

FILE NUMBER: Z234-132(MB) **DATE FILED:** November 29, 2023

LOCATION: Southwest corner of Harvest Hill Road and Inwood Road

COUNCIL DISTRICT: 13

SIZE OF REQUEST: ±12.8577 acres **CENSUS TRACT:** 48113009603

OWNER/APPLICANT: SRCP RC

REPRESENTATIVE: Bill Dahlstrom [Jackson Walker L.P.]

REQUEST: An application for an amendment to Specific Use Permit No. 959 for a private school on property zoned an R-16(A) Single Family District and an R-10(A) Single Family District.

SUMMARY: The purpose of the request is to construct an addition to the existing private school use.

CPC RECOMMENDATION: **Approval**, subject to an amended site plan, amended landscape plan, and CPC recommended conditions.

STAFF RECOMMENDATION: **Approval**, subject to an amended site plan, amended landscape plan, and staff's recommended conditions.

BACKGROUND INFORMATION:

- The area of request is currently zoned with R-16(A) and R-10(A) Single Family Districts with SUP No. 959 for a private school.
- SUP No. 959 was originally approved by City Council on April 8, 1987, for a private school use. The SUP has since been amended several times, most recently on October 8, 2014, for expansion of classrooms and administrative areas. SUP No. 959 is approved for a permanent time period.
- The applicant proposes the construction of a new athletics facility in place of the existing facility, as well as additional spaces for classrooms, offices, and a playground.
- On March 6, 2025, CPC moved to recommend approval without staff's recommended conditions for sidewalks.

Zoning History:

There has been one zoning cases on one property in the area in the last five years.

1. **Z201-293:** On January 12, 2022, City Council approved a resolution amending deed restrictions [Z789-149] on property zoned an MU-3 Mixed Use District on the southeast corner of Lyndon B. Johnson Freeway and Dallas North Tollway.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
Harvest Hill Road	Local street	60 feet
Inwood Road	Local street	80 feet

Traffic:

The Engineering Division of the Planning and Development Department has reviewed the request and determined that it will not significantly impact the surrounding roadway system. Staff will continue review of engineering plans at permitting to comply with city standards.

SUP No. 959 requires a traffic management plan be submitted to Engineering by November 1st of each odd-numbered year; the most recent traffic management plan was reviewed and deemed acceptable by the Engineering Division.

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

LAND USE ELEMENT

GOAL 1.2 PROMOTE DESIRED DEVELOPMENT

Policy 1.2.1 Use Vision Building Blocks as a general guide for desired development patterns.

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

Policy 2.1.1 Ensure that zoning is flexible enough to respond to changing economic conditions.

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.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

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

Land Use:

	Zoning	Land Use
Site	R-10(A) and R-16(A) Single Family with SUP No. 959	Private school, church
North	R-10(A) Single Family	Single family
East	NO(A) Neighborhood Office, MU-3 Mixed Use, PD 50	Office, restaurant w/o drive through, single family
South	PD 353	Private school
West	R-10(A) Single Family	Single family

Land Use Compatibility:

The area of request is being used for a private school and a church. SUP No. 959 has been in effect for a private school for nearly four decades. The surrounding area is a single-family neighborhood and a private school to the south; while office uses are present to the east, they are separated by Inwood Road and the Dallas North Tollway.

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 additions would add approximately 42,200 square feet of building area to the site, of which 28,000 square feet will be for the new athletic facility. The athletic facility will replace an existing structure used for athletics, and the remaining additions will be part of existing structures. As such, staff does not foresee the additions being a detriment to the surrounding areas.

The proposed increase of maximum enrollment from 725 students to 810 students is an increase of approximately 11.7 percent. The updated traffic management plan reflects this increase, and staff found the impact to be minimal relative to the existing enrollment.

The adjacency of a school to residential uses is appropriate. The proposed additions to the school would not be detrimental to the public health, safety, or general welfare of the neighborhood. Additionally, applicant's proposed conditions include improvements to sidewalks along Harvest Hill Road and Inwood Road which will improve pedestrian safety.

Staff's recommendation on sidewalk conditions is intended to provide additional buffer space along the location of proposed pedestrian amenities in order to improve pedestrian safety and the safety of users of those amenities.

Landscaping:

Landscaping must be provided in accordance with the attached landscape plan.

Parking:

Per the Dallas Development Code, parking for multiple institutional uses on the same property may share off-street parking areas when mutually exclusive hours of operation exist.

Parking requirements for a church can be derived from the total inches of fixed pew seating. One parking space must be provided for every four occupants; occupants are calculated by dividing total inches of fixed pew seating by 18. At 17,714 inches of fixed pew seating, or 986 occupants, 247 parking spaces are required.

For schools, 1.5 parking spaces are required per elementary classroom and 3.5 spaces are required per middle school classroom. With 23 elementary classrooms and 12 middle school classrooms, 77 parking spaces are required.

A total of 324 parking spaces are required on this site and 331 spaces are provided. Of the total spaces provided, 316 spaces are standard parking spaces, and 15 spaces are ADA spaces.

Market Value Analysis:

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

List of Officers

Officers

Rev. Joshua Whitfield, President

Bishop Gregory Kelly, Vice President

Helaine Blizzard, Secretary

Steve Brockett, Treasurer

Directors

The Most Reverend Edward J. Burns, Bishop of the Roman Catholic Diocese of Dallas

The Most Reverend Bishop Gregory Kelly, Auxiliary Bishop of the Roman Catholic
Diocese of Dallas

Rev. Joshua Whitfield

CPC Action

March 6, 2025

Motion: It was moved to recommend **approval** of an amendment to Specific Use Permit No. 959 for a private school, subject to an amended site plan, amended landscape plan, and staff's recommended conditions with the following change: strike the sidewalk's buffer condition listed on page 1-8, on property zoned an R-16(A) Single Family District and an R-10(A) Single Family District, on the southwest corner of Harvest Hill Road and Inwood Road.

Maker: Hall
Second: Housewright
Result: Carried: 14 to 0

For: 14 - Chernock, Hampton, Forsyth, Shidid,
Carpenter, Wheeler-Reagan, Franklin,
Sleeper, Housewright, Nightengale, Haqq,
Hall, Kingston, Rubin

Against: 0
Absent: 1 - Herbert
Vacancy: 0

Notices: Area: 400 Mailed: 104
Replies: For: 4 Against: 0

Speakers: For: Bill Dahlstrom, 2323 Ross Ave., Dallas, TX, 75201
Against: None

CPC RECOMMENDED SUP CONDITIONS (CHANGES HIGHLIGHTED)

1. USE: The only use authorized by this specific use permit is a private school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit has no expiration date.
4. LANDSCAPING:
 - A. Landscaping must be provided as shown on the attached site plan.
 - B. Plant materials must be maintained in a healthy, growing condition.
5. DEDICATION OF RIGHT TURN LANE ON EAST BOUND HARVEST HILL ROAD: Before the issuance of a certificate of occupancy for the private school on the Property, an easement for street purposes for a right turn lane on eastbound Harvest Hill Road, with the approximate dimension of 10 feet by 300 feet, must be conveyed to the City of Dallas.
6. ENROLLMENT: Maximum enrollment for the private school is ~~725~~ **810** students.
7. FLOOR AREA: Maximum floor area for a private school is ~~91,242~~ **105,000** square feet.

STAFF RECOMMENDATION

8. SIDEWALKS/BUFFER: Prior to the issuance of a certificate of occupancy, minimum six-foot-wide unobstructed sidewalks with a minimum five-foot-wide buffer must be provided along the entire length of all street frontages. The required buffer width may be reduced when existing trees as identified on the landscape plan, transit infrastructure, utilities, or existing right of way dimensions prevent the full width.

8. PEDESTRIAN AMENITIES: A minimum of one bench, one trash receptacle, and one bicycle rack shall be located within the area shown on the site plan along Harvest Hill Road, immediately east of the westernmost driveway.

9. TRAFFIC MANAGEMENT PLAN:

- A. In general. Operation of the private school must comply with the attached traffic management plan.
- B. Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.
- C. Traffic study.
 - i. The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by November 1, ~~2015~~ **2018**. After the initial traffic study, the Property owner or operator shall submit updates of the traffic

study to the director by November 1 of each odd-numbered year ~~beginning in November 2017.~~

- ii. The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two- week period, and must contain an analysis of the following:
 - a. ingress and egress points;
 - b. queue lengths;
 - c. number and location of personnel assisting with loading and unloading of students;
 - d. drop-off and pick-up locations;
 - e. drop-off and pick-up hours for each grade level;
 - f. hours for each grade level; and
 - g. circulation.
- iii. Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.
 - a. If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.
 - b. If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

