

FILE NUMBER: Z234-260(LG) **DATE FILED:** June 11, 2024

LOCATION: North line of Northwest Highway, between Inwood Road and Meadowbrook Drive

COUNCIL DISTRICT: 13

SIZE OF REQUEST: ±12.885 acres **CENSUS TRACT:** 48113020600

REPRESENTATIVE: Steven Dimitt, Platt Richmond PLLC

OWNER: Lovers Lane United Methodist Church

APPLICANT: Wesley Prep

REQUEST: An application for an amendment to Planned Development District No. 815.

SUMMARY: The purpose of the request is to allow modified development standards to the maximum enrollment number, the maximum number of classrooms, and maximum grade level.

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. 815

<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=815>

BACKGROUND INFORMATION:

- On December 9, 2009, City Council approved Planned Development District No. 815. The purpose of the district was to permit a private school and child-care facility by right as well as provide for specific monument signage along the site's street frontage.
- The area of request is developed with an approximately 87,240-square-foot, one- to three-story church building erected between 1960 and 2009, per DCAD records.
- Approximately 12,800 square feet of the church are being utilized by the private school and child-care facility.
- The applicant proposes increasing the maximum enrollment by 15 students, allowing seventh and eighth grades, and increasing the maximum number of allowed classrooms for sixth-through-eighth grade level by one additional classroom.

Zoning History:

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

1. **Z234-110:** On November 13, 2024, City Council approved an application for 1) a new Planned Development District for R-1ac(A) Single Family District uses; and 2) the termination of Specific Use Permit No. 580 for a private school with consideration for a Specific Use Permit for a private school on property zoned an R-1ac(A) Single Family District on the south side of the intersection of West Northwest Highway and Meadowbrook Drive

Thoroughfares/Streets:

| Thoroughfare/Street | Type | Existing/Proposed ROW |
|---------------------|--------------------|-----------------------|
| Northwest Highway | Principal Arterial | 100 feet |
| Inwood Road | Principal Arterial | 80 feet |
| Meadowbrook Drive | Local Street | 60 feet |

Traffic:

The Transportation Development Services Division of the Planning and Development Department, in coordination with the Transportation and Public Works Department, reviewed the traffic management plan update dated January 31, 2025, for Wesley Prep. The report has been reviewed and approved in compliance with PD No. 815 regulations.

The project will be responsible to mitigate development impact as determined through the engineering review process.

STAFF ANALYSIS:

Comprehensive Plan:

The forwardDallas! Comprehensive Plan (1.0) was adopted by the City Council in June 2006 and outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request, since the application was filed prior to September 26, 2024.

The request complies with the following land use 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.

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

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

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

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

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.1 Promote pedestrian-friendly streetscapes.

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

GOAL 5.2 STRENGTHEN COMMUNITY AND NEIGHBORHOOD IDENTITY

Policy 5.2.1 Maintain neighborhood scale and character.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

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

Land Use:

| | Zoning | Land Use |
|--------------|-------------------|---|
| Site | PD No. 815 | Church, child-care, and school |
| North | R-1ac(A) District | Single family |
| East | R-1ac(A) District | Single family |
| South | R-1ac(A) District | Single family, church, and public or private school |
| West | R-1ac(A) District | Single family |

Land Use Compatibility:

The area of request is developed with an approximately 87,240-square-foot, one- to three-story institutional building erected between 1960 and 2009, per Dallas County Appraisal District records. Approximately, 12,800 square feet of the building is utilized by the private school and child-care facility.

The site is surrounded by single family development in all directions. Properties to the south across Northwest Highway are developed with institutional uses, a private school and parking lot, and a church that is under construction.

The applicant requests to amend the maximum enrollment from 250 to 265 students, allow seventh and eighth grades, and increase the maximum number of allowed classrooms for sixth-through-eighth grade level from two to three classrooms.

Staff considers the requested amendment to be compatible with the surrounding area because compliance with the proposed conditions, concept plan, and a traffic management plan requiring periodic updates will ensure the operation continues to have optimal efficiency into the future. Staff supports the request because it will allow the school to operate in a manner that will not be a detriment to the adjacent properties.

Landscaping:

Landscaping must be provided in accordance with the landscaping requirements of Article

X, as amended. The request site will not trigger any landscaping because there is no increase in the total floor area.

Parking:

Off-street parking must be provided pursuant to the Dallas Development Code, as amended. The off-street parking for public or private school is (i) One and one-half spaces for each kindergarten/elementary school classroom; (ii) Three and one-half spaces for each junior high/middle school classroom; and (iii) Nine and one-half spaces for each senior high school classroom. The required parking for the site is 32 parking spaces. Per development plan provided, there are 514 parking spaces on site.

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 currently within an "A" MVA area.

List of Owner/Applicant Directors and Officers

Owner/Applicant:

Wesley Prep, a Ministry of Lovers Lane United Methodist Church

Meg Fahrenbrook, Head of School
Robert Ressler, Director of Operations
Jim Hampton, Chief Financial Officer
Bruce Hearn, Chaplain
Christian Yanicelli, Board Chair

Lovers Lane United Methodist Church

Stan Copeland, Senior Director
Kay Eck, Executive Pastor
Scott Williams, Executive Chair
Diane Ross, Executive Vice Chair
Travis Gunter, Facilities Chair
Dan Strother, Facilities Chair
Richard Herrick, Finance Chair
Chirs Brandle, Staff/Pastor-Parish Relations Committee Chair

CPC Action
April 10, 2025

Motion: It was moved to recommend **approval** of an amendment to Planned Development District No. 815, subject to an amended development plan, amended traffic management plan, and amended conditions with the following change: In Section 51P-815.118, Section C, the final sentence will read, "The required notice must be sent to the president of the Inwood-Northwest Highway Homeowners Association.", on the north line of Northwest Highway, between Inwood Road and Meadowbrook Drive.

Maker: Hall
Second: Shidid
Result: Carried: 11 to 0

For: 11 - Chernock, Herbert, Forsyth, Shidid,
Wheeler-Reagan, Franklin, Sleeper,
Housewright, Nightengale, Haqq, Hall

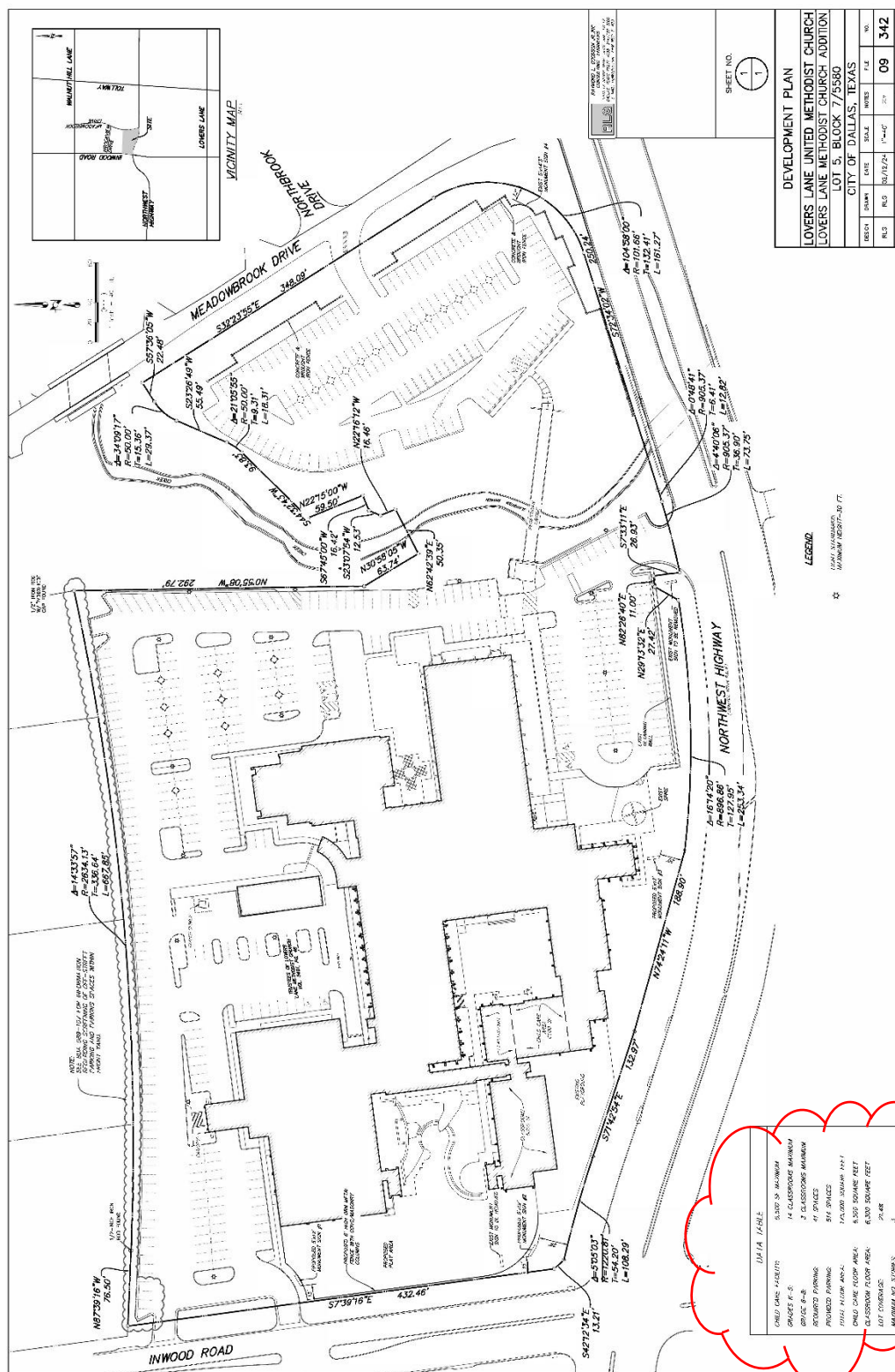
Against: 0
Absent: 3 - Hampton, Carpenter, Kingston
Vacancy: 0
Conflict: 1 - Rubin**

