Lane:**
      - Cross-section: Two lanes, two-way operation, undivided.
      - Sidewalk connectivity evident along frontage of school.
      - Speed Limit: 30 mph
  - **Adjacent Intersections:**
    - Old Seagoville Road and Crenshaw Drive - Marked crosswalks (faded) on all approaches, barrier free ramps provided on all corners.
    - Old Seagoville Road and Campus Drive - Marked crosswalks (faded) on all legs, barrier free ramps provided on south corners.
    - Crenshaw Drive and Grady Lane - Marked crosswalk (faded) on south leg, barrier free ramps provided on south corners.

January 3, 2024

NOTE: It is generally recommended that all applicable crosswalks/barrier free ramps/sidewalks comply with current ADA accessibility requirements. Pacheco Koch is not certified to provide a full ADA compliance inspection, which is performed by licensed inspectors during the design and permitting process. All pavement markings, traffic signs, school zones, and pedestrian infrastructure improvements are recommended to be upgraded at permitting as applicable and meet current city and TMUTCD standards.

### 3. INGRESS/EGRESS POINTS OF ACCESS

- **Vehicular Ingress/Egress Points:**
  - Old Seagoville Road: Three Driveways (existing and proposed)
  - Crenshaw Drive: Six Driveways (including two to access the Student Parking Lot)
  - Grady Lane: Three Driveways (including two to access the Student Parking Lot)
  - Faculty and staff park within the parking lots immediately south, east, and northwest of the school building, entering and exiting throughout the entire day. The access points for the faculty and staff parking lot to the south and east of the school building are located along Old Seagoville Road. Additionally, the access points for the faculty and staff parking lot to the northwest of the school building are located along Crenshaw Drive.
  - The student parking lot is located west of Crenshaw Drive, where students can enter in the morning and exit in the afternoon. Two access points for the student parking lot are located along Crenshaw Drive with the northernmost driveway being gated. With improvements to the site, this lot will be repurposed as a softball field. The parking lots east of Crenshaw Drive will serve as the student lot in the future.
  - The existing student parking lot is currently underutilized. It is proposed that the new student parking lot be converted to be utilized for pick-up in the afternoon. Vehicular access to this new student parking lot would remain with one driveway on Crenshaw Drive and one driveway on Grady Lane.
- **Student (Building) Ingress/Egress Points:**
  - The main student pedestrian access is at the western doors along Old Seagoville Road. Secondary access is provided northwest of the building and northeast of the building.

### 4. QUEUING SUMMARY TABLE

The following table presents the projected queuing vehicle accumulation for the subject campus. The calculations for vehicle accumulation and parking are based

January 3, 2024

upon estimated ratios – estimated linear feet of queue per student – along with the assumptions provided by (DISD) for this campus have been validated by on-site drop-off and dismissal observations conducted on Tuesday, May 16, 2023 and Wednesday, May 17, 2023. All information provided in the table below is strictly for the afternoon student pick-up release period.

See Section 12(b) for specific information on the methodology and calculations used in the table below. Specific separation of modes of transportation was provided by DISD and is provided in Section 6.

Table 1. Queuing Summary Table

Dismissal Period (Loading Zone)	Grades	Start/End Times*	Total Enrollment		Maximum Vehicle Accumulation	(On-Site) Storage Capacity (veh)	Surplus /Deficit (veh)
			Existing	Proposed			
1	9 <sup>th</sup> – 12 <sup>th</sup>	9:10 AM – 4:30 PM	1,467	1,467	224 (224)	160 (44)	-64 (-180)

\*All times are subject to change

## 5. CIRCULATION

This section provides on-site traffic circulation, including any temporary traffic control devices.

### Description of Existing Conditions

- On-Site Circulation:**

Parent traffic enters the area traveling via Old Seagoville Road and Crenshaw Drive. Parent traffic queues/stands in the queuing recessed area on site south of the school building as well as on the eastbound and westbound curbsides of Old Seagoville Road past the frontage of the property. Parent vehicles also queues/stands on the northbound and southbound curbsides of Crenshaw Drive, Campus Drive, and Legacy Drive.

Fourteen (14) school buses load and unload students along the northbound curbside of Crenshaw Drive adjacent to the site. Buses arrive in a staggered manner and loads students all at once. Buses depart to the north as Crenshaw Drive operates as one-way northbound during school hours.

Staff and visitor parking lots are provided surrounding the site.

- Temporary Traffic Control Devices:**

- Temporary traffic control devices are not proposed to be used for this TMP in order to facilitate drop-off/pick-up operations.

January 3, 2024

### Description of Proposed Conditions

(NOTE: only changes to the Existing Conditions are mentioned below)

- **On-Site Circulation:**

Parent traffic is to enter the new to be constructed parking lot east of the school building via a new driveway on Old Seagoville Road.

Parent traffic is to enter the new, to be constructed, student parking lot northwest of the school building and east of Crenshaw Drive via the northernmost driveway on Crenshaw Drive. Traffic will travel in a counterclockwise manner and exit the queueing area through the easternmost driveway on Grady Lane after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle. The students will be picked in the parent waiting area as shown in the exhibit. The students will be loaded in the student parking area. There is no designated student loading area similar to an elementary or middle school. As this is a high school, students walk to their parent vehicles and do not wait at a specific location.

- **Temporary Traffic Control Devices:**

- Temporary traffic control devices are not proposed to be used for this TMP in order to facilitate drop-off/pick-up operations.

- **EVALUATION OF SCHOOL ZONES:**

- Relocation of the school zones is not recommended.

## 6. DROP-OFF/PICK-UP COORDINATION

This section provides proposed student drop-off/pick-up coordination information.

- **Subject School Recommended Loading System:**

- Monitored Non-Sequential System

DEFINITIONS:

A "Administer Sequential Loading System" refers to a managed system that enforces a prescribed policy for picking up students at a specific release time. Passenger loading and vehicle departures are sequential and consecutive order based upon order of arrival. During a prior coordination phase, drivers are provided with some form of identification that school personnel observe upon arrival so that the corresponding passenger is prepped for loading before the vehicle arrives at the designated loading area. In situations with a double queue line, students are loaded in "groups" where students enter several vehicles in an instance. After, that group of vehicles depart, then another group of vehicles pull forward for the next set of students to enter each vehicle. Groups of vehicles can contain 5-10 vehicles at one time.

January 3, 2024

A "Monitored Non-Sequential System" refers to a more commonly used managed system that includes a passively supervised protocol that monitors and discourages unsafe activity along the perimeter of the site. This protocol manages students that wait to exit the building at parent vehicle arrival to get to their destination. Passenger loading and vehicle departures are considered non-consecutive to allow drivers to circulate through the area on a more random, but structured basis.

An "Unmanaged System" refers to an unmanaged protocol where students are not monitored or supervised during the loading period. Vehicle arrivals are non-consecutive and circulate through the area on a more random basis without the supervision of school staff.

- **Separation of modes of transportation:**

- Bus: 10%
- Walk: 15%
- Student Drivers: 5%
- Picked Up by Parent: 70%

NOTE: Information provided by Dallas Independent School District (DISD) and validated with field observations

- **School Hours:**

- 9:10 AM – 4:30 PM

## 7. SCHOOL STAFF ASSISTANCE

- Number:
  - Observed: 4-7
  - Desired: 4-7
- Location:
  - Observed: South of the school building
  - Desired: South of the school building
- Staff Requirements and expectations:
  - Staff assistance shall be present to allow students to enter and exit the school building in a safe and efficient manner.

January 3, 2024

## **8. ADULT SCHOOL CROSSING GUARDS AND/OR OFF-DUTY DEPUTIZED OFFICERS**

- Number:
  - Existing Conditions: 2
  - Proposed Conditions: 2
- Location:
  - Existing Conditions: South of the school building near the main entrance
  - Proposed Conditions: South of the school building near the main entrance



January 3, 2024

### 9. SCHOOL ADMINISTRATION INPUT STATEMENT

The engineer collaborated with both the School District personnel and on-site staff/principal and Student Transportation Services as needed, before and during the process of creation of the Traffic Management Plan.

The site engineer, the architect and the traffic engineer have collaborated the traffic patterns of parent routes, bus routes, and recommendations of the TMP with the on-site and District personnel. The onsite and District personnel have completed a thorough review and any changes that have been discussed have been applied to this version of the plan.

#### REVIEW AND COMMITMENT

This school traffic management plan (TMP) for DISD H. Grady Spruce High School 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. This plan was developed with direct input from individuals familiar with the general characteristics of the traffic needs of the school. It is important to note that a concerted and ongoing effort by and the full participation of the school administration are essential to accomplish these goals.

By the endorsement provided below, 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 or that other measures are more appropriate.