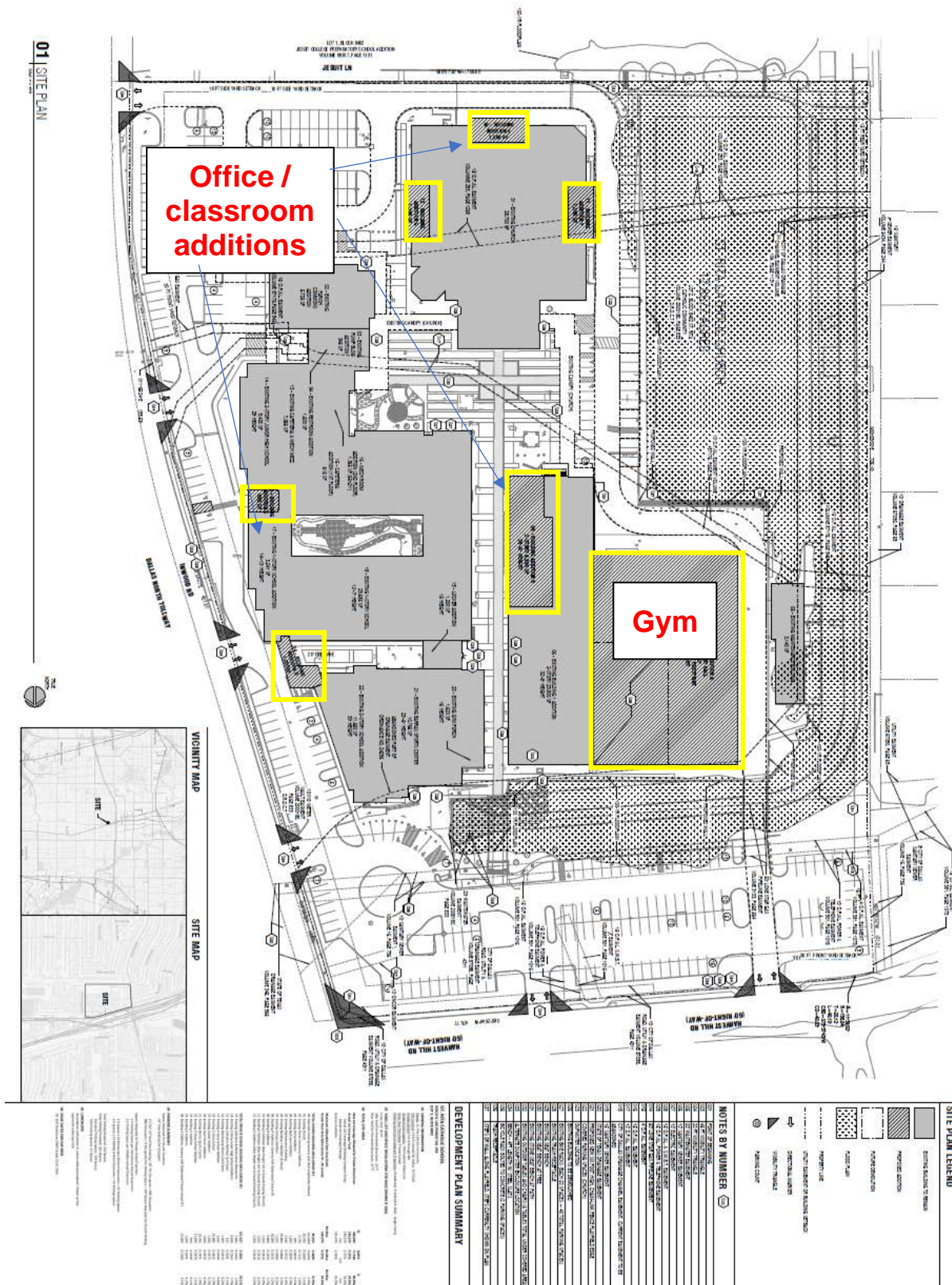
D. Amendment process.

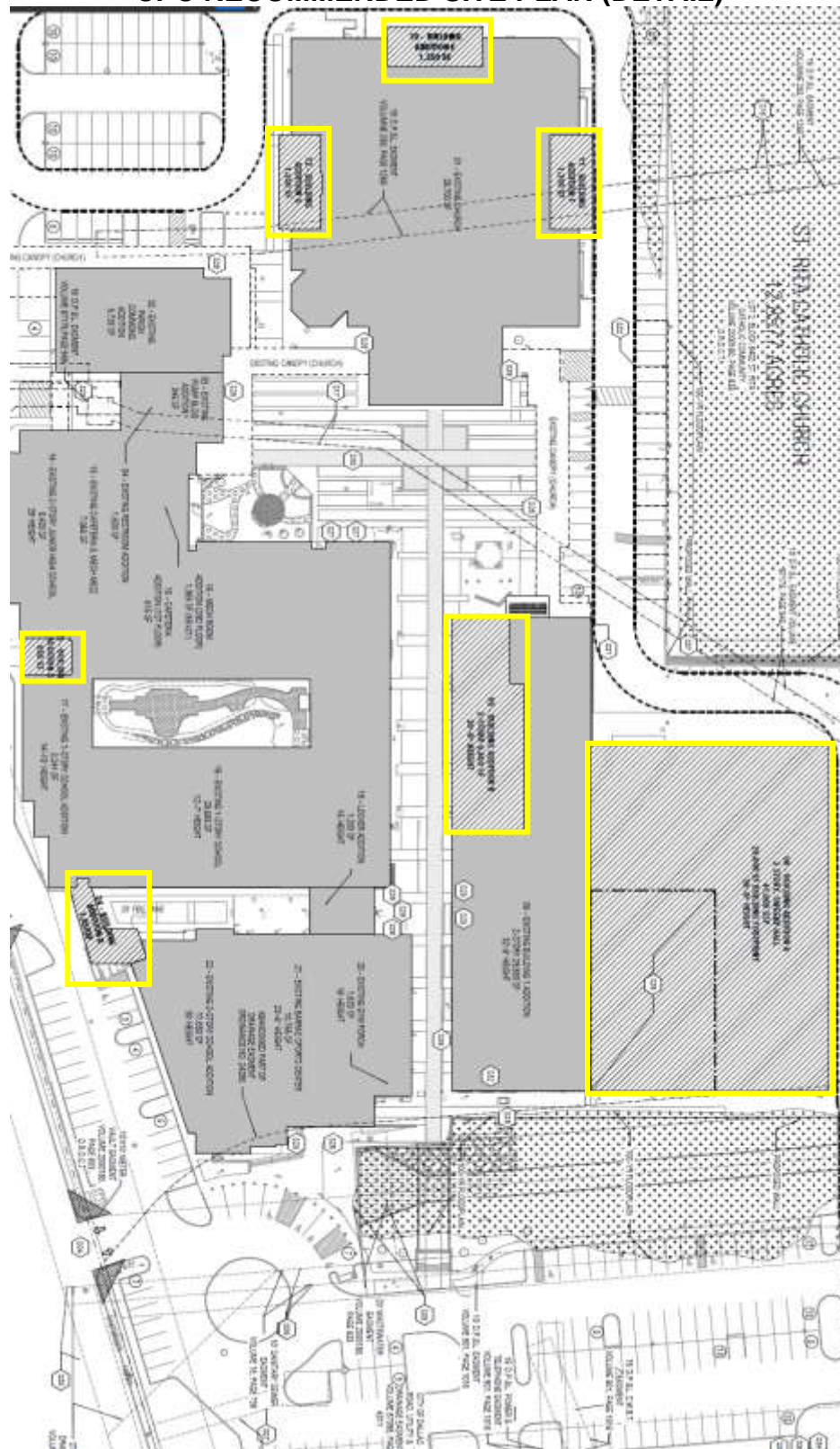
- i. A traffic management plan may be amended using minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended
- ii. The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

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

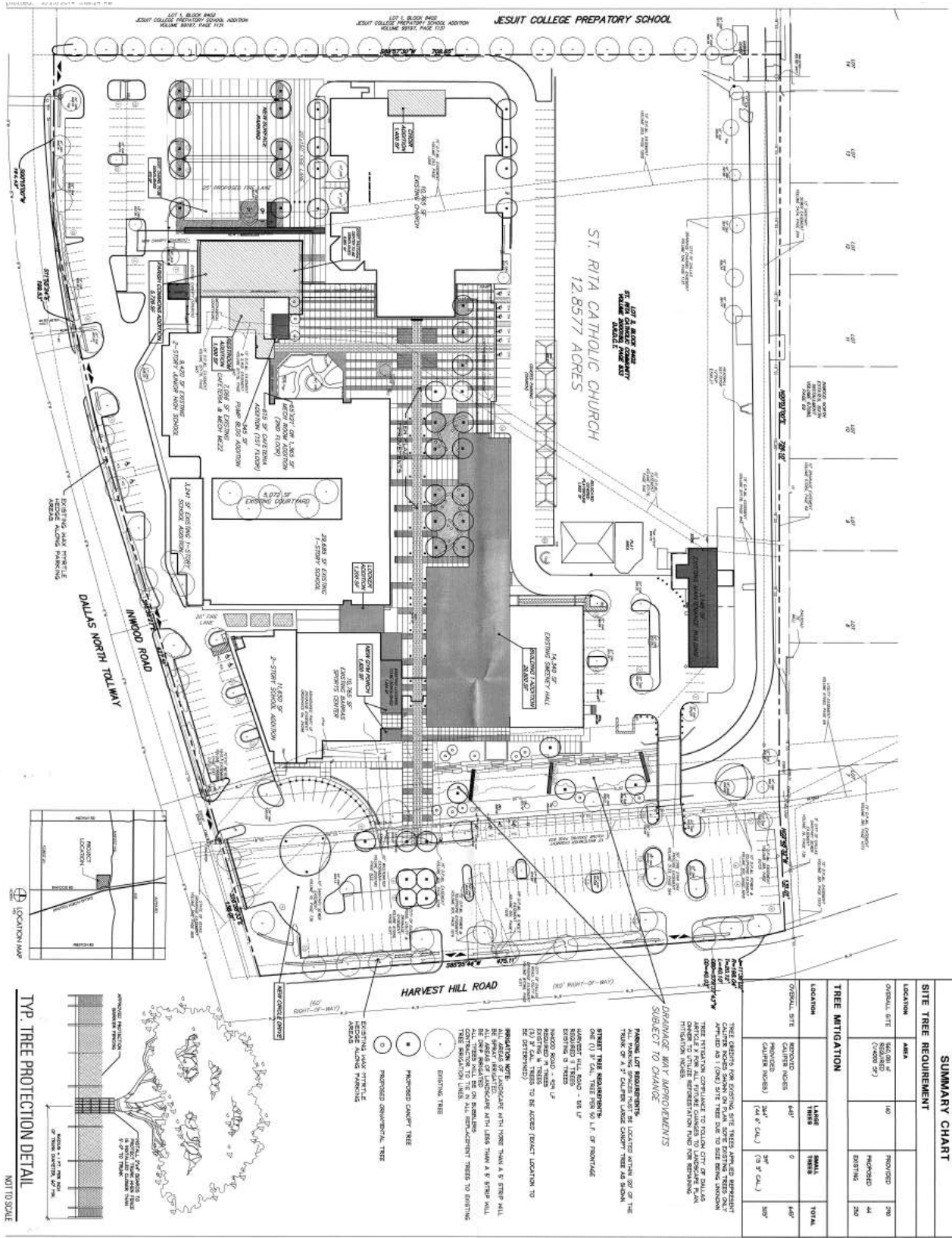
11. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