**out of room when vote was taken

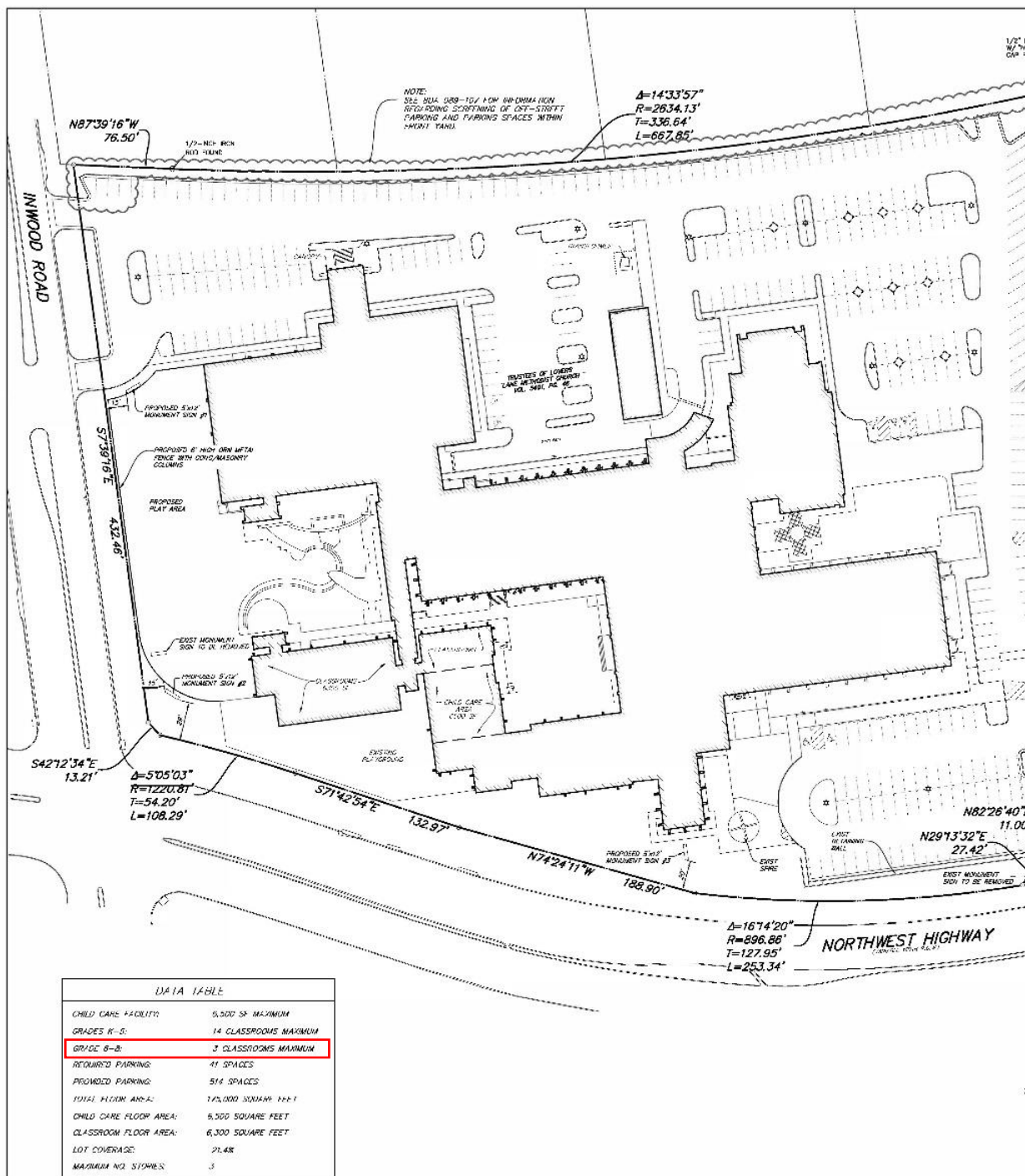
| | | |
|-----------------|-----------|------------|
| Notices: | Area: 500 | Mailed: 55 |
| Replies: | For: 0 | Against: 1 |

Speakers: For: Steven Dimmit, 1201 N. Riverfront Blvd., Dallas, TX, 75207
Against: None

Proposed Amended Development Plan



Proposed Amended Development Plan (Enlarged)
Area in red is what is being amended