  
Principal Signature

5/6/24  
Date

Name: Francine Taylor  
Title: PRINCIPAL

January 3, 2024

## 10. ENGINEER SEAL

This report is signed, stamped, and dated by a licensed Professional Engineer in the State of Texas with specific expertise in transportation and traffic engineering.

## 11. REPORT FORMAT

This report follows the City of Dallas Traffic Management Plan format as described in Appendix A6 of the City of Dallas *Street Design Manual*.

## 12. OTHER ITEMS WHERE APPLICABLE

- a) School Bus Operations: (See Section 5)
- b) Methodology:
  - a. Engineer Recommended Rate: 5.12 linear feet per student
  - b. Average Length of Vehicle: 23.5 feet
  - c. Separation of modes of transportation:
    - i. Bus: 10%
    - ii. Walk: 15%
    - iii. Students Drivers: 5%
    - iv. Picked Up by Parent: 70%

NOTE: Information provided by Dallas Independent School District (DISD) and validated with field observations

  - d. Projected maximum vehicle accumulation: 224
  - e. Projected on-site storage capacity: 156
  - f. Surplus/Deficit: -68
- c) Proposed Pedestrian Routes: The pedestrian routes are based on the attendance zone map when finalized. The attendance zone was not provided at the time of this study and/however, the anticipated (and observed) pedestrian routes include the sidewalk paths along Old Seagoville Road.
- d) Existing Parking Management Strategies:
  - a. On-street parking restrictions:
    - i. Old Seagoville Road: Eastbound curbside restrictions during school hours
  - b. Onsite parking:

January 3, 2024

- i. Faculty Parking: South, east, and northwest of building
- ii. Visitor Parking: South of building
- iii. Student Parking: Northwest of building
- e) Recommendations (if applicable) for walking/biking: (See **Exhibit 1**)
  - a. No changes to existing school zones
- f) Other Recommendations: (See **Exhibit 1**)

END OF MEMO

**TMP MANAGEMENT STRATEGIES**  
 Student ID System: Monitored Non-Sequential Loading System  
 # of Staff Assistance: 4-7  
 # of Crossing Guards: None  
 School Times: 9:10 AM - 4:30 PM

VEHICLE ACCUMULATION CAPACITY	
9TH GRADE - 12TH GRADE	STUDENTS
PROJECTED ENROLLMENT	1,467
REDUCTIONS	
BY SCHOOL BUS & WALKING (20%*)	440
STUDENTS BY PICK-UP/DROP-OFF:	
ENGINEER RECOMMENDED RATE:	1,027
AVERAGE LENGTH OF VEHICLE:	5.12
IF OF MAX. QUEUE PER STUDENT	
PROJECTED MAXIMUM VEHICLE ACCUMULATION:	23.5
IF/WHEN (PACHECO KOCH OBSERVED)	
VEHICLES (S, 2, 38, LF)	234
PROJECTED ONE-STREET CAPACITY:	3,160
VEHICLES (S, 773, LF)	
DEFICIT	444

\* INFORMATION PROVIDED BY SCHOOL DISTRICT

- LEGEND**
- Queue Area (Conventional Loading)
  - Parent Loading/Waiting Area
  - School Bus Loading/Unloading
  - Pedestrian Access Point
  - Parent Vehicle Access Point
  - 0000 - Crosswalk
  - 0000 - Pedestrian Route
  - [ ] - School Zone
  - \* - Staff Assistance
  - P - Off-Duty Police Officer(s)

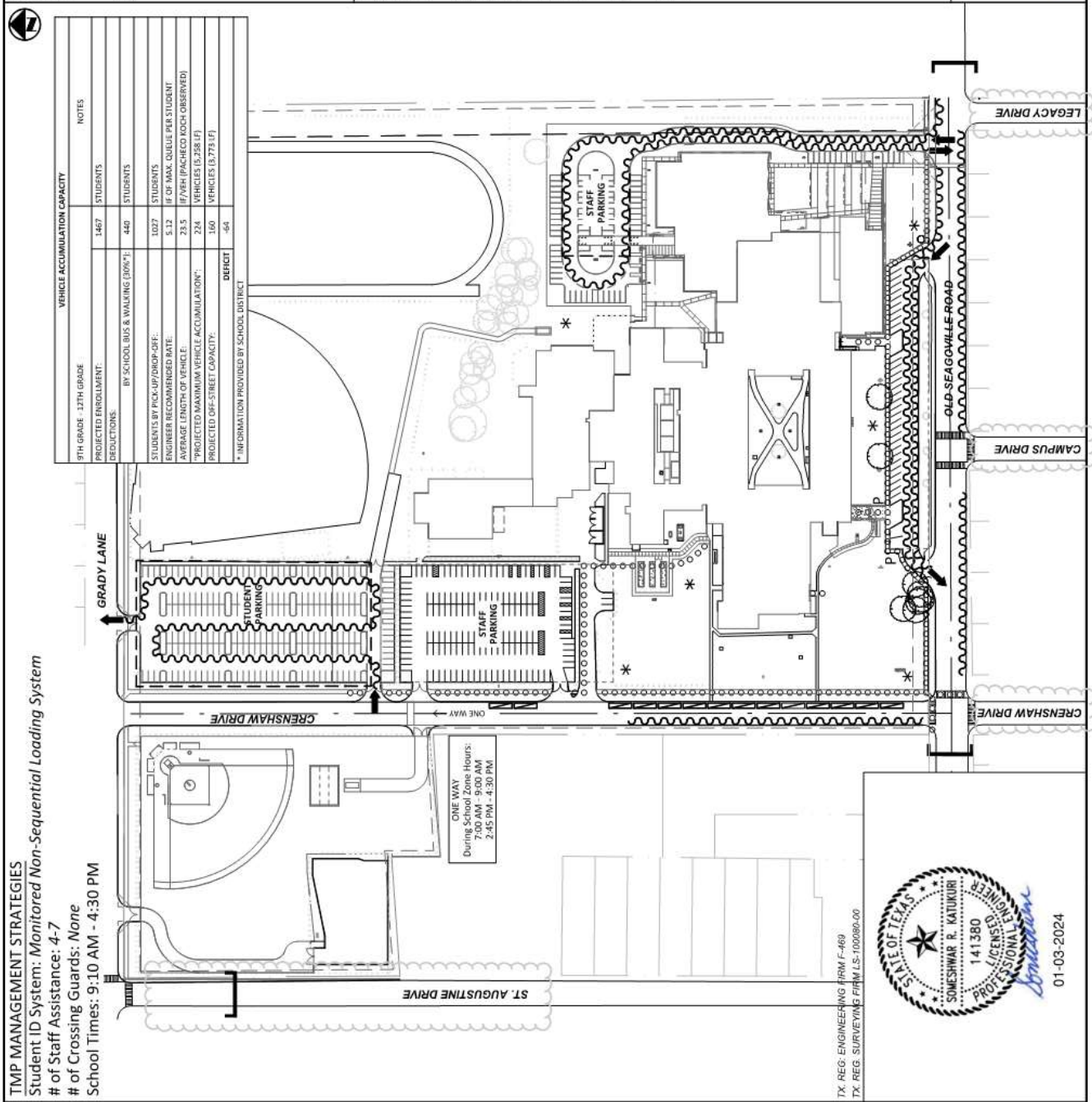
**GENERAL NOTES:**

- The subject school administration shall issue a formal communication that summarizes the intent of the Traffic Management Plan at least once every school year.
- Parent drop-off activity in the morning has a similar protocol as the parent pick-up in the afternoon. Generally, excessive traffic delays and queuing were not evident during the morning peak.
- This drawing is conceptual only and does not reflect a detailed design. Site plan designed and provided by others.
- Queues are not to obstruct crosswalks at intersections.
- The School Zone located on St. Augustine Drive is associated with DISD Julius Dorsey Leadership Academy which is located North of Grady Lane.

Information shown in clouded area was added by Steve E. Stoner, P.E., PTOS on 04/26/2024 and 05/06/2024.