CPC RECOMMENDED SITE PLAN

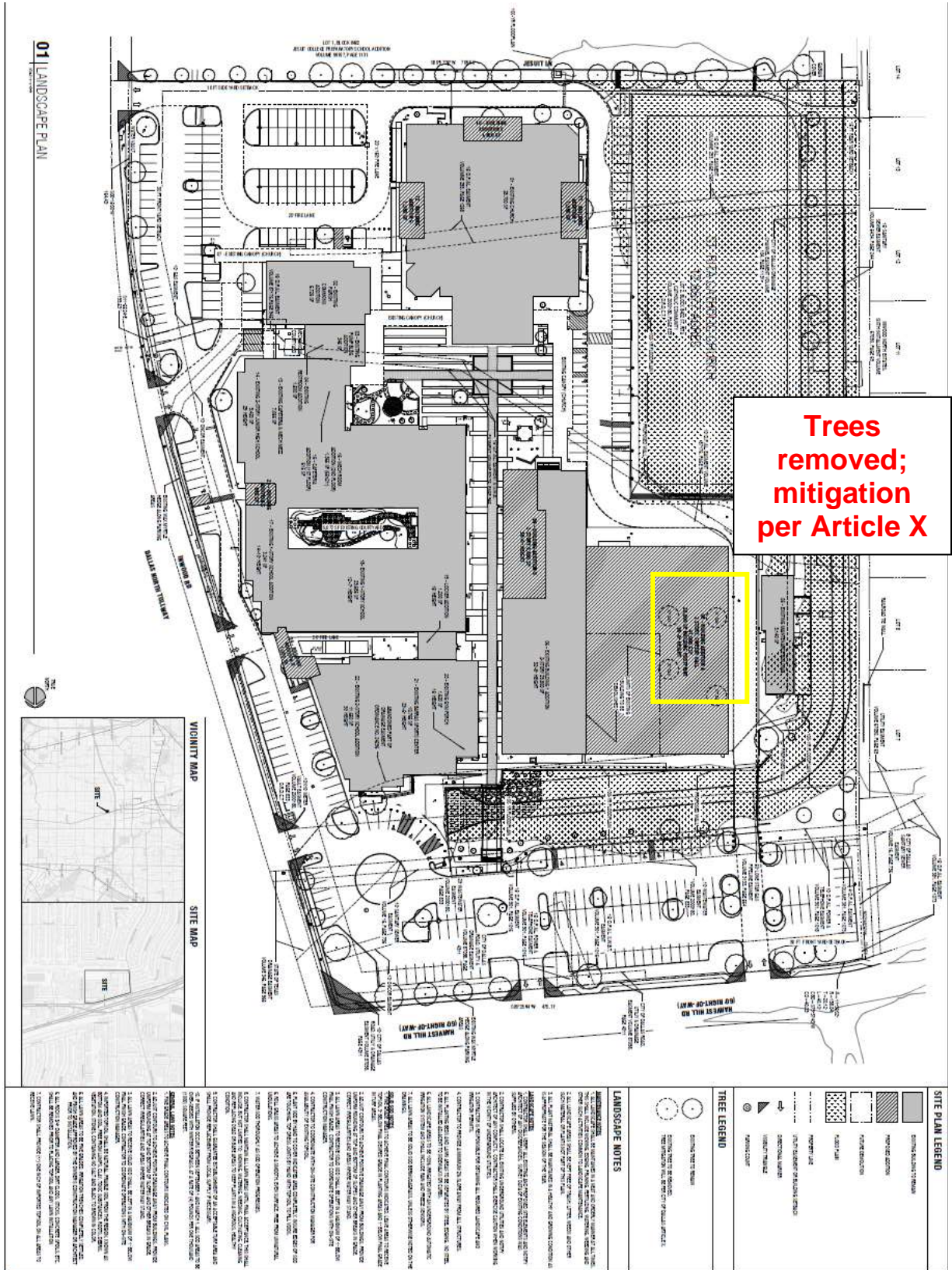




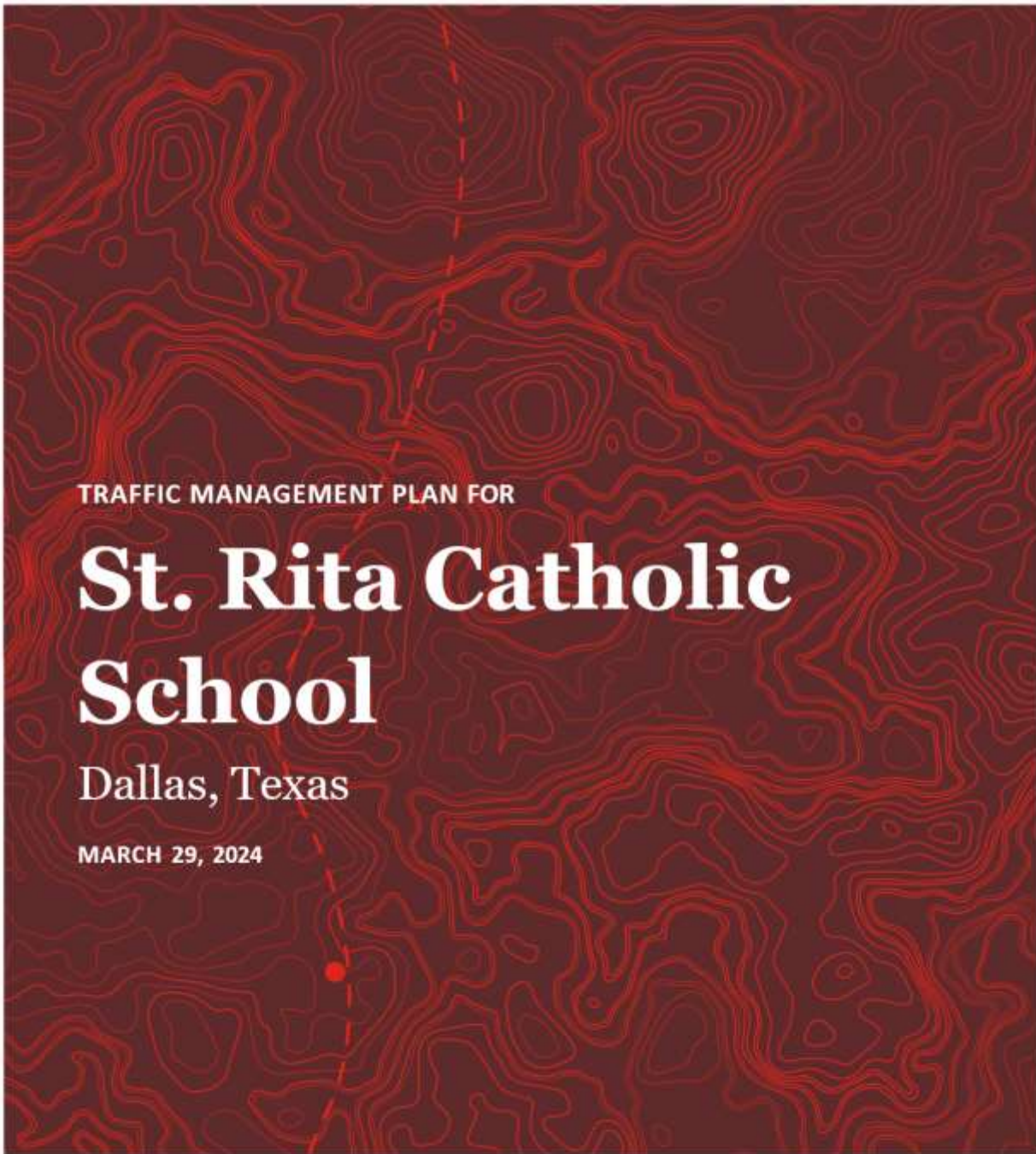
EXISTING LANDSCAPE PLAN



CPC RECOMMENDED LANDSCAPE PLAN



TRAFFIC MANAGEMENT PLAN



PREPARED BY:

Westwood

PROJECT 0045755.00

Traffic Management Plan For:

St. Rita Catholic School

Dallas, Texas

Commissioned By: St. Rita Catholic School

For Submittal To: City of Dallas

Reference: Z234-132

Prepared By: Steve E. Stoner, P.E., PTOE
Westwood Professional Services, Inc.
7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031
westwoodps.com
TBPELS Firm #10074301, Firm #11756



INTRODUCTION

The services of **Westwood Professional Services** (Westwood) were retained by **St. Rita Catholic School** to prepare a School Traffic Management Plan (TMP) for the St. Rita Catholic School (the "School") as required by the City of Dallas. The School is an existing campus located at 12521 Inwood Road in Dallas, Texas. Enrollment is summarized as follows:

- Existing Enrollment: 792 (Grades Pre-K through 8th)
- Proposed Maximum Enrollment: 810 (Grades Pre-K through 8th)

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." The TMP presented in this report substantially maintains the current strategies deployed by the School.

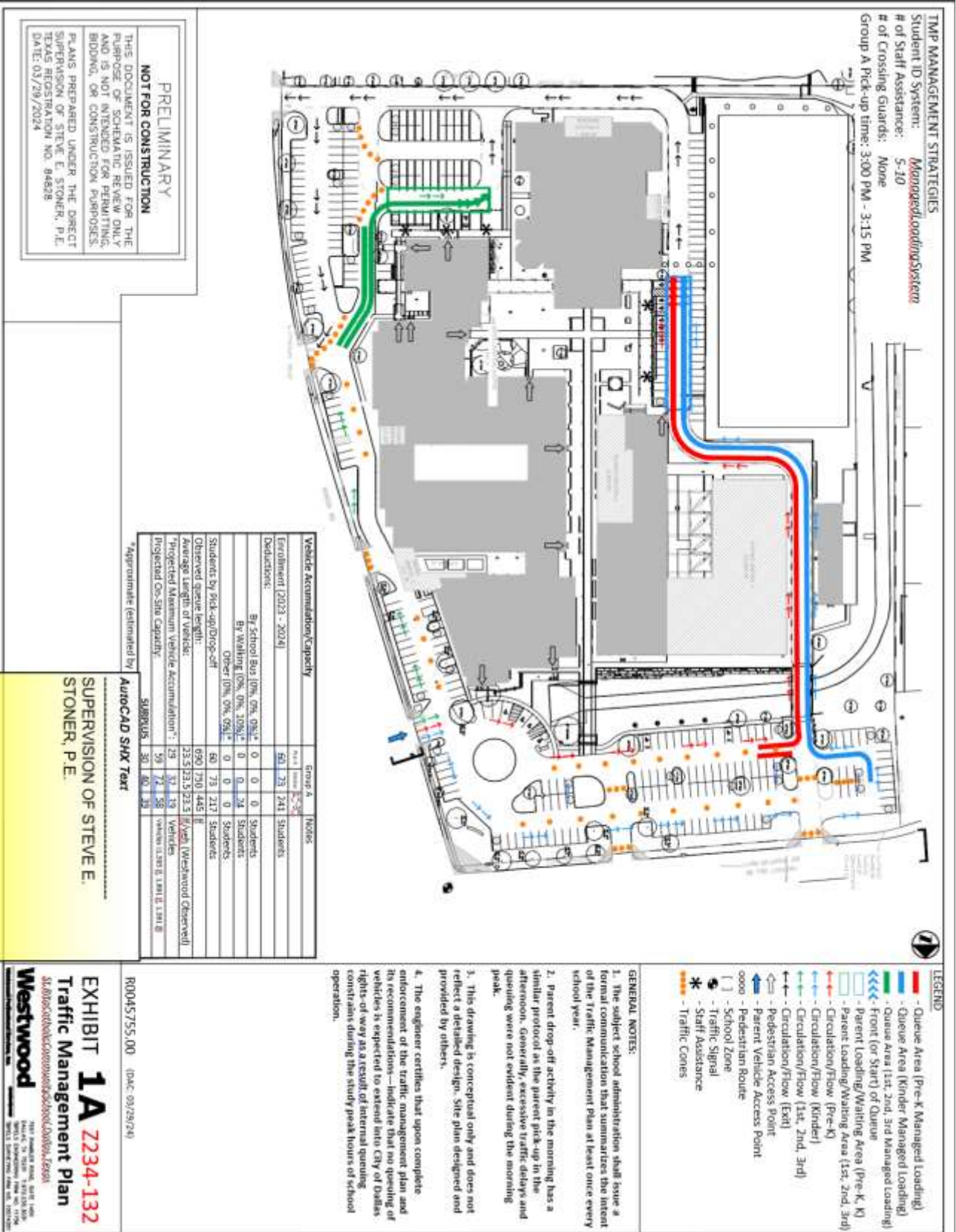
This study was prepared by traffic engineers at Westwood (the "Engineer") in accordance with industry and local standards. Westwood is a licensed engineering firm that provides professional engineering and related services.