Existing Traffic Management Plan

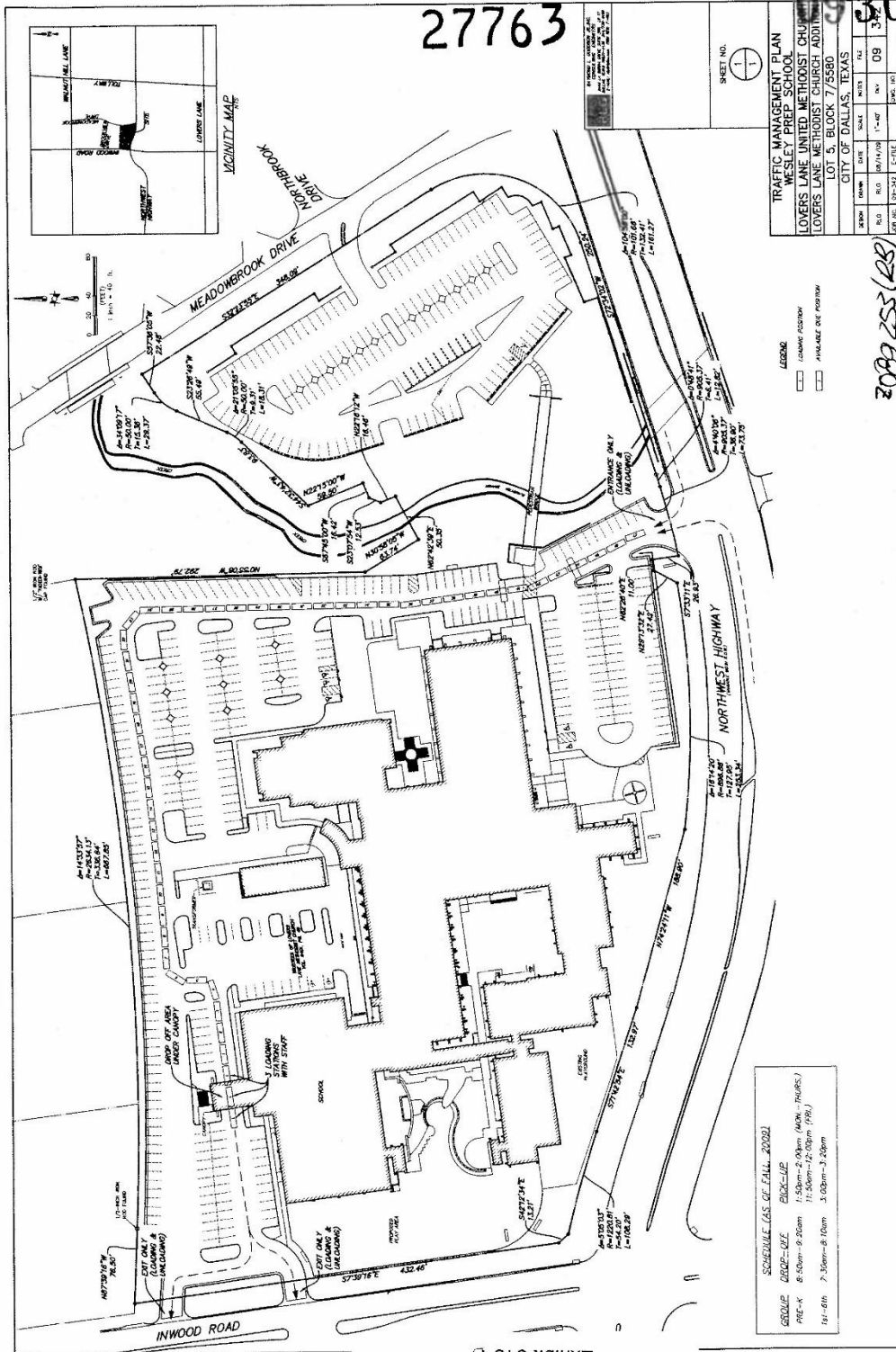
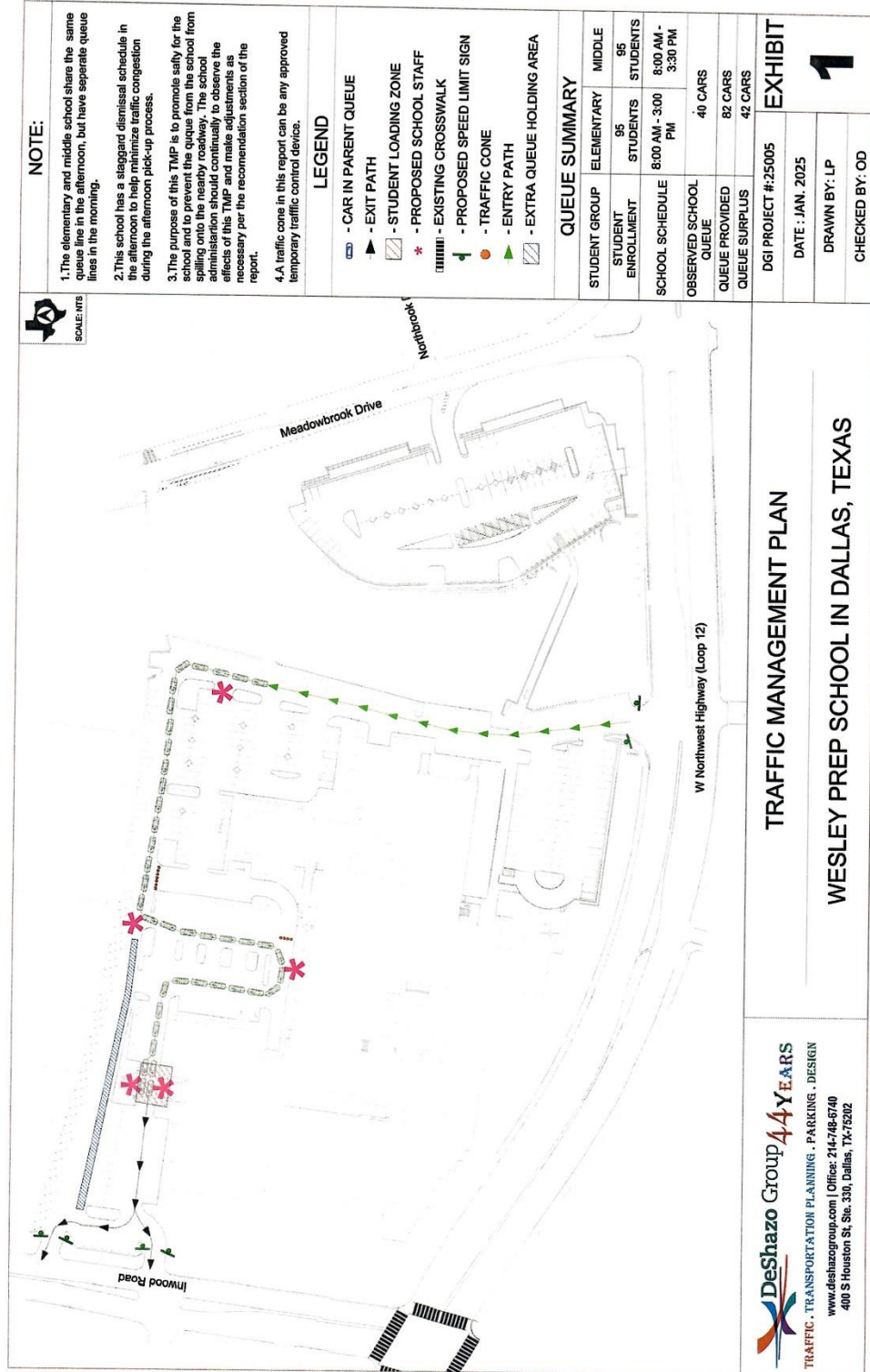


Exhibit 815 B

Approved
 City Plan Commission
 October 22, 2009

Planned Development
 District No. 815

Proposed Amended Traffic Management Plan



Proposed Amended PD 815 Conditions

ARTICLE 815.

PD 815.

SEC. 51P-815.101. LEGISLATIVE HISTORY.

PD 815 was established by Ordinance No.27763, passed by the Dallas City Council on December 9, 2009. (Ord. 27763)

SEC. 51P-815.102. PROPERTY LOCATION AND SIZE.

PD 815 is established on property located at the northeast corner of Northwest Highway and Inwood Road. The size of PD 815 is approximately 12.297 acres. (Ord. 27763)

SEC. 51P-815.103. 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. 27763)

SEC. 51P-815.104. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 815A: development plan.
- (2) Exhibit 815B: traffic management plan. (Ord. 27763)

SEC. 51P-815.105. DEVELOPMENT PLAN.

(a) For a private school or child-care facility, development and use of the Property must comply with the development plan (Exhibit 815A). 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. 27763)

SEC. 51P-815.106. MAIN USES PERMITTED.

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the R-1ac(A) Single Family District, subject to the same conditions applicable in the R-1ac(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R-1ac(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-1ac(A) Single Family District is subject to DIR in this district; etc.

(b) The following uses are allowed by right:

- Private school. *[Limited to a private school serving kindergarten through sixth eighth grade students.]*
- Child-care facility. (Ord. 27763)

SEC. 51P-815.107. 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. 27763)

SEC. 51P-815.108. 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-1ac(A) Single Family District apply.

(b) Front yard. For a public or private school, a playground with customary recreational structures and equipment, surrounded by a six-foot-high fence, may be located within the Inwood Road front yard as shown on the development plan.

(c) Side yard. For a public or private school, a playground with customary recreational structures and equipment, surrounded by a fence, may be located within the Northwest Highway side yard, as shown on the development plan.

(d) Floor area. For a child-care facility, maximum floor area is 6,500 square feet. (Ord. 27763)

SEC. 51P-815.109. OFF-STREET PARKING AND LOADING.

Consult the use regulations Division 51A-4.200 for the specific off-street parking and loading requirements for each use. (Ord. 27763)

SEC. 51P-815.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 27763)

SEC. 51P-815.111. LIGHTING.

- (a) The maximum height for light standards is 30 feet.
- (b) Light standards may be erected only in the locations shown on the development plan.
- (c) All lighting must comply with the glare regulations in Section 51A-6.104.
- (d) Lights must be shielded from adjacent residential properties with the light source directed away from adjoining residential properties. (Ord. 27763)

SEC. 51P-815.112. LANDSCAPING.

- (a) Landscaping must be provided in accordance with Article X.
- (b) Plant materials must be maintained in a healthy, growing condition. (Ord. 27763)

SEC. 51P-815.113. CLASSROOMS.

- (a) For a private school, maximum number of classrooms for kindergarten through fifth grade is 14.
- (b) For a private school, maximum number of classrooms for sixth grade through eighth grade is three two. (Ord. 27763)

SEC. 51P-815.114. ENROLLMENT.

- (a) For a child-care facility, maximum number of attendees at any one time is 180.

- (b) For a private school, maximum enrollment is ~~250~~ 265. (Ord. 27763)

SEC. 51P-815.115. HOURS OF OPERATION.

(a) A child-care facility may only operate between 8:30 a.m. and 2:30 p.m., Monday through Thursday, and between 8:30 a.m. and 12:00 p.m., Friday.