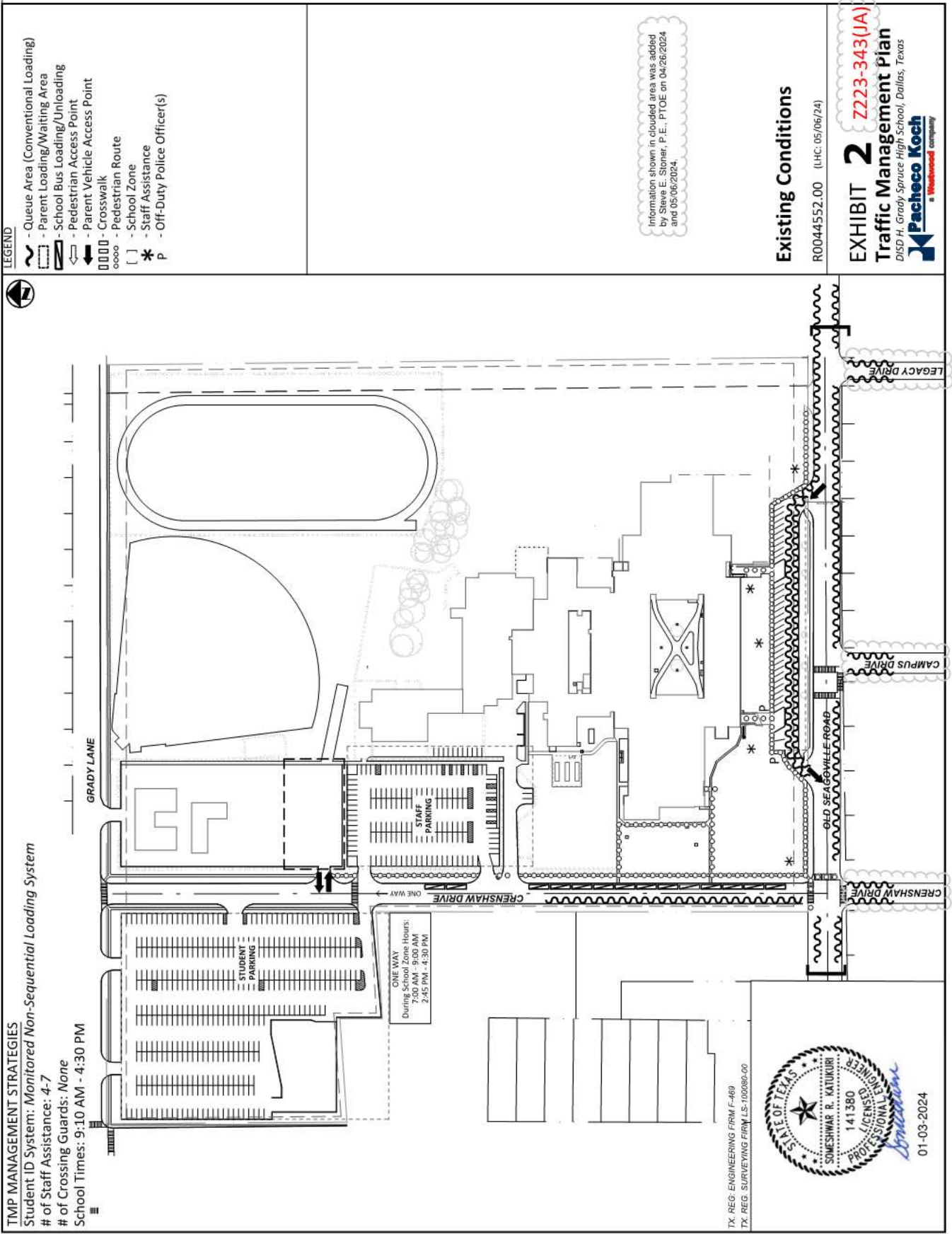
R0044552.00 SMN: 05/06/24

**EXHIBIT 1**  
**Z223-343(JA)**  
**Traffic Management Plan**  
 DISD H. Grady Spruce High School, Dallas, Texas  
 Pacheco Koch  
 a  Hatchcock company



STATE OF TEXAS  
 SOMESHWAR R. KATUKURI  
 141380  
 LICENSED PROFESSIONAL ENGINEER  
  
 01-03-2024

TX REG. ENGINEERING FIRM F-469  
 TX REG. SURVEYING FIRM L.S. 100080-00



September 2023 Traffic Assessment Study - FOR REFERENCE

September 18, 2023  
WW# 0044552.00

# PRELIMINARY TRAFFIC ASSESSMENT

Project:  
**DISD H. Grady Spruce High School**  
*In Dallas, Texas*

Prepared for:  
**City of Dallas**

On behalf of:  
**Dallas Independent School District (DISD)**

Prepared by:

  
Hunter W. Lemley, P.E., PTOE



7557 Rambler Road, Suite 1400  
Dallas, Texas 75231-2388  
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TX REG: ENGINEERING FIRM F-469  
TX REG: SURVEYING FIRM LS-100080-00

September 18, 2023

**PRELIMINARY TRAFFIC ASSESSMENT**  
**DISD H. Grady Spruce High School**  
Dallas, Texas

**TABLE OF CONTENTS**

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7. SITE ACCESS EVALUATION .....	5
8. CERTIFICATION STATEMENT .....	7

LIST OF TABLES:

- Table 1. Projected Trip Generation Summary
- Table 2. Projected Parking Generation Summary
- Table 3. Base Code Parking Requirements

LIST OF EXHIBITS:

- Exhibit 1. Site Location Map
- Exhibit 2. Site Distribution Exhibits



September 18, 2023

The services of **Pacheco Koch** (PK) were retained by **BRW Architects** on behalf of **Dallas Independent School District (DISD)** to prepare a Preliminary Traffic Assessment, as requested by the City of Dallas, for the proposed development described below.

As described in Appendix A6 of the City of Dallas *Street Design Manual*, the purpose of a Preliminary Traffic Assessment is "to provide a snapshot of traffic information and potential issues related to a proposed development" and "to provide a technical justification to waive a traditional Traffic Impact Analysis."

This study was prepared by registered engineers at Pacheco Koch who are experienced in transportation and traffic engineering (the "Engineer"). Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional engineering and related services.

## 1. PROJECT DESCRIPTION

NAME OF DEVELOPMENT: DISD H, Grady Spruce High School

PROPERTY ADDRESSES: 9733 Old Seagoville Road, Dallas, TX 75217

LAND USE(S): Public school other than an open-enrollment charter school

EXISTING ZONING: PD-989

PROPOSED ZONING: (no change)

SITE ACCESS: Three driveways (one entry only, one exit only) on Old Seagoville Road with additional access to staff parking lots. Six driveways on Crenshaw Drive with additional access to student and staff parking lots. Three driveways on Grady Lane with additional access to student and staff parking lots.

## 2. SITE PLAN

(see next page)





April 25, 2024

### 3. TRIP GENERATION

Table 1. Projected Trip Generation Summary

LAND USE (ITE LUC)	DAILY TRIP ENDS (WEEKDAY)	AM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK)	PM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK)
		Total (In/Out)	Total (In/Out)
<b>Existing and Proposed Uses</b>			
High School (1,467 Students) (ITE LUC #525)	2,846	763 (519/244)	205 (99/106)

Source: Institute of Transportation Engineers Trip Generation handbook, 11<sup>th</sup> Edition.

### 4. PARKING GENERATION

Table 2. Projected Parking Generation Summary

LAND USE (ITE LUC)	QUANTITY	AVERAGE RATE	PROJECTED PEAK PARKING DEMAND*
High School (ITE LUC #530)	1,467 Students	0.26	381

Source: Institute of Transportation Engineers Parking Generation handbook, 5<sup>th</sup> Edition.

Table 3. Base Code Parking Requirements

(Proposed Development, Based upon PK interpretations of City Code)

LAND USE	QUANTITY	RATE	PARKING REQUIREMENT
Public School [51A-4.204(17)(C)(iii)]	71 Rooms	9.25 space per classroom	657

NOTE: Based upon PK's interpretations of applicable City of Dallas parking requirements. Some parking reductions may apply.

EXISTING PARKING SUPPLY: 776 PROPOSED PARKING SUPPLY: **464** Updated on 04/25/2024 by Steve E. Stoner, P.E., PTDE

Based on the above, the district is proposing for a reduction in parking spaces. This study shows that on a typical day, the maximum vehicles parked on-site is 226 vehicles. Below is a summary of the findings for the parking observations.