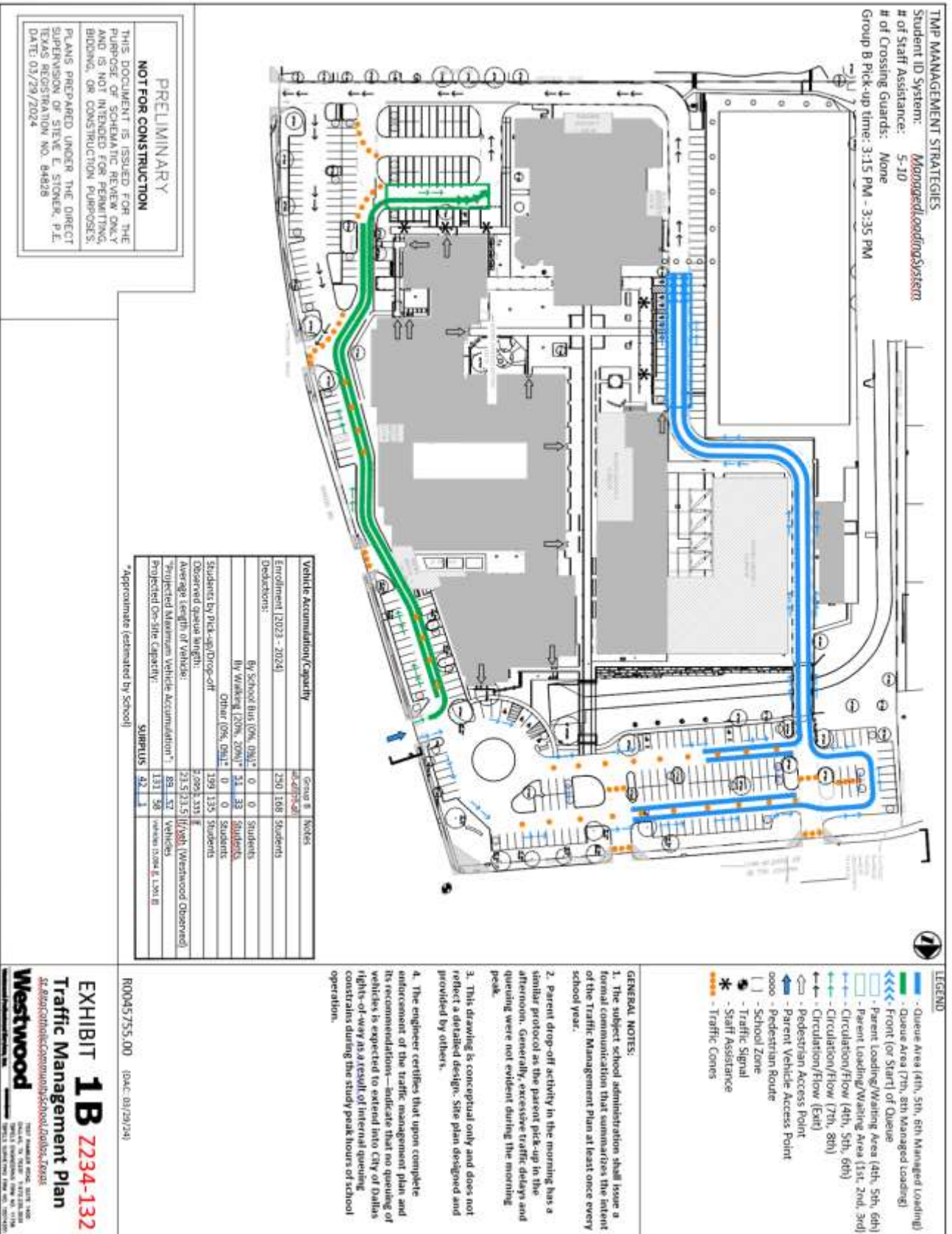
Westwood performed on-site, traffic observations on Tuesday, September 12, 2023 and other dates to validate the traffic characteristics presented herein.

1. TMP EXHIBIT

(See attached Exhibits 1A and 1B - Traffic Management Plan)

NOTE: Base site plan, prepared by **Glenn Partners**, provided to Westwood for use in this study.





2. SCHOOL LOCATION AND DESCRIPTION

School site location: 12521 Inwood Road, Dallas, Texas

Description of adjacent roadways:

- Harvest Hill Road:
 - Cross-section: Approximately 40' in width, four lanes, two-way operation, undivided.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*.
 - Posted Speed Limit: 30 mph *[School Zone of 20 mph]*.
- Inwood Road:
 - Cross-section: Approximately 30' in width, three lanes, one-way (southbound) operation.
 - Sidewalk connectivity evident along frontage of school. *[School Zone]*.
 - Posted Speed Limit: 40 mph *[School Zone of 20 mph]*

Adjacent Intersections:

- Harvest Hill Road and Inwood Road:
 - Existing Traffic Control: traffic signal.
 - Existing Marked Crosswalks [Condition]: north leg, west leg, south leg.
 - Existing Barrier-Free Ramps (BFRs): barrier free ramps provided on all corners.

NOTE: It is generally recommended that all applicable crosswalks/barrier free ramps/sidewalks comply with current ADA accessibility requirements. Westwood Professional Services 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:

- Harvest Hill Road (2):
 - Western Driveway (existing) – type: entrance and exit; primary use: parents, visitors, and staff; closed during pick-up time.
 - Eastern Driveway (existing) – type: entrance and exit; primary use: parents, visitors, and staff; closed during pick-up time.
- Inwood Road (4):
 - Northern Driveway (existing) – type: entrance and exit; primary use: parents, visitors, and staff; operates as entry only during pick-up time.
 - Middle-North Driveway (existing) – type: entrance and exit; primary use: staff; closed during pick-up time.
 - Middle-South Driveway (existing) – type: entrance and exit; primary use: parents, visitors, and staff; operates as exit only during pick-up time.
 - Southern Driveway (existing) – type: entrance and exit; primary use: parents, visitors, and staff; operates as exit only during pick-up time.

Student (Pedestrian/Building) Ingress/Egress Points:

- Multiple, including interior courtyard

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 upon on-site observations conducted on Tuesday, September 12, 2023 and other dates. All information provided in the table below is strictly for the afternoon student pick-up release period.

Table 1. Queuing Summary Table (Dismissal)

DISMISSAL PERIOD	GRADES	START/ END TIMES*	TOTAL ENROLLMENT**	MAXIMUM OBSERVED VEHICLE ACCUM.	(ON-SITE) STORAGE CAPACITY (VEH)	SURPLUS/ DEFICIT (VEH)
Group A	Pre-K	7:20 AM – 2:50 PM	Pre-K – 60	29	59	30
	Kinder	7:20 AM – 2:50 PM	Kinder – 73	32	72	40
	1 st – 3 rd	7:20 AM – 2:50 PM	1 st – 75 2 nd – 93 3 rd – 73	19	58	39
Group B	4 th – 6 th	7:20 AM – 3:05 PM	4 th – 78 5 th – 84 6 th – 88	89	131	42
	7 th – 8 th	7:20 AM – 3:05 PM	7 th – 87 8 th – 81	57	58	1

* All times are subject to change

** 2023-'24 enrollment shown. The proposed maximum enrollment of 810 students is intended to provide modest flexibility to accommodate slight variations in enrollment that normally occur from year to year. However, generally, the current enrollment is considered to reflect a typical, representative condition. The observed queues reflected in the table above reflect current conditions with current enrollment, but the available capacity is anticipated to provide adequate surplus to accommodate minor fluctuations.

5. CIRCULATION

Description of Proposed Conditions

NOTE: Proposed conditions will generally follow existing conditions. The school provides detailed instructions to parents with a "Carpool 101" package (see Appendix).

On-Site Circulation (Group A):

- Harvest Hill Road, Western Driveway: closed
- Harvest Hill Road, Eastern Driveway: closed
- Inwood Road, Northern Driveway: entrance for all vehicles
- Inwood Road, Middle-North Driveway: closed
- Inwood Road, Middle-South Driveway: exit for all vehicles
- Inwood Road, Southern Driveway: exit for all vehicles

Loading Areas (Group A):

- Grades PreK, K: "Bell Tower" (west side of courtyard)
- Grades 1, 2, 3: south side of Commons Building

Temporary traffic control devices (Group A):

- Cones are placed in multiple locations throughout campus to direct traffic and separate lanes.
- Staff assistance provided at all loading areas.

On-Site Circulation (Group B):

- Harvest Hill Road, Western Driveway: closed
- Harvest Hill Road, Eastern Driveway: closed
- Inwood Road, Northern Driveway: entrance for all vehicles
- Inwood Road, Middle-North Driveway: closed
- Inwood Road, Middle-South Driveway: exit for all vehicles
- Inwood Road, Southern Driveway: exit for all vehicles

Loading Areas (Group B):

- Grades 4, 5, 6: "Bell Tower" (west side of courtyard)
- Grades 7, 8: south side of Commons Building

Temporary traffic control devices (Group B):

- Cones are placed in multiple locations throughout campus to direct traffic and separate lanes.
- Staff assistance provided at all loading areas.