(b) A private school may only operate between 7:30 a.m. and 3:30 p.m., Monday through Friday. (Ord. 27763)

SEC. 51P-815.116. SIGNS.

(a) In general. Except as provided in this section, signs must comply with the provisions for non-business zoning districts in Article VII.

(b) Monument signs 1 through 3.

(1) Area. Maximum effective area is 60 square feet.

(2) Height. Maximum height is five feet.

(3) Location. The signs are allowed only in the locations shown on the development

plan.

(c) Monument sign 4.

(1) Area. Maximum effective area is 75 square feet.

(2) Height. Maximum height is five feet.

(3) Location. The sign is allowed only in the location shown on the development plan. (Ord. 27763)

SEC. 51P-815.117. TRAFFIC MANAGEMENT PLAN.

(a) In general. The operation of the private school and child-care facility must comply with the traffic management plan (Exhibit 815B).

(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.

(1) The Property owner or operator shall prepare an update to the traffic study evaluating the sufficiency of the traffic management plan. The initial update of the traffic study must be submitted to the director by August 1, 2010, November 1, 2026, or within six months after students first begin attending classes, whichever is later. The Property owner or operator shall submit biennial updates of the traffic study to the director by August 1 November 1 of each even-numbered year.

(A) If the Property owner or operator fails to submit the required initial traffic study to the director by DATE, or within six months after students first begin attending classes, whichever is later, the director shall notify the city plan commission.

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

(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.

(d) 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. 27763)

SEC. 51P-815.118. ADDITIONAL PROVISIONS.

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

(b) 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.

(c) The Inwood-Northwest Highway Homeowners Association must be notified of any requests for a change in zoning district classification or boundary, a variance, a special exception, or an amendment, including a minor amendment, to a development plan. Notice, including a copy of the application and any associated plan, must be sent to the Inwood-Northwest Highway Homeowners Association at the time application is made to the city. The required notice must be sent to the president of:

Inwood-Northwest Highway Homeowners Association

Attention: Mr. Walter Levy, President

NCH Corporation 2727 Chemsearch Boulevard Irving, Texas 75062. (Ord. 27763)

SEC. 51P-815.119. 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 director of public works and transportation.

(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. 27763)

Z234-260(LG)

~~SEC. 51P-815.120. ————— ZONING MAP.~~

~~PD 815 is located on Zoning Map No. F-7. (Ord. 27763)~~

Proposed Traffic Management Plan

TRAFFIC MANAGEMENT PLAN UPDATE FOR
WESLEY PREP SCHOOL
IN DALLAS, TEXAS

DeShazo Project No: 25005

Prepared for:

Mr. Robert Ressler
Wesley Prep
7015 Westchester Drive,
Dallas, TX 75205



Prepared by:

Mr. Onkar Dhondkar, P.E.

DeShazo Group, Inc.

Onkar Dhondkar
02/03/2025

Texas Registered Engineering Firm F-3199
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Office: 214-748-6740 | www.deshazogroup.com

January 31, 2025

 **DeShazo Group** **44 YEARS**
TRAFFIC • TRANSPORTATION PLANNING • PARKING • DESIGN

SCHOOL TMP CERTIFICATION

SCHOOL REVIEW AND COMMITMENT

This plan was developed for the Wesley Prep School with the intent of optimizing safety and efficiency related to vehicular traffic generated by the school during peak traffic periods. A concerted effort and full participation by the school administration, staff, students, and parents are essential to maintain safe and efficient traffic operations.

The Wesley Prep School has reviewed the Traffic Management Plan and is in support of the strategies presented herein.

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

 2/4/2025

Principal, Wesley Prep

Date

 2/4/2025

Officer (if applicable), Wesley Prep

Date

TMP UPDATE INFO:

General School Information

School Name: Wesley Prep

Principal/Head of School: Robert Ressler

Location: 9200 Inwood Road

Type: Private School

Existing Zoning: PD 815

Prior TMP Date: February 15, 2024

Observations

Dates Observed: January 14 -17, 2025

Peak Queue: 36 Vehicles

Available Queue: 82 Vehicles

Surplus: 46 Vehicles

INTRODUCTION

DeShazo Group, Inc. (DeShazo) is an engineering consulting firm based in Dallas, Texas, providing licensed engineers and planners skilled in traffic and transportation engineering. The services of DeShazo were retained by **Wesley Prep** (Client) to provide a traffic management plan (TMP) update for the Wesley Prep School located at 9200 Inwood Road, Dallas, TX.

Based on the information gathered from the school, the academic institution currently has an enrollment of 175 students attending Primer through 8th grades. The school is currently updating the PD for the school to also include an additional classroom and add 15 students to the student enrollment. DeShazo will use a scaling factor to evaluate what the maximum queue will be.

This TMP update report consists of the school's existing and anticipated traffic conditions during the morning drop-off and afternoon pick-up peak periods. It determines whether the previously submitted plans effectively fulfill the safe and effective traffic operation management around the school. It also reviews proposed changes to the parking supply and provides recommendations to improve the effectiveness of the existing traffic management practices.

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

TRAFFIC MANAGEMENT PLAN

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

The analysis summarized below identifies the projected vehicle demand including parking and queuing space (i.e., vehicle stacking) needed on site to accommodate projected school traffic demand during peak periods. A concerted effort and full participation by the school administration, staff, students, and parents are essential to maintain safe and efficient traffic operations. Using designated parking and queuing areas is necessary to minimize the operational impact on adjacent properties and the public street system.

SITE ACCESS AND CIRCULATION

Currently, three access driveways serve the school site—one driveway is located on Northwest Highway and the other two are located on Inwood Road. The northmost driveway on Inwood Road is used as a point of ingress for the parent queue as well as a point of egress for the parent queue for parents headed northbound on Inwood Road. The southernmost driveway connected to Inwood Road is used as an egress driveway only for parents who are headed southbound on Inwood Road. The driveway connected to W Northwest Highway is used as a point of ingress only.

The school only has one main path connecting the driveways with three semicircular loading areas near the building. Parking is typically found on either side of the main path and by the loading areas.

SCHOOL OPERATIONAL CHARACTERISTICS

Table 1 summarizes the school's operational characteristics assumed in this analysis.

Table 1. School Operational Characteristics

| Daily Schedule | Existing Condition | Proposed Conditions |
|---|--|--|
| Elementary School Start: 8:00 AM End: 3:00 | 95 Students | 95 Students |
| Middle School Start: 8:00 AM End: 3:30 PM | 80 Students | 95 Students |
| | 175 Total Students | 190 Total Students |
| Approximate Percentage of Students Travelling by Mode Other Than Drop-off/Pick-up | By Walking: @ 0% Self-Driving: @ 0% School Bus: @ 0% | By Walking: @ 0% Self-Driving: @ 0% School Bus: @ 0% |

NOTE: To the highest degree practical, existing conditions presented in this report are based upon actual on-site observations conducted by DeShazo during typical school day(s) conditions and information provided by personal interviews of school representatives. Analyses and recommendations presented in this report for proposed conditions were based upon evaluations of existing conditions supplemented by DeShazo's professional judgment and experience. As of the time previous observations were performed, approximately 30 students were participating in after-school extracurricular activities. According to school officials, this figure is relatively consistent across both the Fall and Spring semesters.

OBSERVATION OF EXISTING TRAFFIC OPERATIONS

DeShazo observed on-site traffic on four different occasions at the following dates and times. In general, most peak traffic activity occurred within thirty minutes of either school pick-up timings or drop-off timing. The following are the periods and days when the school observations are completed:

- Tuesday, January 14th, 2025, during student arrival
- Thursday, January 16th, 2025, during student dismissal
- Thursday, January 16th, 2025, during student dismissal
- Friday, January 17th, 2025, during student dismissal

Field observations indicate that current practices during the morning drop-off time and afternoon pick-up time are adequate and no alternations need to be made to this school's TMP. DeShazo will still offer some suggestions at the end of this report to help with queue management, and to help reduce the queue if the queue for this school were to ever exceed the site capacity.

DeShazo performed observations in 2023 for Wesley Prep. The observations in 2025 consistently showed less queue compared to the 2023 observations. The school noted that the school was in full attendance and the variation in observed queue did not majorly change the conclusion of the report.

SITE CIRCULATION AND PASSENGER LOADING/UNLOADING

Observations showed that all students were picked up by a parent. Many parents arrived up to an hour early and parked their vehicles in the queue line to wait for afternoon dismissal.

In the mornings there are two separate drop-off areas (one for elementary school and one for middle school). A staff member oversaw the unloading of students and ensured they got into the building. The maximum observed queue for the morning drop-off time was 12 vehicles. 8 of these vehicles were in one queue while 4 vehicles were in the other queue.

