

FILE NUMBER: Z212-142(MP) **DATE FILED:** December 8, 2021

LOCATION: North corner of Lancaster Road and East Kiest Boulevard

COUNCIL DISTRICT: 4

SIZE OF REQUEST: Approx. 9.89 acres **CENSUS TRACT:** 88.01

REPRESENTATIVE: Rob Baldwin, Baldwin Associates

APPLICANT: KIPP DFW Schools

OWNER: Weatherford Plaza LLC

REQUEST: An application for a Specific Use Permit for an open-enrollment charter school on property zoned CR Community Retail

SUMMARY: The purpose of the request is to operate an open-enrollment charter school in the existing building

STAFF RECOMMENDATION: Approval for a five-year period, subject to a site plan, traffic management plan, and staff's recommended conditions.

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

BACKGROUND INFORMATION:

- The area of request is currently developed as an open-enrollment charter school and shopping center; however, a new SUP is necessary because the previous SUP expired on June 26, 2021.
- The applicant is proposing to continue the existing use of an open-enrollment charter school which will serve high school students, with 33 total classrooms.
- SUP No. 1520, for an open enrollment charter school, was approved by City Council on June 25, 2003, for a five-year time period with eligibility for automatic renewal for additional five-year periods, subject to a site plan and conditions. However, an application for the SUP was not submitted for automatic renewal in 2008 and the SUP expired as a result.
- SUP No. 1774, for an open enrollment charter school was approved by City Council on October 28, 2009, for a ten-year time period with eligibility for automatic renewal for additional ten-year periods, subject to a site plan and conditions with an expiration date of October 28, 2019.
- Additionally, the amendment and renewal of SUP No. 1774 was approved by City Council on June 22, 2019 for a period of two years, not only expanded the floor area of the open-enrollment charter school to 28,650 square feet from 14,125 square feet, but also increased the number of classrooms from 12 to 18 and limited them to high school only.
- With the last granted SUP expired, the applicant is seeking a new SUP with an amended site plan increasing the floor area from 28,650 square feet to 42,650 square feet and 15 new classrooms within the existing shopping center structure, totaling 33 high school classrooms.

Zoning History:

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

1. **Z178-261:** On June 26, 2019, the City Council approved an application granting an amendment to and renewal of Specific Use Permit No. 1774 for an open-enrollment charter school on property zoned a CR Community Retail District to change the distribution of grade levels from 10 elementary and eight middle school classrooms to 18 high school classrooms, on the subject site.
2. **Z190-164:** On March 2, 2020, staff terminated an application for a Specific Use Permit for a child-care facility on property zoned R-7.5(A).

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Lancaster Road	Principal Arterial	80 feet
Kiest Boulevard	Principal Arterial	100 feet

Traffic:

The Transportation Development Services Division of the Transportation Department has reviewed the request and determined that it will not significantly impact the surrounding roadway system.

Based on the proposed TMP, they have 22 available on-site vehicle queue spaces, and the peak queue demand would allow a surplus of queueing spaces of nine vehicles in the morning, and four spaces in the afternoon. Based on this, staff does not have concern about the traffic impact or availability of queueing space.

STAFF ANALYSIS:

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006, outlining several goals and policies which 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 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

1.1.5.7 Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks and open space, libraries and schools. Encourage the development of these facilities in priority Area Plans.

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

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

URBAN DESIGN ELEMENT

GOAL 5.2 STRENGTHEN COMMUNITY AND NEIGHBORHOOD IDENTITY

GOAL 5.3 Establish walk-to convenience

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

Policy 5.3.3 Encourage transit-oriented developments and transit centers.

Land Use:

	Zoning	Land Use
Site	CR	Shopping Center; Open enrollment charter school
North	R-7.5(A)	Single Family
East	CS, PD No. 235	Shopping Center; Post office
South	CR with SUP No. 1571, CS, PD No. 426	Shopping center; DART station
West	CR	Food store; Retail

Land Use Compatibility:

The area of request is zoned a CR Community Retail District and is built-out as a multi-tenant shopping center. North of the site is developed as single-family homes. East of the site is a post office and shopping center. South of the site is additional space of the shopping center. West of the site is retail and restaurants along South Lancaster Road.