Evaluation of School Reduced Speed Limit Zones:

- Designated Locations (Dallas Development Code Section 28-50):
 - Harvest Hill Road: 200'E. of Inwood Road (East Leg) to Forest Bend Road (flashers: yes)
 - Inwood Road: 260'N. of Harvest Hill Road to 760'N. of Willow Lane (flashers: yes)
- Appears effective

6. DROP-OFF/PICK-UP COORDINATION

NOTE: This section provides student drop-off/pick-up coordination information for the proposed condition.

Subject School Recommended Loading System:

- Administered Sequential Loading System (an “Administer Sequential Loading System” refers to a managed system that enforces a prescribed procedure 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. Generally, multiple vehicles are loaded concurrently. Students are prepped in advance of pick-up to expedite loading. Vehicles are stopped by a School staff member until each group of students is loaded, then the loaded vehicles are released and replaced by the next group of vehicles until all vehicles are loaded. Typically utilizes single or double queue line.

Transportation Mode Split:

Table 2. Mode Split (Approximate)

GRADE	PICK-UP	WALK	BUS	OTHER
Pre-K	100%	0%	0%	0%
K	100%	0%	0%	0%
1 st – 3 rd	90%	10%	0%	0%
4 th – 6 th	80%	20%	0%	0%
7 th – 8 th	80%	20%	0%	0%

NOTE: Information provided by St. Rita Catholic School and validated with field observations

Start/End Times:

- 7:20 AM – 3:00 PM (Pre-Kindergarten – 3rd)
- 7:20 AM – 3:15 PM (4th – 8th)

7. SCHOOL STAFF ASSISTANCE

Number:

- Observed: 5 - 10
- Desired: 5 - 10

Location(s):

- Observed: Bell Tower and Commons
- Desired: Bell Tower and Commons

Staff Requirements and Expectations:

- Staff assistance shall be present in designated loading areas and elsewhere, as needed, to ensure safety and orderly loading of students during the designated pick-up times.

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

Crossing Guards: 0

- Existing Conditions: 0
- Proposed Conditions: 0

Security/Off-Duty Peace Officers:

- Existing Conditions: 1 – 2 (security only)
- Proposed Conditions: 1 – 2 (security only)

9. SCHOOL ADMINISTRATION INPUT STATEMENT

REVIEW AND COMMITMENT	
<p>This school traffic management plan (TMP) for St. Rita Catholic 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.</p> <p>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.</p>	
<div style="text-align: center;">  <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Principal Signature </div>	<div style="text-align: center;"> 03-29-2024 <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Date </div>
NAME: <u>Dr. J. C. ...</u>	
TITLE: <u>Principal</u>	
<div style="text-align: center;"> <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Police Department Signature </div>	<div style="text-align: center;"> <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Date </div>
NAME: _____	
TITLE: _____	

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

1. School Bus Operations: Not Applicable
2. Methodology: Per Observations
3. Proposed Pedestrian Routes: No change to existing
4. Proposed Parking Management Strategies: Not Applicable
5. Recommendations (if applicable) for walking/biking: No change to existing
6. Other Recommendations: Not Applicable
7. Traffic Control (Signage) Plan: No change to existing
8. If posted speed is greater than 35 mph, include: Not Applicable

END OF MEMO

Westwood

March 29, 2024

APPENDIX A. — “Carpool 101” Brochure



PURPOSE FOR UPDATES

The purpose for updated carpool plan is to simplify and expedite our student dismissal plan in the safest and most efficient manner.

F.A.Q.

1) WHAT ENTRANCE DOES MY CHILD USE?

The entrance closest to the drop-off location.

2) WHAT TIME CAN I ARRIVE ON CAMPUS IF I AM IN GROUP B?

ALL GROUP B PARENTS MUST NOT ARRIVE UNTIL 3:05, AT THE EARLIEST, TO AVOID CONGESTION AND TRAFFIC WITH GROUP A.

3) WHAT IS THE EARLIEST I CAN DROP MY CHILD OFF IN THE MORNING?

Students cannot be dropped off any earlier than 7:20AM.

AM Holding Areas

- PK/K - Classrooms
- 1/2 - Dining Hall
- 3/4 - Heaney Court Yard - (Rain) Hall
- 7/8 - Heaney Gymnasium

SRS 2023-2024 CARPOOL 101

MORNING CARPOOL (7:20AM – 7:45AM)

- 1) Follow your grade level map to your designated drop off locations.
- 2) Drop your child only at the designated drop area.
- 3) Faculty members will greet your child and direct them to the correct entrance.
- 4) Your child will use the nearest entrance to your designated drop-off location.

ALL SIBLINGS WILL BE DROPPED AT THE YOUNGEST SIBLING'S DROP AREA.

AFTERNOON CARPOOL (PLEASE REFER TO THE MAP FOR CLARIFICATION)

GROUP A – 2:50PM – 3:05PM

PreK – 3rd grade -with no 4th-8th siblings

Bell Tower Location:

- ALL PREK AND KINDER AND SIBLINGS IN 1st-3rd GRADE
- PREK FAMILIES USE THE LEFT LANE AND KINDER FAMILIES USE RIGHT LANE

Commons Location:

- ALL 1st – 3rd GRADERS WITH NO PREK OR KINDER SIBLINGS

Group B – 3:05PM – 3:25PM

4th – 8th graders and all younger siblings

Bell Tower Location:

- ALL 4th- 6th AND YOUNGER SIBLINGS
- PREK AND KINDER AND SIBLINGS ARE ALWAYS PICKED UP AT THE BELL TOWER.

Commons Location:

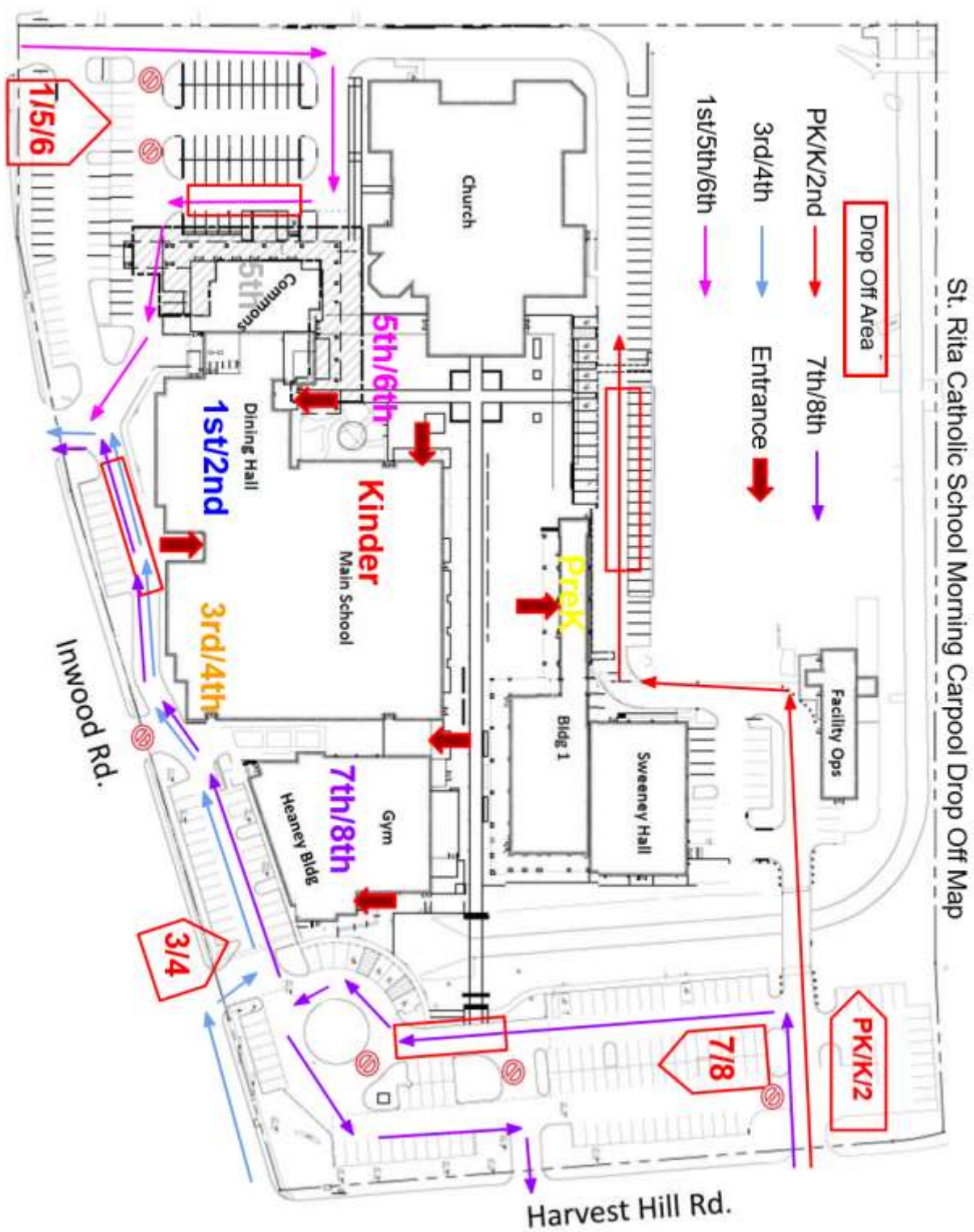
- ALL 7th AND 8th GRADERS AND YOUNGER SIBLINGS
- ALL PREK AND KINDER STUDENTS AND SIBLINGS ARE ALWAYS PICKED UP AT THE BELL TOWER