Parking Count Observations (See Appendix for detailed exhibit):

- Existing Student lot A: 0 vehicles
- Northern Faculty Lot B: 27 vehicles
- Northern Staff/Teacher Lot C: 110 vehicles
- Northern Maintenance Lot D: 6 vehicles
- Southern Visitor Lot E: 29 vehicles

September 18, 2023

- Eastern Visitor Lot F: 54 vehicles
- Grady Lane: 6 vehicles
- Old Seagoville Road: 26 vehicles

TOTAL: 258 vehicles (226 vehicles on site)

## 5. ROADWAY CONDITIONS

### ADJACENT ROADWAYS:

- (A) Old Seagoville Road, between Crenshaw Drive and September Lane
- Existing conditions:
    - Lanes: *two lanes, two-way operation with on-street parking*
    - Adjacent Bus Stops/Transit Facilities: *none (local street)*
    - Pedestrian Facilities: *6' sidewalk on north side of the street and 3' sidewalk on south side of the street*
  - Current Traffic Volume:
    - Daily – *3,441 (Source: TxDOT, November 25, 2019)*
    - Peak Hour – *329 [5:00-6:00 PM] (Source: same as above)*
  - City of Dallas Thoroughfare Plan Designation: *none (local street)*
  - City of Dallas Bicycle Plan Designation: *On-Street Bicycle Facility*
- (B) Crenshaw Drive, between Old Seagoville Road and Grady Lane
- Existing conditions:
    - Lanes: *two lanes, two-way operation (northbound one-way during school hours)*
    - Adjacent Bus Stops/Transit Facilities: *none (local street)*
    - Pedestrian Facilities: *4' sidewalks on east side of the street, 4' sidewalk on west side of the street adjacent to the student parking lot only*
  - Current Traffic Volume: *not available*
  - City of Dallas Thoroughfare Plan Designation: *none (local street)*
  - City of Dallas Bicycle Plan Designation: *none*
- (C) Grady Lane, between Crenshaw Drive and September Lane
- Existing conditions:
    - Lanes: *two lanes, two-way operation with on-street parking*
    - Adjacent Bus Stops/Transit Facilities: *none (local street)*
    - Pedestrian Facilities: *4' sidewalks on north and south sides of the street*
  - Current Traffic Volume: *not available*
  - City of Dallas Thoroughfare Plan Designation: *none (local street)*
  - City of Dallas Bicycle Plan Designation: *none*

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## 6. EVALUATION OF TRAFFIC OPERATIONS

### ADJACENT INTERSECTIONS:

#### (a) Streets: Old Seagoville Road and Crenshaw Drive

- ❑ Existing Intersection Traffic Control Device: STOP control on minor street
- ❑ Reported Crashes in Prior Three Years:
  - Total: 2
  - Fatality: 0
  - Serious Injury: 0

#### (b) Streets: Old Seagoville Road and Campus Drive

- ❑ Existing Intersection Traffic Control Device: STOP control on minor street
- ❑ Reported Crashes in Prior Three Years:
  - Total: 1
  - Fatality: 0
  - Serious Injury: 0

#### (c) Streets: Crenshaw Drive and Grady Lane

- ❑ Existing Intersection Traffic Control Device: STOP control on minor street
- ❑ Reported Crashes in Prior Three Years:
  - Total: 1
  - Fatality: 0
  - Serious Injury: 0

ANTICIPATED TRIP DISTRIBUTION: (see at the end of the memo)

This section provides on-site traffic circulation, including any temporary traffic control devices.

### Description of Existing Conditions

- **On-Site Circulation:**

Parent traffic enters the area traveling via Old Seagoville Road and Crenshaw Drive. Parent traffic queues/stands in the queuing recessed area on site south of the school building as well as on the eastbound and westbound curbsides of Old Seagoville Road past the frontage of the property. Parent vehicles also queues/stands on the northbound and southbound curbsides of Crenshaw Drive, Campus Drive, and Legacy Drive.

Fourteen (14) school buses load and unload students along the northbound curbside of Crenshaw Drive adjacent to the site. Buses arrive in a staggered manner and loads students all at once. Buses depart to the north as Crenshaw Drive operates as one-way northbound during school hours.

Staff and visitor parking lots are provided surrounding the site.

- **Temporary Traffic Control Devices:**

September 18, 2023

- Temporary traffic control devices are not proposed to be used for this TMP in order to facilitate drop-off/pick-up operations.

#### Description of Proposed Conditions

(NOTE: only changes to the Existing Conditions are mentioned below)

- **On-Site Circulation:**
  - Parent traffic is to enter the new to be constructed parking lot east of the school building via a new driveway on Old Seagoville Road.
  - Parent traffic is to enter the student parking lot northwest of the school building and of Crenshaw Drive via the easternmost driveway on Grady Lane. Traffic will travel in a clockwise manner and exit the queueing area through the westernmost driveway after the vehicle has sufficiently unloaded/loaded the student(s) exiting/entering the vehicle.
- **Temporary Traffic Control Devices:**
  - Temporary traffic control devices are not proposed to be used for this TMP in order to facilitate drop-off/pick-up operations.
- **EVALUATION OF SCHOOL ZONES:**
  - Relocation of the school zones is not recommended.

## 7. SITE ACCESS EVALUATION

- Old Seagoville Road: Three Driveways (existing and proposed)
- Crenshaw Drive: Six Driveways (including two to access the Student Parking Lot)
- Grady Lane: Three Driveways (including two to access the Student Parking Lot)
- Faculty and staff park within the parking lots immediately south, east, and northwest of the school building, entering and exiting throughout the entire day. The access points for the faculty and staff parking lot to the south and east of the school building are located along Old Seagoville Road. Additionally, the access points for the faculty and staff parking lot to the northwest of the school building are located along Crenshaw Drive.
- Students park within the parking lot west of Crenshaw Drive, entering in the morning and exiting in the afternoon. Two access points for the student parking lot are located along Crenshaw Drive with the northernmost driveway being gated. The access points along Grady Lane are also gated. All student traffic enters from the south and exits towards the north as Crenshaw Drive operates as one-way northbound during school hours.

September 18, 2023

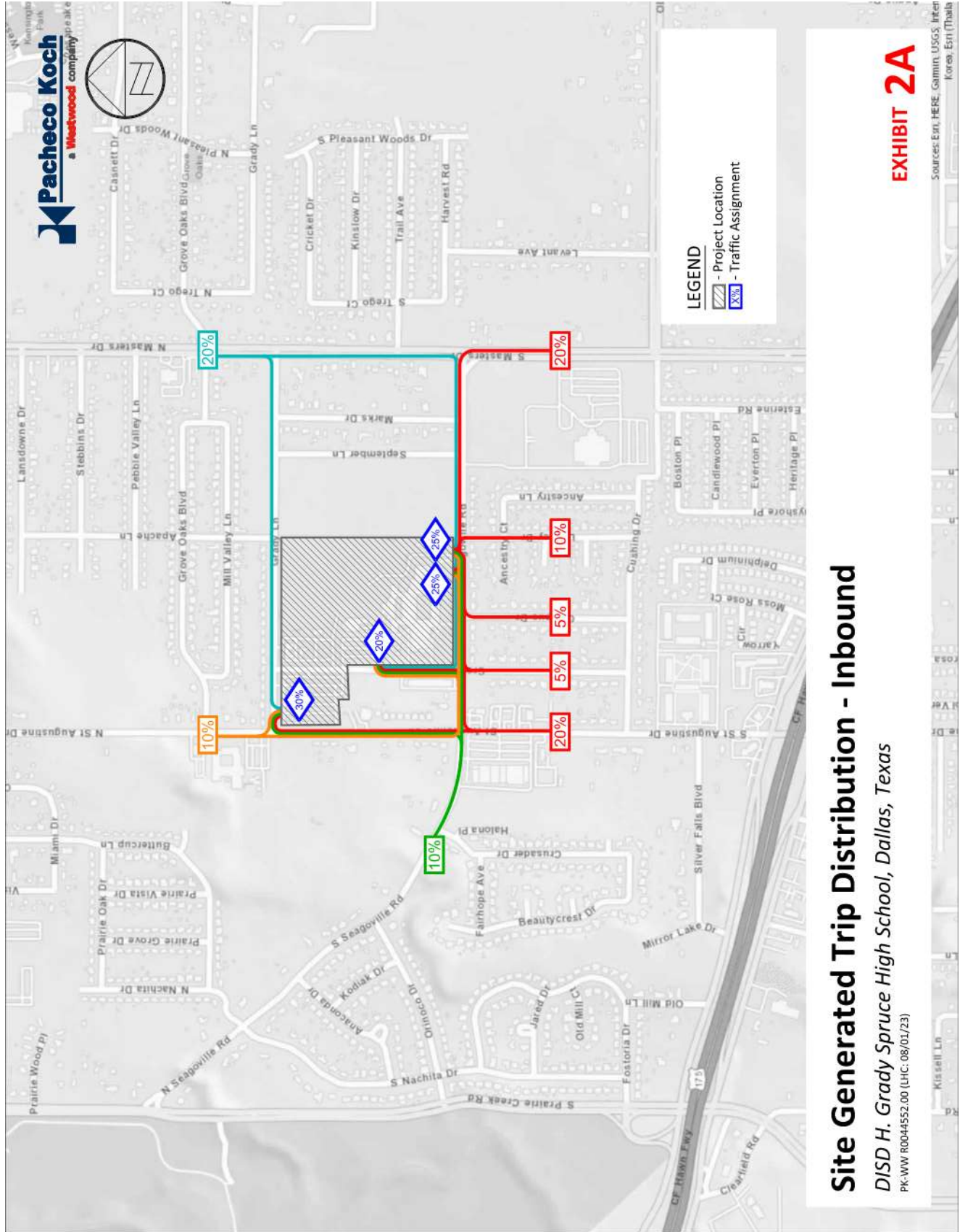
- **RECOMMENDATION:** It is recommended to allow access to the driveways on Grady Lane and "gate" the open driveway on Crenshaw Drive to facilitate the parent drop-off that will now occur within the parking lot.