In the afternoon there is only one pickup area, but the school has a staggered dismissal schedule implemented to limit traffic congestion on the school's campus. Most parents picking up elementary school students were observed to park their cars near the pick-up area and walk into the building to pick up their kid(s). Elementary school students get dismissed 30 minutes before the middle school students get dismissed.

VEHICLE QUEUING OBSERVATIONS

The goal of any TMP should be to accommodate the maximum pick-up/drop-off queue on-site such that it does not extend onto a public right-of-way. DeShazo's observations for this school indicate that maximum queues occur during the afternoon peak period when students are picked up; the morning period is typically not a significant traffic issue since drop-off activities are more temporally distributed and occur much more quickly than a pick-up. The observed peak number of vehicles is provided as follows in **Table 2** on the next page.

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

| | |
|-------------------------|--|
| Dismissal Time | Elementary School: 3:00 PM Middle school: 3:30 PM |
| Maximum Queue Observed | 36 vehicles at 3:00 PM |
| Maximum Available Queue | 82 Vehicles |

As may be noted, the peak queue observed for this school was 36 vehicles. **Exhibit 1** on page 8 shows the site evaluation performed by DeShazo. The school site can comfortably accommodate 82 parent vehicles.

FUTURE CONDITIONS

Wesley Prep is currently looking to revise the PD for the school to add a classroom which will allow the school to increase the student enrollment by 15 students. Below is the scaling factor used to predict the future queue.

$$\frac{190}{175} = \frac{x}{36}$$

When we solve for x we find that the future queue is anticipated to be 39.0857 or around 40 vehicles. We previously found that the school site can comfortably accommodate 82 parent vehicles giving Wesley Prep a surplus of 42 parent vehicles in the queue area.

In addition to Table 2, the following observations were made:

- No queue for the school was observed on the nearby roadway.
- A few 10 mph speed limit signs were found on the main circulation path for the school informing parents on what the speed limit is on the school's campus.
- For the elementary pick-up time, most parents parked near the pickup entrance to pick up their kids rather than forming a queue line.
- All students were picked up by a parent. No buses service this school.
- No school zone signage was seen on the nearby roadway. Because all students are picked up on-site by a parent DeShazo does not believe signage on the nearby roadway is necessary.
- The school has an officer on site who oversees the pickup process and can assist with directing traffic on the school site as necessary.

VEHICULAR QUEUING ANALYSIS

The queue for the school is currently at about 1,965 linear feet (LF) and allows for 82 cars to be queued in a partially single-stacked, and partially double-stacked orientation. The outside lane is used as a bypass lane for traffic to exit the campus. Based on DeShazo's observations, it is anticipated that this school will have no issue maintaining the entire queue on the school's campus. Currently, no items need to be altered for the Wesley Prep school queue, but DeShazo is providing some recommendations for the school to implement as necessary.

RECOMMENDATIONS FOR VEHICLE QUEUING

A TMP for any school should be calibrated for student enrollment capacity (190 students for the Wesley Prep School anticipated conditions). The observed peak queue was 36 vehicles for students being picked up on-site, the plan should be calibrated to accommodate the observed queue. With the addition of 15 additional students, we predict that the queue will be 40 vehicles. The TMP (**Exhibit 1**) provides the Wesley Prep School with enough room for 82 vehicles on the school's campus. This should offer a surplus of 42 vehicles compared to what DeShazo observed. This is also assuming that current operations characteristics of the school (i.e., dismissal times, extracurricular activities, number of students riding a bus, number of students walking off-site, etc.) persist into the future. The school and school district may wish to implement these recommendations sequentially, determine their effectiveness, and make an informed decision on whether the remaining recommendations are necessary based on any future queue spillover onto the City of Dallas' right-of-way.

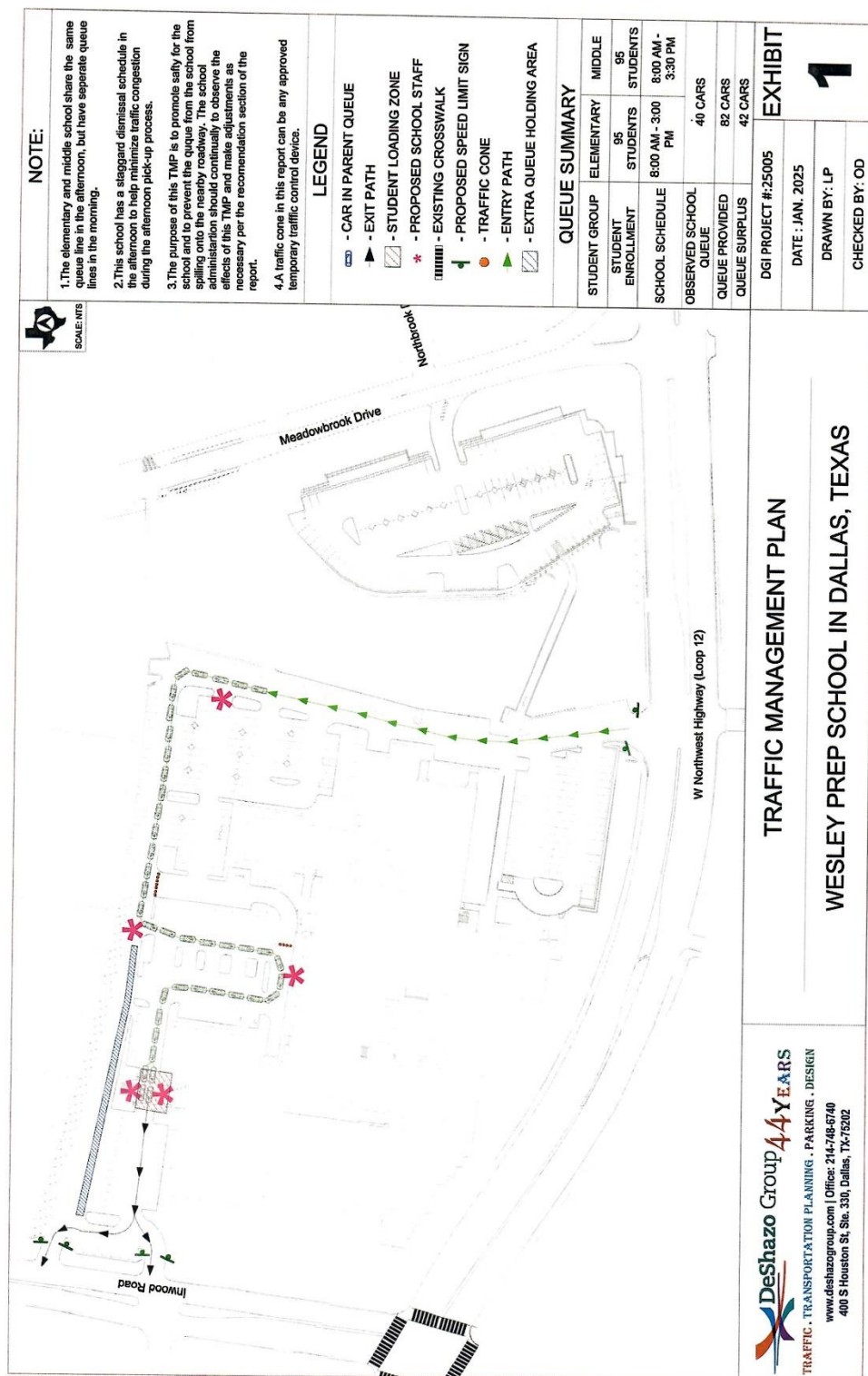
1. **Encourage parents to avoid arriving early:** As mentioned, parents were observed idling on the school site up to an hour before the dismissal period. Encouraging parents to arrive just before the scheduled pick-up time for their student(s) will allow parents to pick up students who are dismissed earlier.
2. **Install speed limit signs closer to the entrances:** DeShazo observed 10 mph speed limit signs on the main circulation path of the school. Some of these signs were observed after being on the school's circulation path for up to 400 feet. Posting the speed limit closer to the entrances will inform parents of the speed limit sooner while the later speed limit signs will serve as a reminder of the speed limit to parents.
3. **Placing cones near the queue to guide new parents.** New parents, relatives picking up kids, and other people who may not be as familiar with the queue line might find it helpful if cones were implemented to help guide the traffic on the school's property where a staff member might not be.