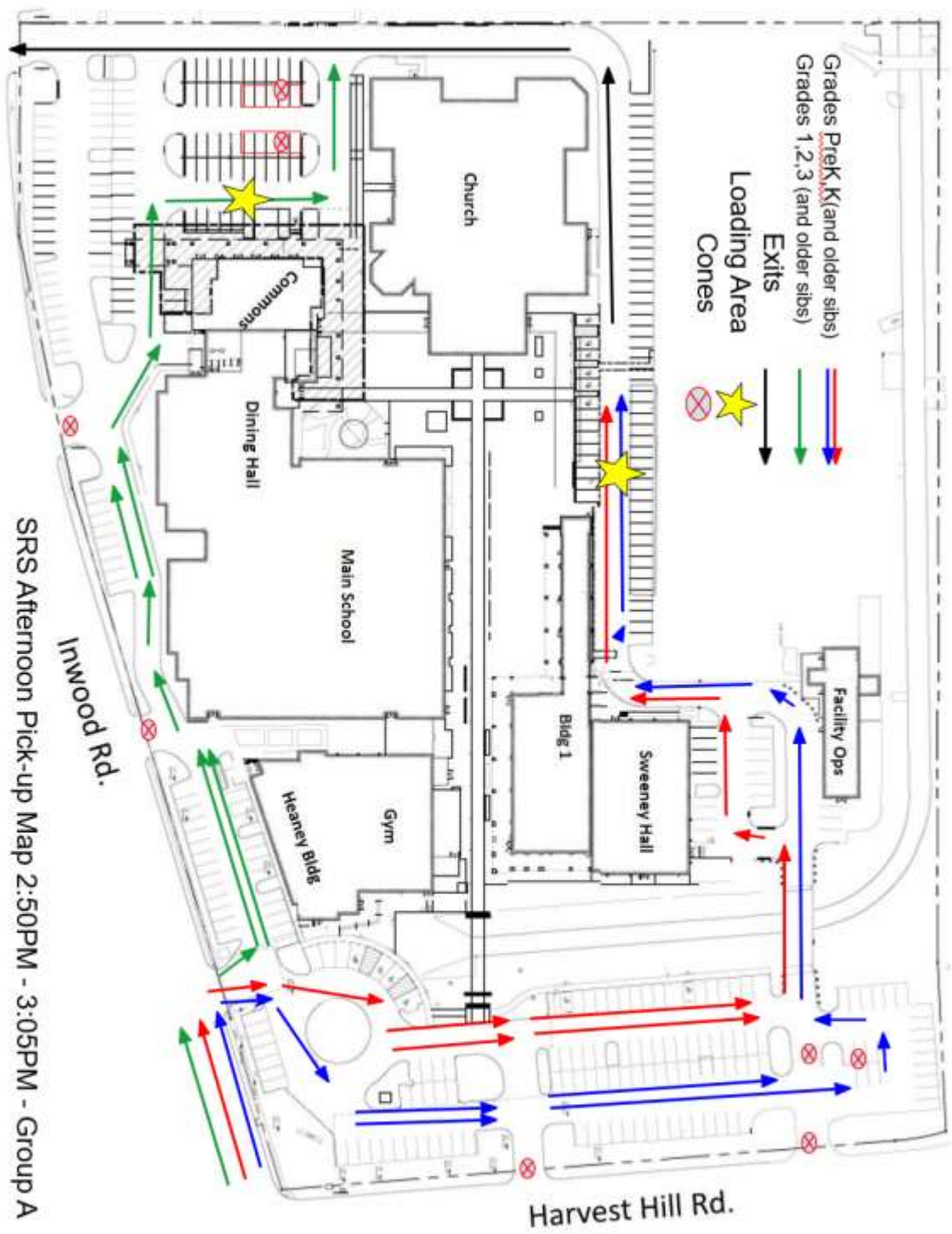
CARPOOL TAGS

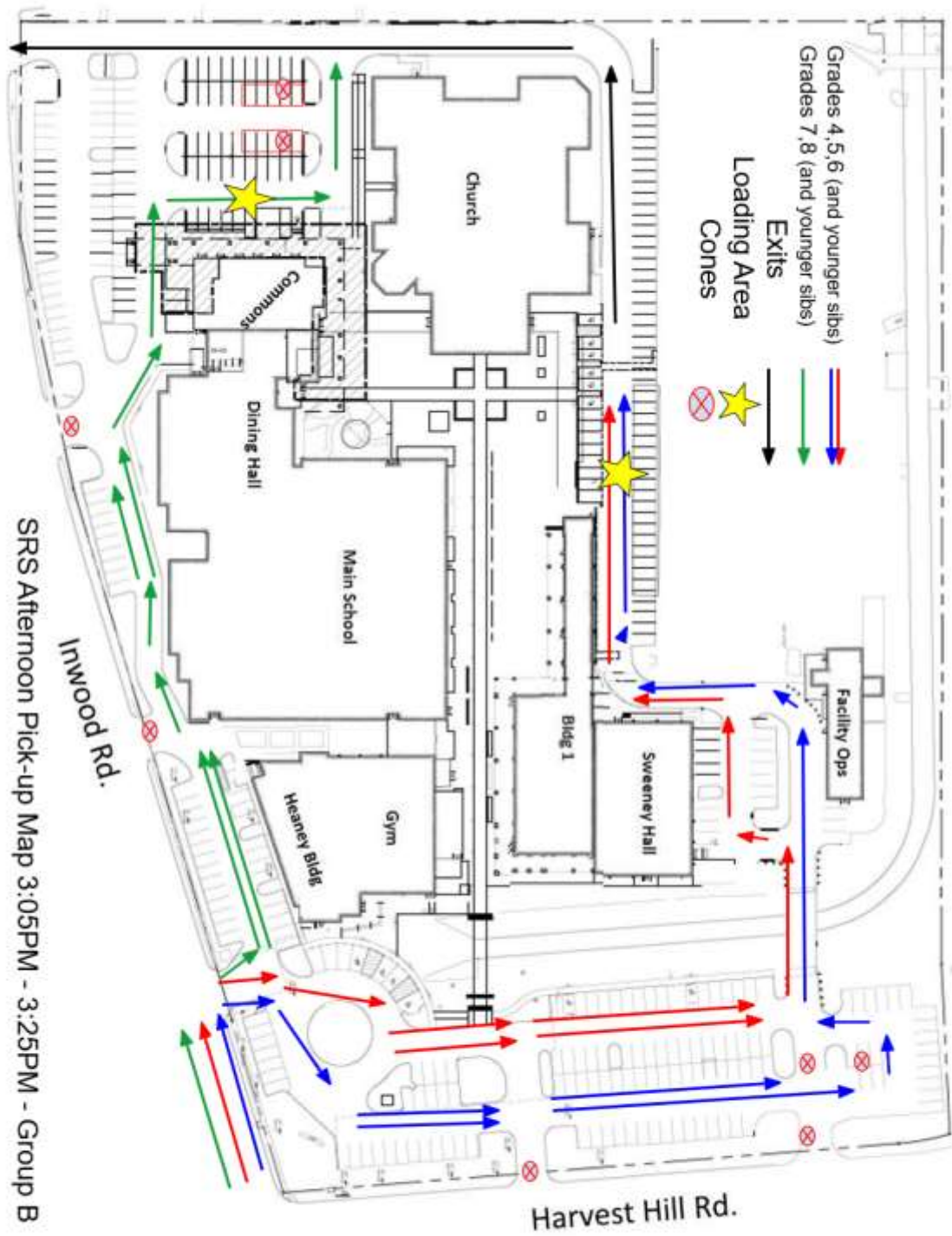
- 1) MAKE SURE YOUR TAGS ARE HANGING FROM YOUR MIRROR AND VISIBLE TO THE CALLERS.
- 2) Bell Tower – ALL PREK WILL BE PICKED UP IN THE LEFT LANE. ALL OTHER STUDENTS CAN BE PICKED UP IN THE RIGHT LANE.

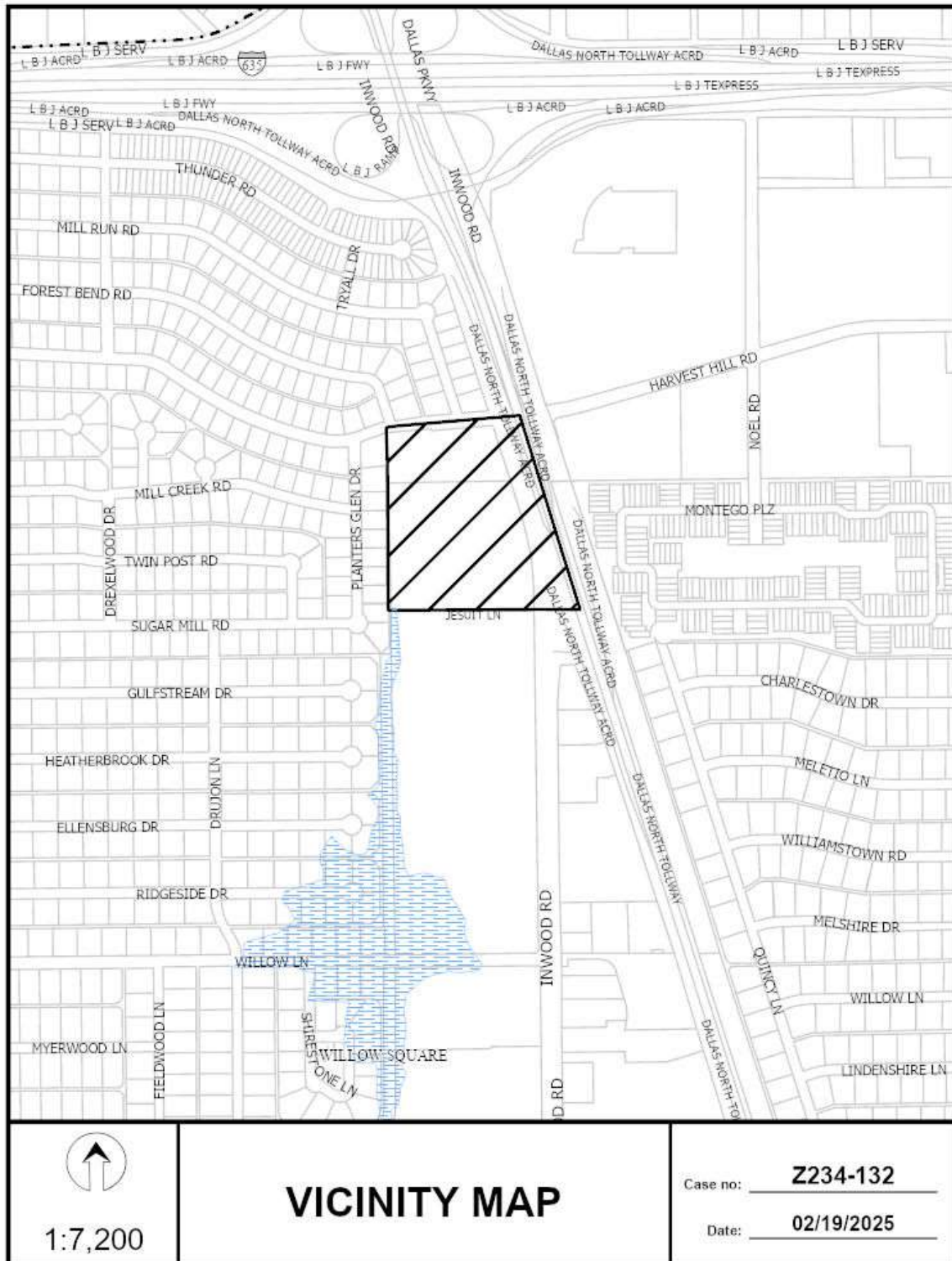
WALKERS

- 1) All 3rd grade walkers (and younger siblings) will be dismissed at 2:50PM, all remaining walkers will be dismissed at 3:05PM.
- 2) Jesuit Walkers – child of a Jesuit employee or older sibling enrolled at Jesuit.
- 3) Jesuit Walkers must exit campus with the rest of the walkers and cross over near the bridge.
- 4) There will be a controlled walker release in the event of a weather emergency.