## **8. CERTIFICATION STATEMENT**

"I, Hunter W. Lemley, hereby certify that the information provided in this report is complete and accurate to the best of my knowledge."

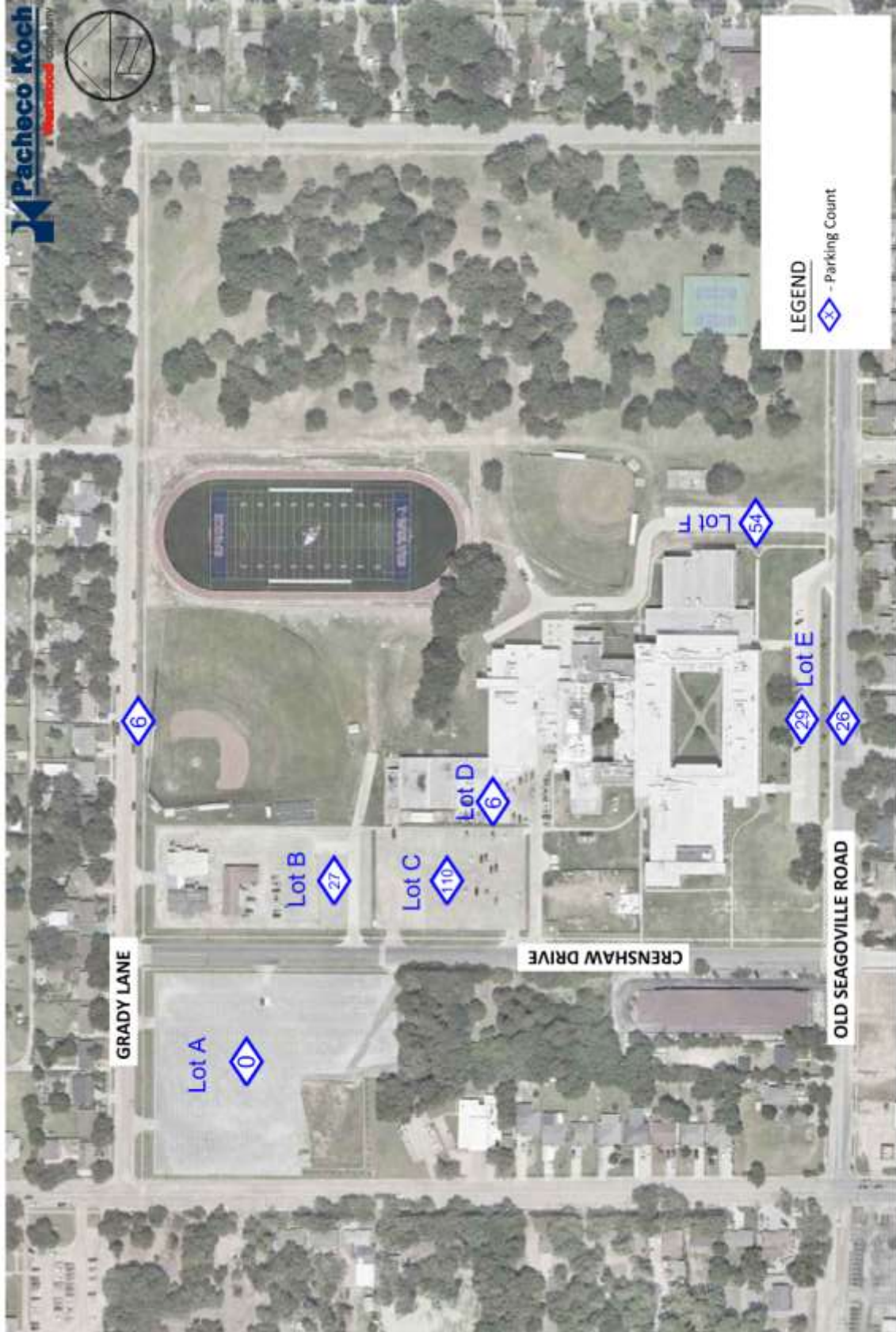
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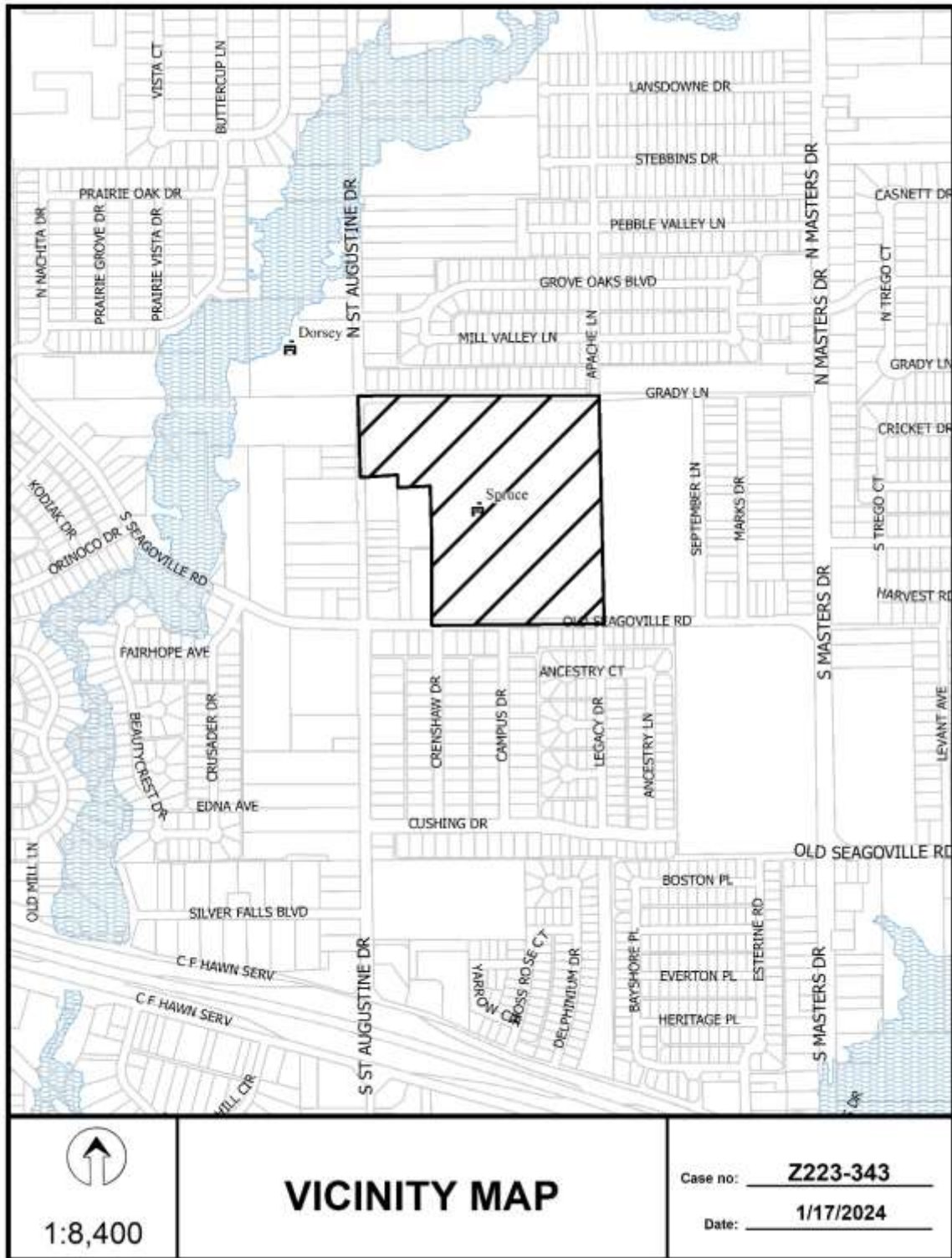