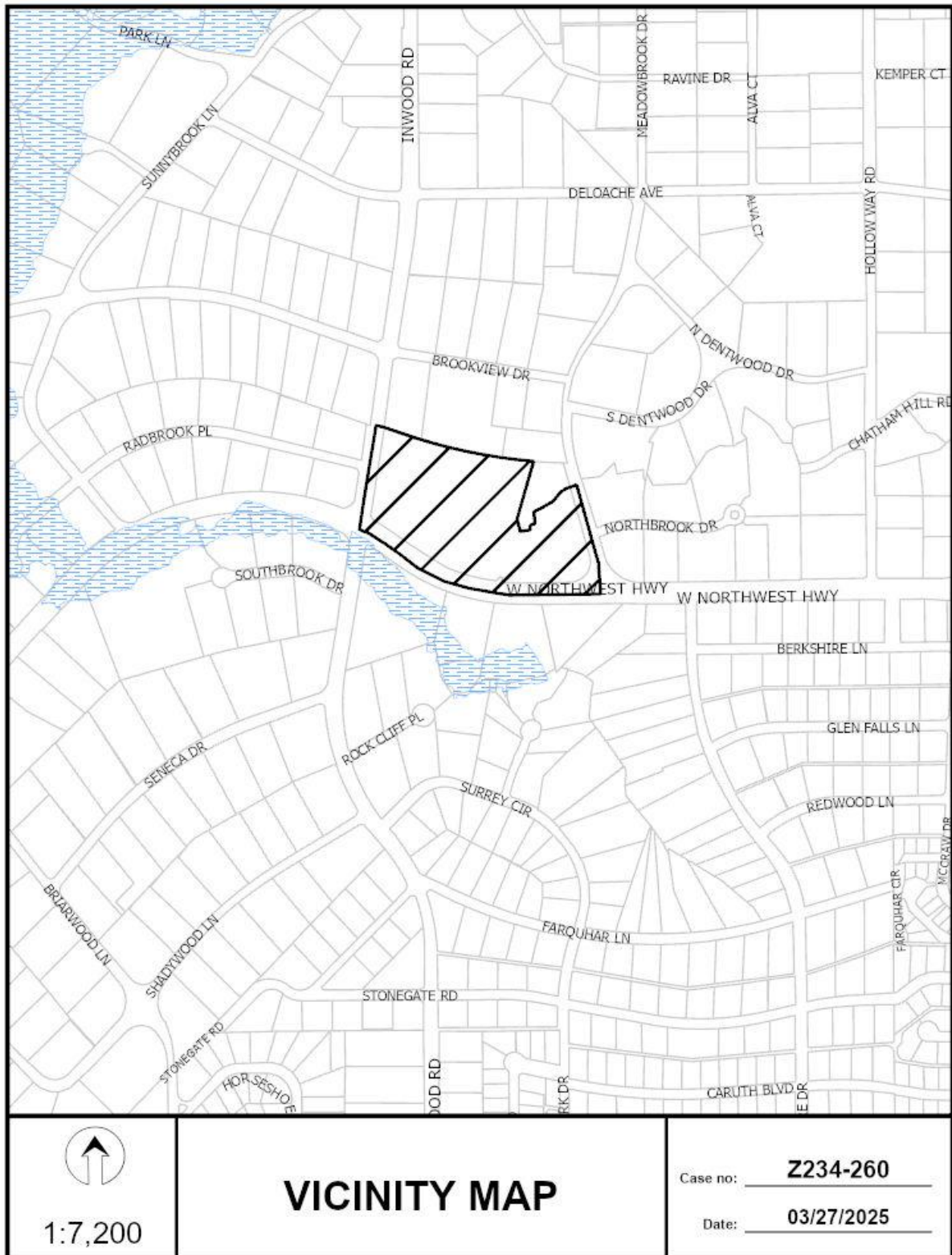
STUDENT SAFETY

- Student safety should always remain paramount. School administration should remind students, parents, and staff continuously throughout the school year of their expectations relative to this traffic management plan.
- School administration should, in the interest of student safety, review traffic operations and address any problems concerning this traffic management plan, and identify solutions.
- Per the Transportation Code, Section 545.4252, State law prohibits the use of wireless communication devices while operating a motor vehicle when a school zone speed restriction is in effect. Restrictions do not apply to stopped vehicles or the use of handheld free devices.

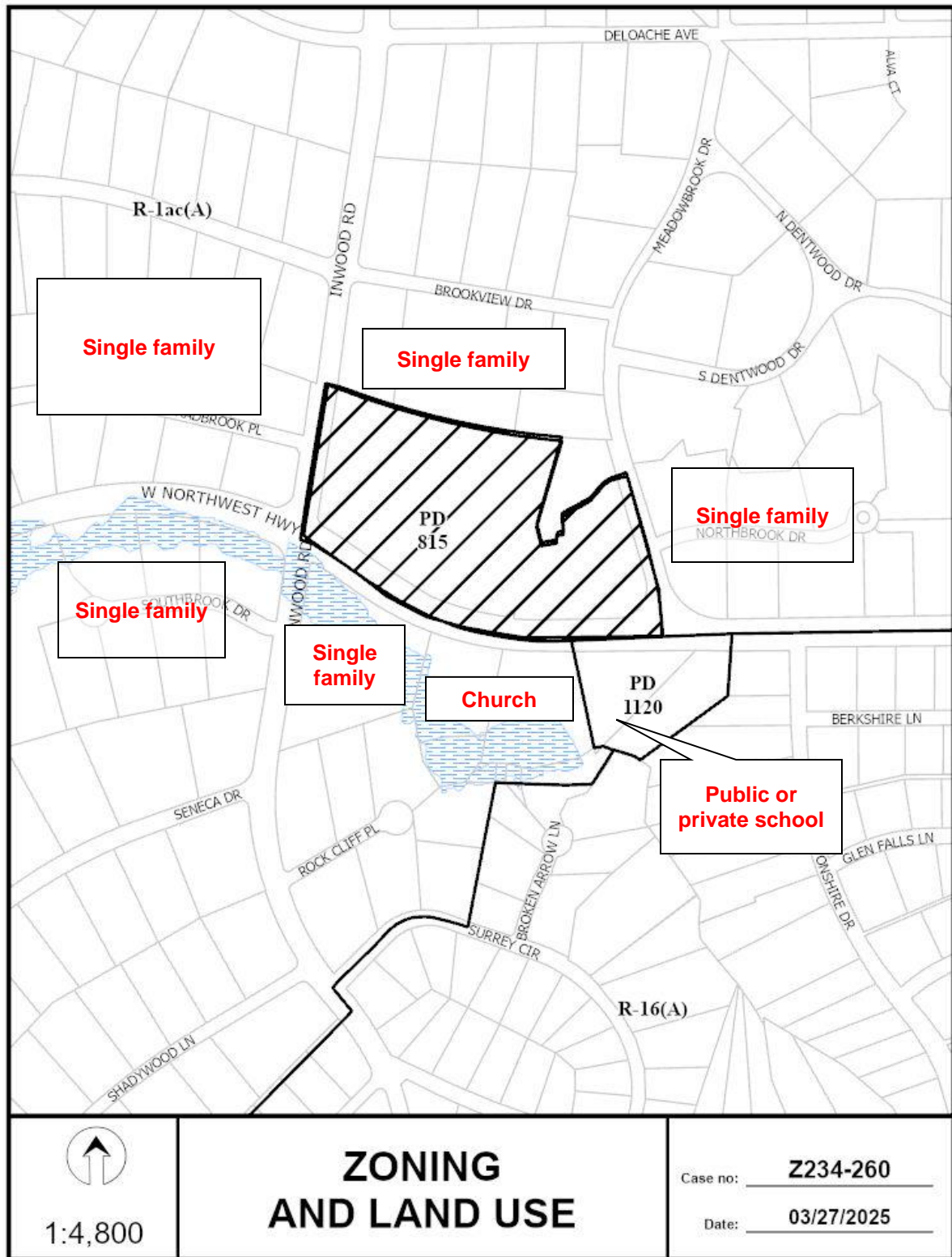
Full cooperation of all school staff members, students, and parents is crucial to the execution of a successful traffic management plan and systematic queues. Proper training of the school staff on the duties and expectations of this plan is recommended. Sufficient communication at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended. School administration should review the details of this TMP regularly to confirm its effectiveness.