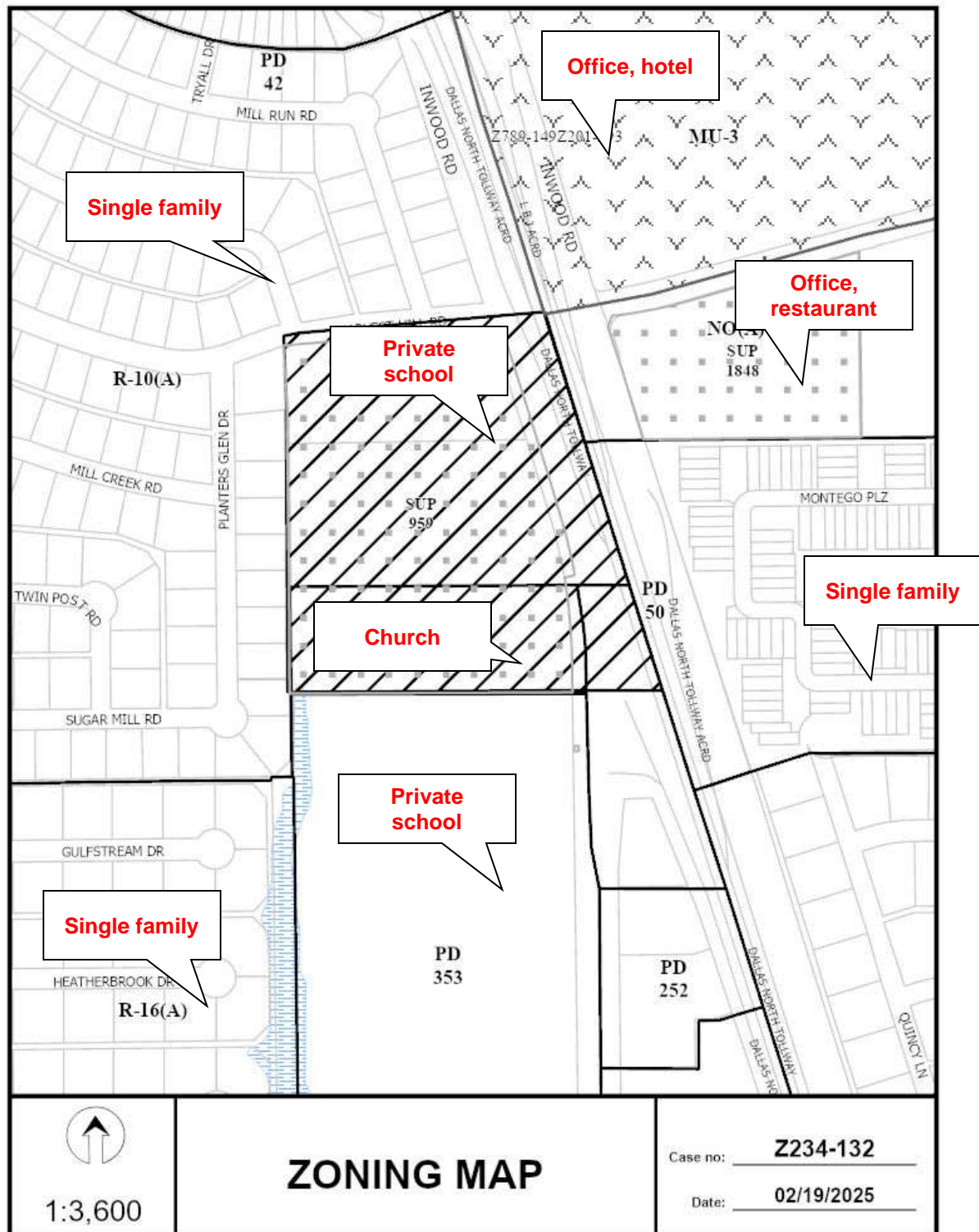




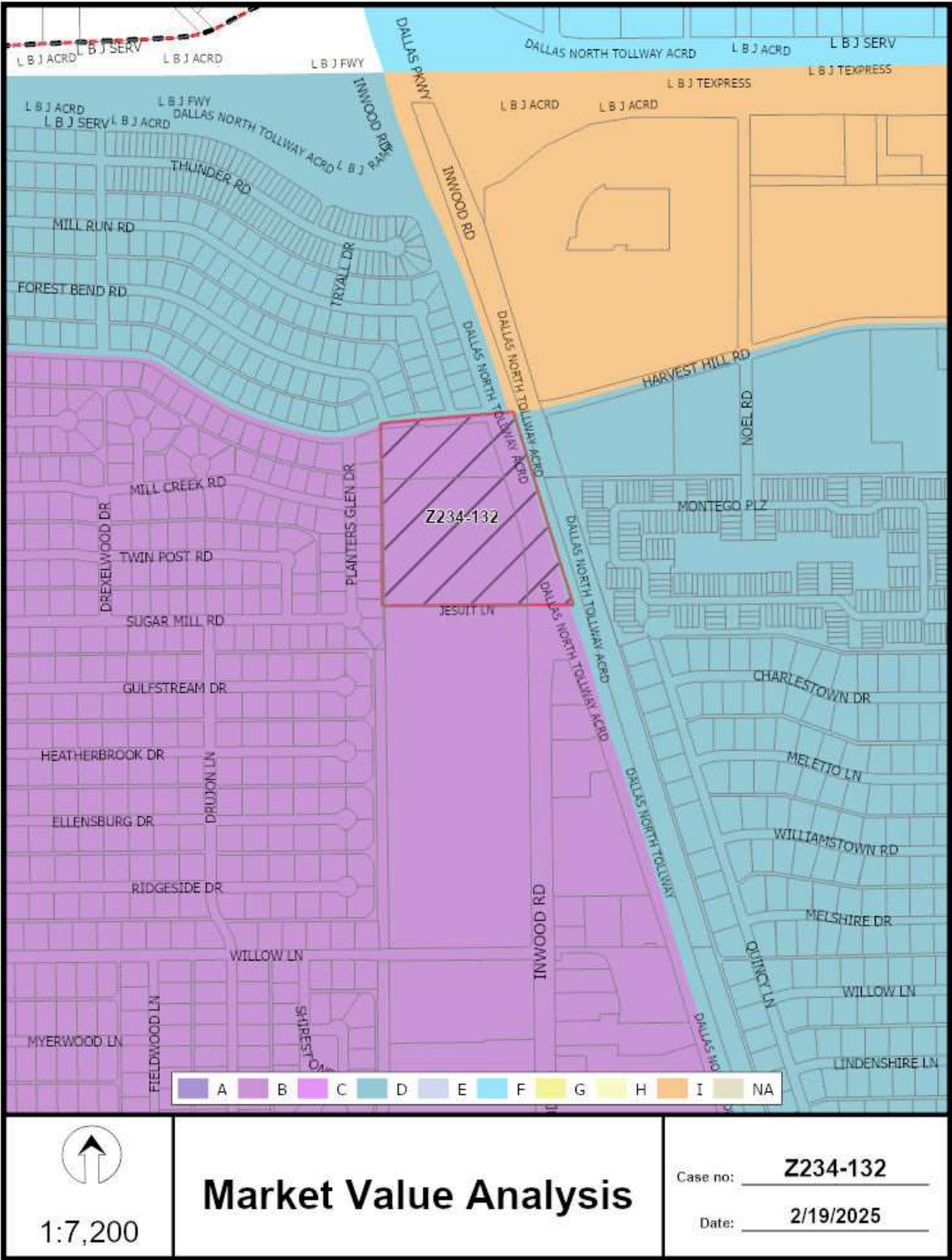


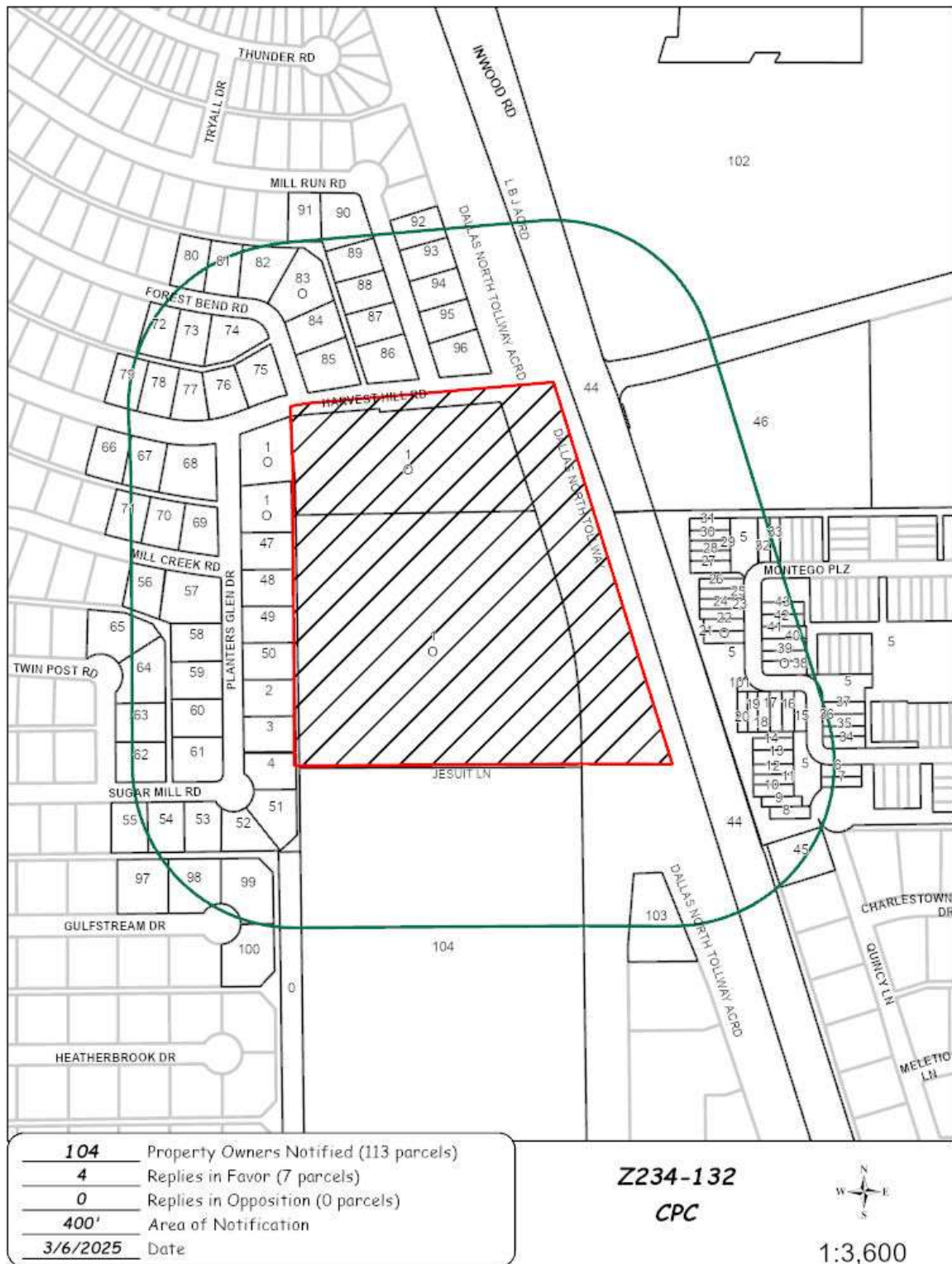












03/05/2025

Reply List of Property Owners

Z234-132

104 Property Owners Notified 4 Property Owners in Favor 0 Property Owners Opposed

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
O	1	12626 PLANTERS GLEN DR	SRCP RC
	2	12524 PLANTERS GLEN DR	ANSIAUX ROBERT R &
	3	12520 PLANTERS GLEN DR	CIVELLO ANDREW H
	4	12512 PLANTERS GLEN DR	GEORGIA GLENN M & EILEEN M
	5	900001 NO NAME ST	PRESTON SQUARE INC
	6	12471 MONTEGO PLAZA	MATHIS ROGER WAYNE &
	7	12473 MONTEGO PLAZA	CAMPBELL JAMES C
	8	12481 MONTEGO PLAZA	SCOTT JOHN CHRISTOPHER &
	9	12483 MONTEGO PLAZA	THOMAS PAMELA LOUISE
	10	12485 MONTEGO PLAZA	Taxpayer at
	11	12487 MONTEGO PLAZA	RUBIN TED & PAULA DEBORAH
	12	12489 MONTEGO PLAZA	ATLAS THOMAS N & DEVRA L
	13	12491 MONTEGO PLAZA	12491 MONTEGO PLAZA LLC
	14	12493 MONTEGO PLAZA	KLEIN CHRISTOPHER P & CAROL
	15	12501 MONTEGO PLAZA	WORKS MARY
	16	12503 MONTEGO PLAZA	BREZETTE DAVID R & MARYJANE N
	17	12505 MONTEGO PLAZA	KOSTAS PAMELA G
	18	12507 MONTEGO PLAZA	WAKS DAVID M
	19	12509 MONTEGO PLAZA	MARTINEZ JORGE&
	20	12511 MONTEGO PLAZA	BARRETT KATHRYN TRIPLET
	21	12521 MONTEGO PLAZA	PARSA HASSAN &
O	22	12523 MONTEGO PLAZA	TOLLEFSON JILL
	23	12525 MONTEGO PLAZA	BONDS HARRIET L
	24	12527 MONTEGO PLAZA	RANDLE SHELBY
	25	12529 MONTEGO PLAZA	PETERSON SUSAN E
	26	12531 MONTEGO PLAZA	DODD ROGER MARC

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	12533 MONTEGO PLAZA	DUNKERLEY DORIS J
	28	12535 MONTEGO PLAZA	LORENTE MARIA E
	29	12537 MONTEGO PLAZA	BOSSHART PATRICK W
	30	12539 MONTEGO PLAZA	JACKSON BETTY JANE
	31	12541 MONTEGO PLAZA	DAVIS CHAD &
	32	12551 MONTEGO PLAZA	KENNER BEVERLY G
	33	12553 MONTEGO PLAZA	SCHWARZ CLAIRE COLLINS
	34	12470 MONTEGO PLAZA	CHEN SIYUAN
	35	12472 MONTEGO PLAZA	CHEN LIMIN & WEN
	36	12474 MONTEGO PLAZA	ELNAZAR YOUSEF
	37	12476 MONTEGO PLAZA	MAGID LAWRENCE IRA &
	38	12512 MONTEGO PLAZA	TAYLOR MARY FRANCES
O	39	12514 MONTEGO PLAZA	DEHAAS FAMILY LIVING TR
	40	12516 MONTEGO PLAZA	EBEST CATHERINE
	41	12518 MONTEGO PLAZA	MOON VALAYNA SCOTT
	42	12520 MONTEGO PLAZA	DRIVER MARY A
	43	12522 MONTEGO PLAZA	RODGERS NICOLE &
	44	12200 DALLAS PKWY	ONCOR ELECRTIC DELIVERY COMPANY
	45	12515 QUINCY LN	HARRISON FRANK E &
	46	5310 HARVEST HILL RD	BPRE TOLL HILL HOLDINGS LP
	47	12608 PLANTERS GLEN DR	MOORE AMY & WILLIAM S
	48	12542 PLANTERS GLEN DR	LANGLINAIS OSCALIE S J D
	49	12536 PLANTERS GLEN DR	YLITALO AMANDA
	50	12530 PLANTERS GLEN DR	STUTZ MARIAN S