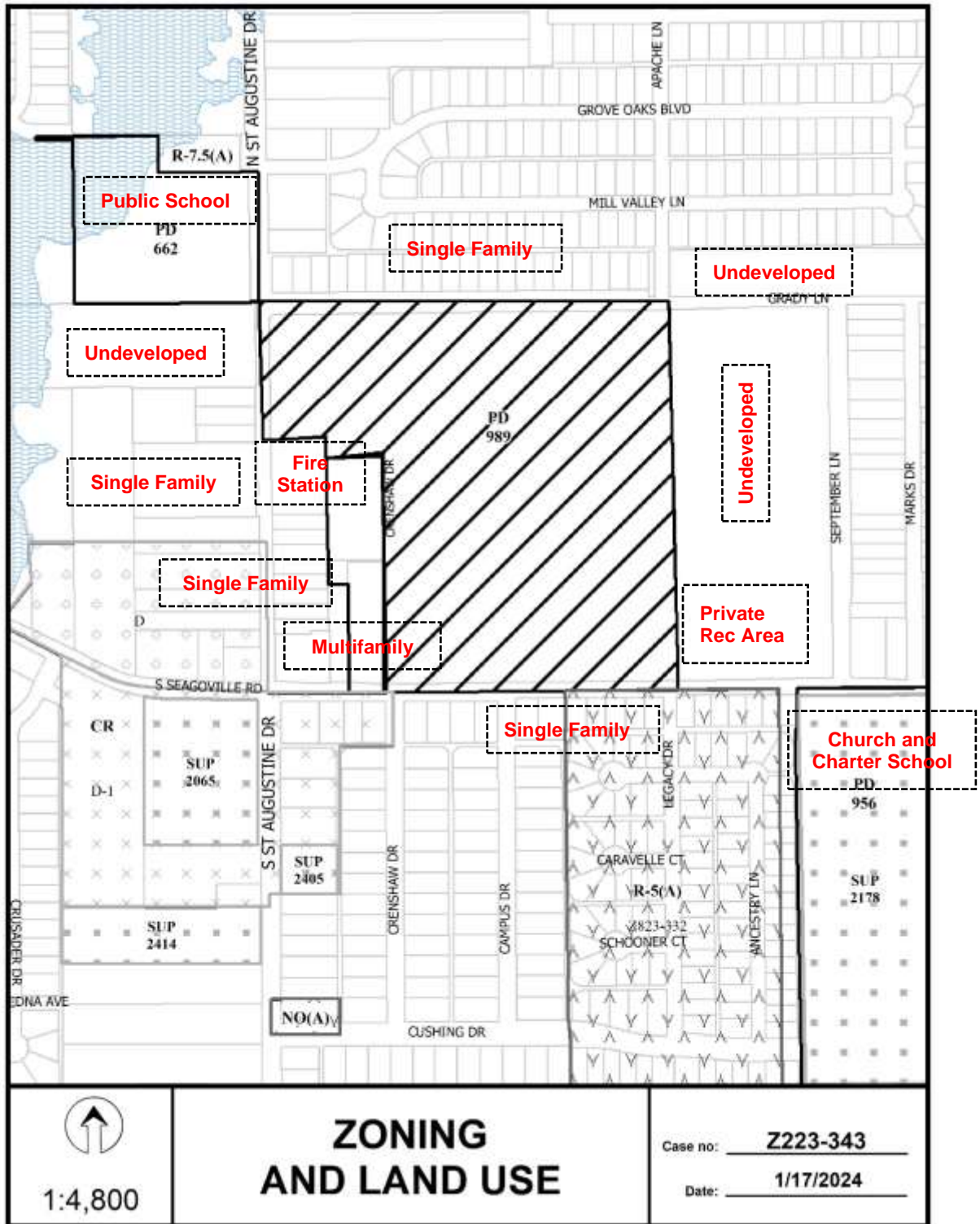




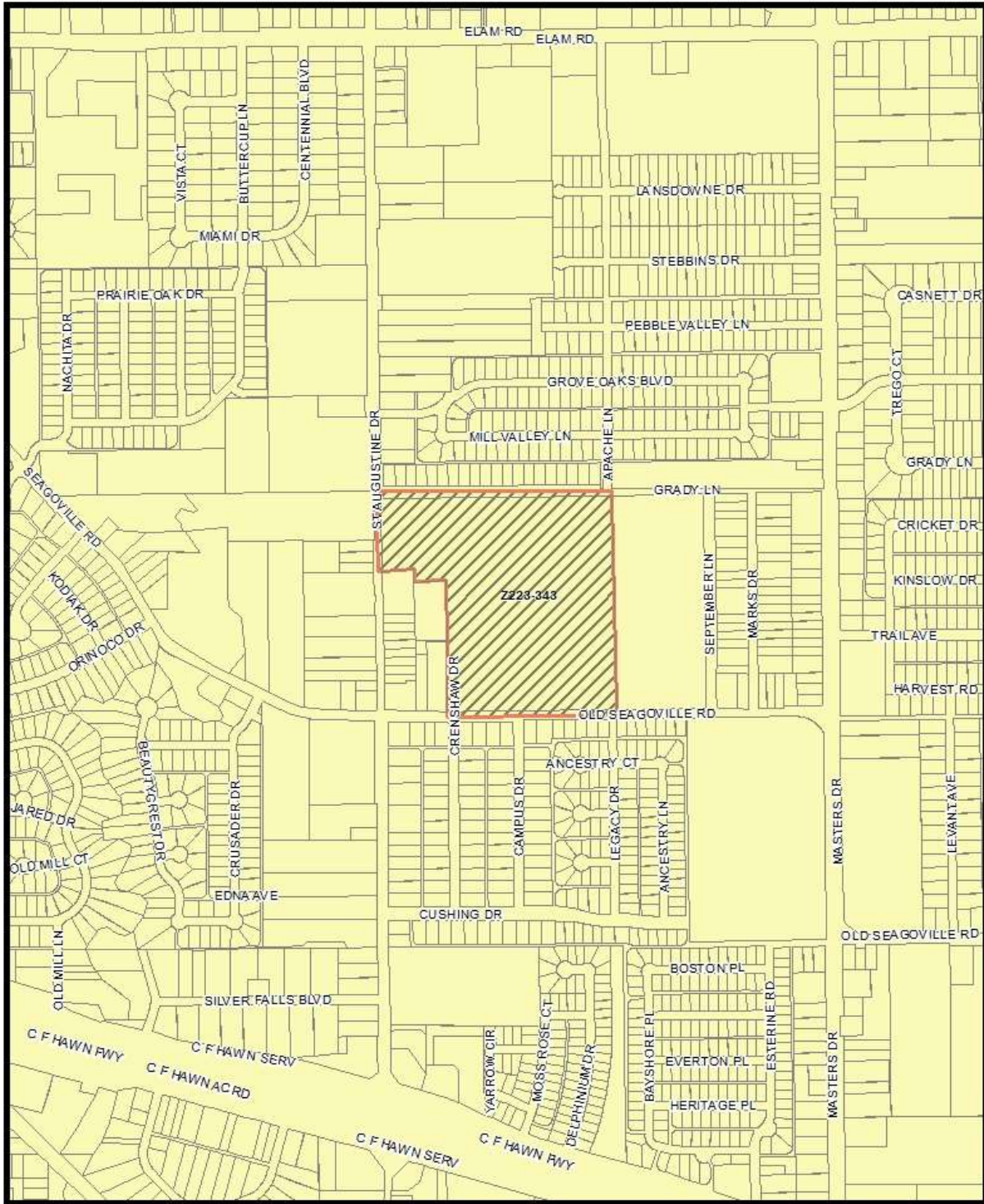










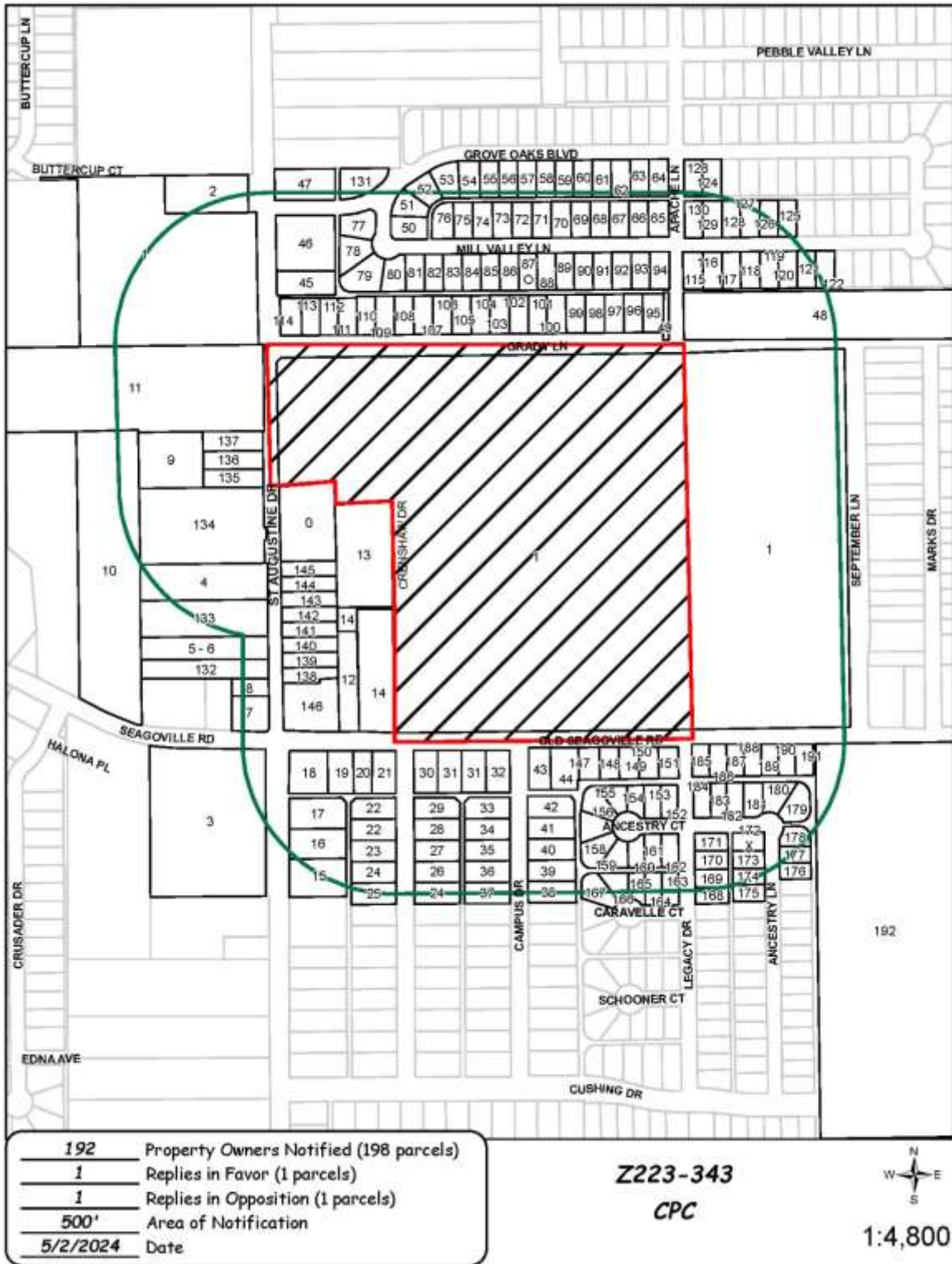


Market Value Analysis A B C D E F G H I NA

 1:8,400

# Market Value Analysis

Printed Date: 1/17/2024





05/01/2024

***Reply List of Property Owners*****Z223-343*****192 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	133	N ST AUGUSTINE RD	Dallas ISD
2	149	N ST AUGUSTINE RD	ELAM CONGREGATION OF
3	333	S ST AUGUSTINE RD	BALLAS PROPERTIES LLC
4	201	S ST AUGUSTINE RD	IBARRA LUCIA JUAREZ
5	201	S ST AUGUSTINE RD	SOUTH CENTRAL MTG INC
6	225	S ST AUGUSTINE RD	SOUTH CENTRAL MTG INC
7	237	S ST AUGUSTINE RD	PEREZ REFUCIO & MARIA
8	233	S ST AUGUSTINE RD	POMPA FELIPE & ENELBA
9	340	S SEAGOVILLE RD	SOUTH CENTRAL MORTGAGE INC
10	316	S SEAGOVILLE RD	CHANG ROGER A
11	115	S ST AUGUSTINE RD	ENGLISH MARC S
12	9625	OLD SEAGOVILLE RD	ANAYADIAZ ALEJANDRO
13	200	CRENSHAW DR	WOOD SHAUN D & JENNIFER L
14	9633	SEAGOVILLE RD	ARA MANAGEMENT LLC
15	332	S ST AUGUSTINE RD	MILLER W C TRUSTEE
16	326	ST AUGUSTINE RD	OPALACH THOMAS
17	316	S ST AUGUSTINE RD	DANG TUAN N &
18	300	S ST AUGUSTINE RD	HO KATELIN THUY TIEN
19	9612	SEAGOVILLE RD	SOFIE INVESTMENTS LLC
20	9618	SEAGOVILLE RD	HELLMAN NATHANIEL ISAAC
21	9622	SEAGOVILLE RD	MANUEL LAURIANO AND INES
22	315	CRENSHAW DR	AREVALO NORMA A
23	325	CRENSHAW DR	PORTILLO REINA DE LAPAZ
24	331	CRENSHAW DR	SERRATO ADELFA
25	337	CRENSHAW DR	VILLEGAS ISIDRO &
26	330	CRENSHAW DR	SOSA MARTINA

05/01/2024

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	324	CRENSHAW DR	SOSA JOSE J
28	318	CRENSHAW DR	DELGADO LUIS & SONIA
29	314	CRENSHAW DR	CHAVEZ LUCIANO NAVA
30	9706	SEAGOVILLE RD	CASTILLO RUBI VIELMA &
31	9710	SEAGOVILLE RD	PAZ ANTONIO
32	9720	SEAGOVILLE RD	DELGADO LUIS & SONIA
33	317	CAMPUS DR	DUELOS HENRY ALEXIS
34	321	CAMPUS DR	RODRIGUEZ EZEQUIEL
35	327	CAMPUS DR	ARAUJO MIGUEL ANGEL JR &
36	333	CAMPUS DR	SALVADOR MEJIADELGADO &
37	339	CAMPUS DR	NEGRETE AVELINA M
38	338	CAMPUS DR	COOK LARITA ANN
39	332	CAMPUS DR	REYESGARCIA JUANA TERESA &
40	326	CAMPUS DR	SANDOVAL JOSE