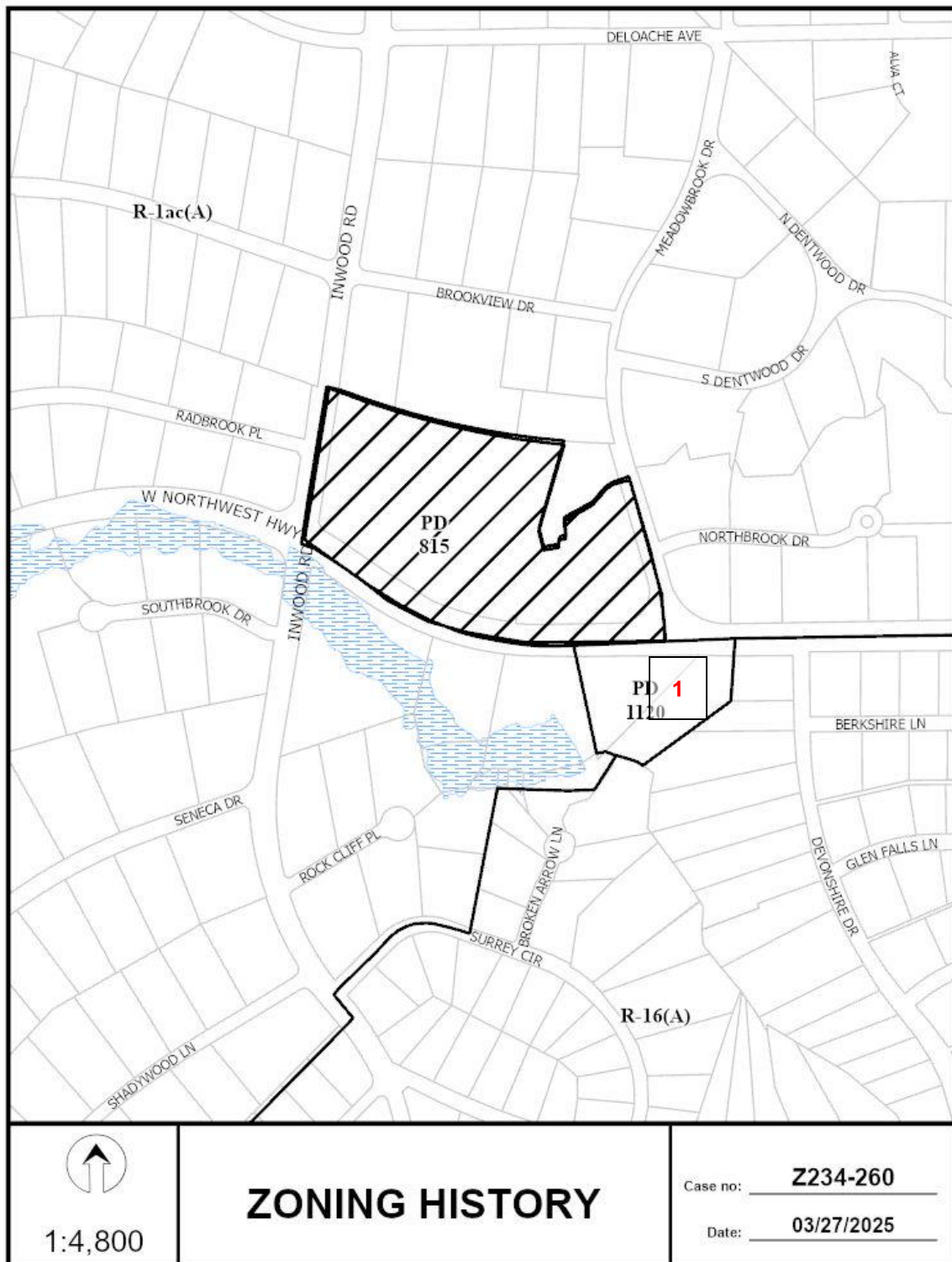
END OF MEMO

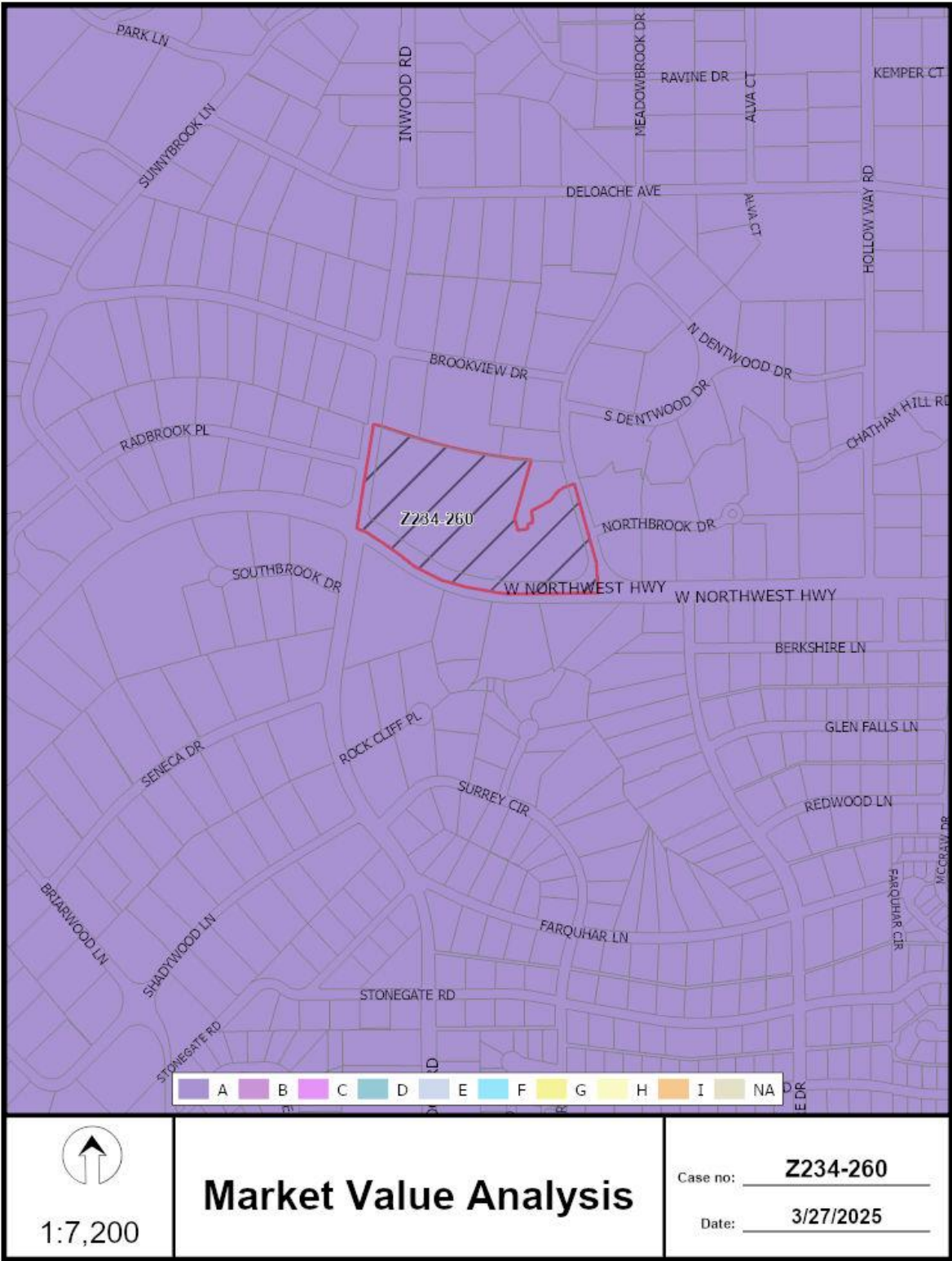


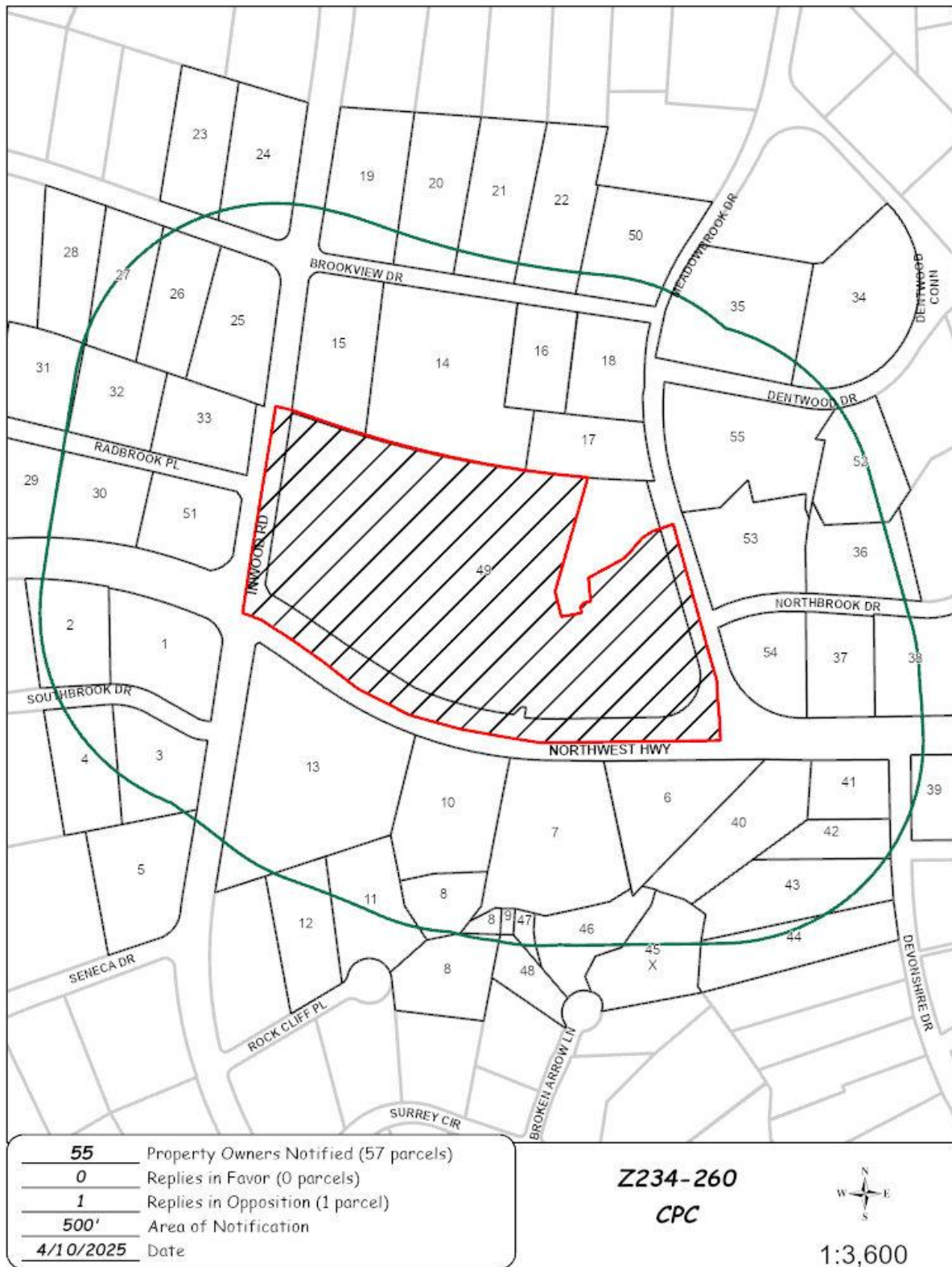












04/09/2025

Reply List of Property Owners***Z234-260******55 Property Owners Notified******0 Property Owners in Favor******1 Property Owners Opposed***

| <i>Reply</i> | <i>Label #</i> | <i>Address</i> | <i>Owner</i> |
|---------------------|-----------------------|-----------------------|-------------------------------------|
| 1 | 5131 | SOUTHBROOK DR | ASHFAQ RAHEELA & |
| 2 | 5121 | SOUTHBROOK DR | WOOD BRADY K & MEGAN M |
| 3 | 5130 | SOUTHBROOK DR | BROOKS BENJAMIN A III & KATHLEEN H |
| 4 | 5120 | SOUTHBROOK DR | ESLAMBOLTCHI FARHAD & |
| 5 | 5151 | SENECA DR | DAVE TIAOHUA L N & |
| 6 | 5414 | W NORTHWEST HWY | COMPASS SCHOOL OF TEXAS |
| 7 | 5324 | W NORTHWEST HWY | LOVERS LANE UNITED METHODIST CHURCH |
| 8 | 9004 | W NORTHWEST HWY | SHANAHAN DENNIS J |
| 9 | 9004 | W NORTHWEST HWY | AINSCOW DONALS G & |
| 10 | 5324 | W NORTHWEST HWY | LOVERS LN UNITED METH CH |
| 11 | 5335 | ROCK CLIFF PL | SALE STREET CAPITAL LLC |
| 12 | 5323 | ROCK CLIFF PL | GOGEL BRIAN M & |
| 13 | 9122 | INWOOD RD | LGL 5X5 TRUST THE & |
| 14 | 5128 | BROOKVIEW DR | MUNSON DAVID M LIVING TRUST |
| 15 | 5100 | BROOKVIEW DR | FENN BILL & CHRISTINE |
| 16 | 5206 | BROOKVIEW DR | CAO MATAO & YAOYAO |
| 17 | 9245 | MEADOWBROOK DR | HOLL DAVID BRUCE MANAGEMENT TRUST & |
| 18 | 5226 | BROOKVIEW DR | HOLL DAVID BRUCE MANAGEMENT TR & |
| 19 | 5103 | BROOKVIEW DR | POSTON GEORGE |
| 20 | 5127 | BROOKVIEW DR | KRUGER DAVID S & BRIANNA P |
| 21 | 5139 | BROOKVIEW DR | GENEVERWATLING DAVID C & |
| 22 | 5205 | BROOKVIEW DR | PASTORA MELISSA PRATT |
| 23 | 5015 | BROOKVIEW DR | CLAY DAVID GARY & KIMBERLY WILLS |
| 24 | 5033 | BROOKVIEW DR | SULAKHE DEEPAK P & PREETHI D |