	51	12506 PLANTERS GLEN DR	USA CENTRAL & SOUTHERN PROVINCE
	52	5024 SUGAR MILL RD	USA CENTRAL & SOUTHERN
	53	5020 SUGAR MILL RD	INWOOD WILLOW INV PPTIES LTD
	54	5014 SUGAR MILL RD	INWOOD WILLOW INVESTMENT
	55	5008 SUGAR MILL RD	INWOOD WILLOW INVESTMENT PROPERTIES LTD
	56	5026 MILL CREEK RD	COLE JOHN R &
	57	5034 MILL CREEK RD	SALMERON CARLOS E PEREZ

03/05/2025

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	12531 PLANTERS GLEN DR	WRIGHT MATTHEW & LYND SAY
	59	12525 PLANTERS GLEN DR	FREDERIKSEN CHARLES C JR & REGINA L
	60	12521 PLANTERS GLEN DR	LINDSEY JEFFREY G & SUSAN B
	61	12515 PLANTERS GLEN DR	CADENA MINERVA N
	62	4923 TWIN POST RD	NURRE MICHAEL THEODORE JR
	63	4917 TWIN POST RD	CHAPA MARCO A &
	64	4911 TWIN POST RD	WYLL ALLISON N &
	65	4905 TWIN POST RD	JIEDE THOMAS M &
	66	5020 HARVEST HILL RD	PUENTE AZENETH
	67	5026 HARVEST HILL RD	WUNDERLICK ROBERT V &
	68	5032 HARVEST HILL RD	MALONE PATRICK B &
	69	5035 MILL CREEK RD	PULS MISTY G
	70	5027 MILL CREEK RD	SCHORNACK AMY N
	71	5021 MILL CREEK RD	BILLEAUDEAUX GARY H &
	72	5020 FOREST BEND RD	ESSENBURG FAMILY TRUST
	73	5026 FOREST BEND RD	RUSSELL WILLIAM
	74	5034 FOREST BEND RD	HU XIYU &
	75	5115 HARVEST HILL RD	CONNELL JORDAN C &
	76	5107 HARVEST HILL RD	CASIPIT CONCEPCION
	77	5031 HARVEST HILL RD	KELCHER MANAGEMENT INC
	78	5025 HARVEST HILL RD	Taxpayer at
	79	5019 HARVEST HILL RD	STUTZ ROBERT H JR
	80	5021 FOREST BEND RD	RIVERA DIANA E
	81	5027 FOREST BEND RD	LAWS PETER QUINN & KRISTEN LYNN
	82	5035 FOREST BEND RD	ROUBIK JEFFREY R &
O	83	5039 FOREST BEND RD	BAUM STUART F & ANN F
	84	5045 FOREST BEND RD	SHAW TUCKER & KELSEY
	85	5051 FOREST BEND RD	WASH DEREK E & REGINA M
	86	5130 MILL RUN RD	BAYLAN JUDITH M
	87	5124 MILL RUN RD	JONES BARRY P
	88	5118 MILL RUN RD	BENNETT JOHN &

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>	
	89	5112	MILL RUN RD	OCHOA CHRISTOPHER DEREK &
	90	5030	MILL RUN RD	SCHULTZ BRIAN A & KRISTEN
	91	5024	MILL RUN RD	BRICE CLAUDIA
	92	5111	MILL RUN RD	SIBLEY GEORGE P JR &
	93	5117	MILL RUN RD	WOMACK LOUANN REVOCABLE TRUST
	94	5123	MILL RUN RD	CAMP CAREY D &
	95	5129	MILL RUN RD	JAX GARTH & ELIZABETH
	96	5135	MILL RUN RD	JIMENEZCOLBETH MARIE ANTONETTE
	97	4933	GULFSTREAM DR	ANDREWS PETER J & DOROTHY
	98	4941	GULFSTREAM DR	LAW GORDON & LAUREN LAW
	99	4949	GULFSTREAM DR	STACK DAVID E & MARY E
	100	4948	GULFSTREAM DR	SHROPSHIRE DANIEL BRIAN &
	101	12586	MONTEGO PLAZA	PRESTON SQUARE INC
	102	5400	LBJ FWY	TEACHERS INSURANCE AND
	103	12370	INWOOD RD	INWOOD WILLOW INV PPTIES
	104	12345	INWOOD RD	JESUIT HIGH SCHOOL