41	320	CAMPUS DR	AUGSTIN LUZ TOVAR &
42	316	CAMPUS DR	ESPINOZA MARIA
43	9804	OLD SEAGOVILLE RD	NEMETH ERICH
44	9810	SEAGOVILLE RD	MORENO RAMON &
45	128	N ST AUGUSTINE RD	SIMS JIMMY R & PATRICIA L
46	134	N ST AUGUSTINE RD	LUNA SONIA IMELDA DE &
47	150	N ST AUGUSTINE RD	CORNELL MARVIN ALLAN
48	101	N MASTERS DR	SIBLEY CHILDREN'S TRUST
49	9700	GRADY LN	S&S LENDING
50	9705	MILL VALLEY LN	OLIVA MARIA T
51	9706	GROVE OAKS BLVD	BONNER CORNELIUS
52	9714	GROVE OAKS BLVD	VAQUERA RUBEN
53	9720	GROVE OAKS BLVD	MARQUEZ JAVIER
54	9724	GROVE OAKS BLVD	CAMPOS JORGE A
55	9730	GROVE OAKS BLVD	HURD TARA L
56	9736	GROVE OAKS BLVD	DIAZ ALEJANDRINO
57	9740	GROVE OAKS BLVD	MOSLEY JAMES RICHARD

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	9804 GROVE OAKS BLVD	OLIVA DIONICIO
	59	9810 GROVE OAKS BLVD	RODRIGUEZ BENJAMIN
	60	9816 GROVE OAKS BLVD	STEWART GARY D & SONIA R
	61	9820 GROVE OAKS BLVD	RODRIGUEZ FERNANDO &
	62	9824 GROVE OAKS BLVD	JACKSON CONSTANCE ELAINE
	63	9830 GROVE OAKS BLVD	SANTIAGO ROGELIO
	64	9834 GROVE OAKS BLVD	GARCIA JESUS ESPARZA &
	65	9839 MILL VALLEY LN	MORENO DANNY &
	66	9835 MILL VALLEY LN	NUNEZ FIGUEROA EXAR M &
	67	9829 MILL VALLEY LN	SILOS NERI & MIRIAM
	68	9825 MILL VALLEY LN	C3H LLC
	69	9819 MILL VALLEY LN	MANDUJANO JUAN A RODRIGUEZ &
	70	9815 MILL VALLEY LN	STUART TIMOTHY
	71	9809 MILL VALLEY LN	HALL IVERY JR
	72	9805 MILL VALLEY LN	GRIFFIN VERNELL
	73	9747 MILL VALLEY LN	SILVA JUAN JOSE
	74	9741 MILL VALLEY LN	HERNANDEZ AGUSTIN EST OF
	75	9737 MILL VALLEY LN	SAVOY DEVELOPMENT & ACQUISITIONS LLC
	76	9729 MILL VALLEY LN	HALL TONJA A
	77	9706 MILL VALLEY LN	VEGA MARIA GUADALUPE LARA &
	78	9710 MILL VALLEY LN	RAMIREZ RAUL SERGIO &
	79	9714 MILL VALLEY LN	WIGGINS CAROLYN
	80	9718 MILL VALLEY LN	GIPSON RAYMOND L
	81	9724 MILL VALLEY LN	PAUL ANNIE P EST OF
	82	9728 MILL VALLEY LN	CARR TOMMY L
	83	9734 MILL VALLEY LN	ARRIAGA GLORIA &
	84	9738 MILL VALLEY LN	CASTILLA DANIEL VAZQUEZ
	85	9742 MILL VALLEY LN	LOPEZ DIEGO MUNIZ &
	86	9748 MILL VALLEY LN	COLEMAN CARRIE M
O	87	9806 MILL VALLEY LN	TAYLOR CLOIS JAMES
	88	9810 MILL VALLEY LN	MATTHEWS ALLEN WAYNE