| 25 | 5038 | BROOKVIEW DR | NETTUNE GREGORY R & RACHAL E |
| 26 | 5026 | BROOKVIEW DR | WILLIAMS FAMILY REVOCABLE |

04/09/2025

| <i>Reply</i> | <i>Label #</i> | <i>Address</i> | <i>Owner</i> |
|--------------|----------------|----------------------|----------------------------------|
| | 27 | 5012 BROOKVIEW DR | 5012 BROOKVIEW LLC |
| | 28 | 4938 BROOKVIEW DR | HURLEY MARK P |
| | 29 | 5110 RADBROOK PL | SHANAA ADHAM & ROSARIO |
| | 30 | 5120 RADBROOK PL | COOK A DAVID LIVING TRUST |
| | 31 | 5109 RADBROOK PL | ANDERSON DAVID J & KRISTEN |
| | 32 | 5119 RADBROOK PL | NAYEB NASER |
| | 33 | 5129 RADBROOK PL | ELLIEJETT TRUST |
| | 34 | 5335 S DENTWOOD DR | SLW 2022 FAMILY TRUST |
| | 35 | 5315 S DENTWOOD DR | SSE QUALIFIED PERSONAL |
| | 36 | 5433 NORTHBROOK DR | THOMPSON JOE C JR |
| | 37 | 5430 NORTHBROOK DR | IVY CHRISTOPHER M & |
| | 38 | 5444 NORTHBROOK DR | NIE INVESTMENTS LLC |
| | 39 | 5711 BERKSHIRE LN | WYNNE JOAN J FAMILY LIVING TRUST |
| | 40 | 5500 W NORTHWEST HWY | COMPASS SCHOOL OF TEXAS THE |
| | 41 | 9143 DEVONSHIRE DR | AP WEALTH MANAGEMENT LLC |
| | 42 | 9139 DEVONSHIRE DR | COFFMAN ALESIA KAYE |
| | 43 | 9131 DEVONSHIRE DR | CINDY LYNN DEVONSHIRE LLC |
| | 44 | 9123 DEVONSHIRE DR | WILSON ADDISON III |
| X | 45 | 9030 BROKEN ARROW LN | JONES JEFFREY L & PATTIE M |
| | 46 | 9035 BROKEN ARROW LN | JONESROHRER LIVING TRUST THE |
| | 47 | 9035 BROKEN ARROW LN | AINSCOW DONALD G |
| | 48 | 9029 BROKEN ARROW LN | AINSCOW DONALD G & |
| | 49 | 9200 INWOOD RD | LOVERS LANE UNITED |
| | 50 | 9301 MEADOWBROOK DR | SCHULTZ BRIAN & VIRGINIA M |
| | 51 | 5130 RADBROOK PL | PEDDECORD TIMOTHY M & |
| | 52 | 5330 S DENTWOOD DR | HALLAM FANCHON & HOWARD |
| | 53 | 9230 MEADOWBROOK DR | BENNERS FREDERICK H JR |
| | 54 | 5420 NORTHBROOK DR | MAHONEY MICHAEL H |
| | 55 | 9250 MEADOWBROOK DR | REESE FAMILY TRUST THE |