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	89	9816 MILL VALLEY LN	BOWENS DELORIS
	90	9820 MILL VALLEY LN	CRUZ ELSA S &
	91	9826 MILL VALLEY LN	PORTUGAL JUAN & IMELDA
	92	9830 MILL VALLEY LN	RODEN RAYMOND W EST OF
	93	9836 MILL VALLEY LN	KELLEY R D
	94	9840 MILL VALLEY LN	ORTIZ VENTURA R &
	95	9841 GRADY LN	ESQUIVEL NOEL
	96	9835 GRADY LN	TOVAR JOSE A &
	97	9829 GRADY LN	LINARES JULIO &
	98	9823 GRADY LN	LINARES JAQUELYNE MITHCEL
	99	9817 GRADY LN	HERNANDEZ ROSA MARIA ROJAS &
	100	9811 GRADY LN	LINARES GLORIA L &
	101	9805 GRADY LN	TORRES JAIME MARTINEZ
	102	9741 GRADY LN	GONZALES JOSE RUBEN &
	103	9735 GRADY LN	LEIJA LUCIO & ROSALINDA
	104	9729 GRADY LN	AGUILAR MA DE LOURDES CHAVEZ
	105	9723 GRADY LN	CHITSEY DEBRA K TRUSTEE
	106	9717 GRADY LN	RAOUFPOUR SAADAT K
	107	9711 GRADY LN	MORALES PATRICIA &
	108	9705 GRADY LN	PARKER RANDY & CAROLYN J
	109	9635 GRADY LN	HARRELL EARNEST S
	110	9629 GRADY LN	ASCENT INVESTMENTS LLC
	111	9623 GRADY LN	AZA ZELENIA
	112	9617 GRADY LN	AZA EMILIO & MARIA R
	113	9611 GRADY LN	REYES EVA EDITH
	114	9605 GRADY LN	DN BRAYTON MANAGEMENT
	115	9906 MILL VALLEY LN	BLANDFORD GLADYS
	116	9912 MILL VALLEY LN	WILLIAMS AMOS L
	117	9918 MILL VALLEY LN	SANCHEZ LAURENCIO ESCALERA &
	118	9924 MILL VALLEY LN	NICKERSON CELENDA
	119	9930 MILL VALLEY LN	CALDERON JOSE &

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	9936	MILL VALLEY LN	DAWSON EUGENE
121	9942	MILL VALLEY LN	PERALES FLORENCIO V
122	10006	MILL VALLEY LN	DURAN AURELIANO B SR
123	9906	GROVE OAKS BLVD	MORENO DANNY &
124	9912	GROVE OAKS BLVD	NINO MARIA JUANA
125	9935	MILL VALLEY LN	BROWN UNDREA LEATRICE
126	9929	MILL VALLEY LN	GOMEZ ANTONIO LARRANAGA &
127	9923	MILL VALLEY LN	HART RUBY
128	9917	MILL VALLEY LN	SMALL LEE J & BRENDA
129	9911	MILL VALLEY LN	SANTIBANEZ RENE
130	9905	MILL VALLEY LN	REZA MARIA &
131	9619	GROVE OAKS BLVD	HARRIS CLIFFORD & TERESA
132	229	S ST AUGUSTINE RD	PATINA EVERARDO &
133	215	S ST AUGUSTINE RD	MARTINEZ GERARDO
134	137	S ST AUGUSTINE RD	LOPEZ MARTINA SALAZAR
135	133	S ST AUGUSTINE RD	LOPEZ MARTIN & TERESA
136	129	S ST AUGUSTINE RD	OVALLE MARTIN
137	125	S ST AUGUSTINE RD	HERNANDEZ ISRAEL
138	278	S ST AUGUSTINE RD	HERNANDEZ JUAN & MARTHA
139	274	S ST AUGUSTINE RD	JIMENEZ PRISHNA
140	270	S ST AUGUSTINE RD	RAMIREZ SERGIO
141	266	S ST AUGUSTINE RD	SUAREZ HERMILO &
142	262	S ST AUGUSTINE RD	HERNANDEZ MICHELA R &
143	258	S ST AUGUSTINE RD	VELAZQUEZ WENDY
144	254	S ST AUGUSTINE RD	PEREZ JOSE LUIS
145	250	S ST AUGUSTINE RD	SANCHEZ JULIO &
146	9615	SEAGOVILLE RD	INTELLILY INVESTMENT LP
147	9816	SEAGOVILLE RD	AGUILAR HERACLIO PUENTE
148	9822	SEAGOVILLE RD	HERRERA RAY A
149	9828	SEAGOVILLE RD	VAZQUEZ RAUL &
150	9834	SEAGOVILLE RD	HEATH DAVID ET AL

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	151	9840 SEAGOVILLE RD	STURNS EARLINE
	152	9823 ANCESTRY CT	HERNANDEZ TRACY D
	153	9819 ANCESTRY CT	FAZ ALEJANDRO & MA IRMA
	154	9815 ANCESTRY CT	HILL MILTON JR
	155	9809 ANCESTRY CT	ROSSUM LENORA
	156	9805 ANCESTRY CT	HERNANDEZ RICARDO & PAULA
	157	9806 ANCESTRY CT	GARCIA C JOSE
	158	9810 ANCESTRY CT	BUIRL DONALD RAY
	159	9814 ANCESTRY CT	BARNES BARBARA JEAN
	160	9818 ANCESTRY CT	MAYFIELD YOLAUDA
	161	9822 ANCESTRY CT	TORRES RAMIRO & MINERVA BANUELOS ARRELLANO
	162	9826 ANCESTRY CT	MEJIA FRANCISCO JAVIER &
	163	9823 CARAVELLE CT	WALKER SHEILA J
	164	9819 CARAVELLE CT	WILLIAMS GERALDINE
	165	9815 CARAVELLE CT	ROYSTER RONNIE & JADA
	166	9809 CARAVELLE CT	WOODS RAYE EVELYN
	167	9805 CARAVELLE CT	WOOD RICHARD JR LIFE EST
	168	334 LEGACY DR	HERNANDEZ MARTIN
	169	330 LEGACY DR	HURNDON GWENDOLYN C
	170	326 LEGACY DR	OLIVA JULIO & ERICA
	171	322 LEGACY DR	LEGACY JV
X	172	331 ANCESTRY LN	HEADWAY LLC
	173	335 ANCESTRY LN	SOSA VICTOR R
	174	339 ANCESTRY LN	RODRIGUEZ ALEJANDRO
	175	343 ANCESTRY LN	MARTINEZ FEDERICO J &
	176	336 ANCESTRY LN	BAZAN FRANCISCO
	177	332 ANCESTRY LN	HERNANDEZ JOSE A &
	178	328 ANCESTRY LN	AQUINO MANUEL AGUIRRE &
	179	324 ANCESTRY LN	HERNANDEZ SANJUANA &
	180	320 ANCESTRY LN	DELGADO LUIS & SONIA
	181	316 ANCESTRY LN	COLEMAN WANDA S &

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
182	312	ANCESTRY LN	SANDOVAL FEDERICO &
183	308	ANCESTRY LN	DFW FLIP MODE LLC &
184	304	ANCESTRY LN	BRUNDAGE BRENDA JOHNSON
185	9906	SEAGOVILLE RD	CARRANZA SABINO & BERTA
186	9912	SEAGOVILLE RD	RAMIREZ ESMERALDA
187	9918	SEAGOVILLE RD	OLVERA MIRNA ELVIA
188	9924	SEAGOVILLE RD	LOPEZ HUMBERTO VAZQUEZ &
189	9930	SEAGOVILLE RD	CHACON NELSON
190	9936	SEAGOVILLE RD	DIAZ ALICIA
191	9942	SEAGOVILLE RD	MORENO JOSE &
192	445	S MASTERS DR	A+ CHARTER SCHOOLS