The request for a Specific Use Permit to continue operating the open enrollment charter school would allow for use of vacant space within the shopping center as classrooms.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as

the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

The proposed conditions would limit the school to 33 high school classrooms. The use is unlikely to cause negative impact on surrounding uses, which consist of homes and additional shopping areas. The conditions on hours of operations further limit potential impacts, as the use may only operate between 7:00 am and 5:00 pm, Monday through Saturday. Although the proposed change increases the number of high school classrooms, high school operations have been on going onsite since 2019. The increase does not entail changes to the building or site, rather the site plan and conditions limit the use to a specific location and floor area.

The applicant is requesting an SUP with a period of one year. The previous approval did not include eligibility for automatic renewal, as it altered the nature of operations to include high school classrooms. Similarly, the applicant is proposing an increase in the scope of the school operations, an increase in the floor area from 28,650 square feet to 42,650 square feet and number of classrooms from 18 to 33, so staff finds the full review associated with an SUP renewal is appropriate at the end of the initial five-year period.

Landscaping:

Landscaping is required per Article X, as amended of the Dallas Development Code. The applicant is not proposing any new construction or paving; therefore, landscape requirements will not be triggered.

Parking:

The use of an open-enrollment character school requires 9.5 spaces per classroom. The proposed 33 classrooms require 314 spaces. The property provides 496 spaces, per the site plan.

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 located within the “H” MVA category.

List of Partners/Principals/Officers

KIPP DFW Schools

Dr. Anthony Smith	Regional Superintendent
Sehba Ali	Chief Executive Officer
Daphane Carter	Chief Academic Officer
Jaidepp Hebbar	Chief Strategy Officer
Vanessa Barry	Chief Marketing Officer
Larry Guillory	Chief People Officer
Ann Scotts	Chief Development Officer
Peter Brodsky	DFW Board of Directors
Jose (Pepe) Guevara	DFW Board of Directors
Alex Sharma	DFW Board of Directors
Darla Whitaker	DFW Board of Directors

CPC ACTION
June 16, 2022

Motion: It was moved to recommend **approval** of a Specific Use Permit for an open-enrollment charter school for a one-year period, subject to a site plan, traffic management plan, and staff's recommended conditions on property zoned CR Community Retail, on the north corner of Lancaster Road and East Kiest Boulevard.

Maker: Anderson
Second: Carpenter
Result: Carried: 11 to 1

For: 11 - Popken, Hampton, Anderson, Shidid,
Carpenter, Blair, Housewright, Gibson, Haqq,
Stanard, Rubin

Against: 1 - Kingston
Absent: 1 - Vann
Vacancy: 1 - District 3
Conflict: 1 - Jung**

**out of the room, when vote taken

Notices: Area: 400 Mailed: 76
Replies: For: 1 Against: 0

Speakers: For: Rob Baldwin, 3904 Elm St., Dallas, TX, 75226
Brandon Vance, 1123 Claude St., Dallas, TX, 75203
Against: Lori Kirkpatrick, 6705 Braeburn Dr., Dallas, TX, 75214

CPC Recommended

SUP CONDITIONS

1. USE: The only use authorized by this specific use permit is an open-enrollment charter school.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.

Staff Recommendation:

- | |
|------------------------------------------------------------------------|
| 3. <u>TIME LIMIT</u> : This specific use permit expires in five years. |
|------------------------------------------------------------------------|

CPC Recommendation and Applicant's Request:

- | |
|----------------------------------------------------------------------|
| 3. <u>TIME LIMIT</u> : This specific use permit expires in one year. |
|----------------------------------------------------------------------|

4. CLASSROOMS:
 - A. The maximum number of classrooms is 33.
 - B. Classrooms are limited to ninth through twelfth grades.
5. DROP-OFF/PICK-UP: A student pick-up and drop-off area must be provided in the locations shown on the attached site plan.
6. HOURS OF OPERATION: The open-enrollment charter school may only operate between 7:00 a.m. and 5:00 p.m., Monday through Saturday.
7. TRAFFIC MANAGEMENT PLAN:
 - A. In general. The open-enrollment charter 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 June 1, 2023. After

the initial traffic study, the Property owner or operator shall submit bi-annual updates of the traffic study to the director by November 1st of each odd-numbered year.

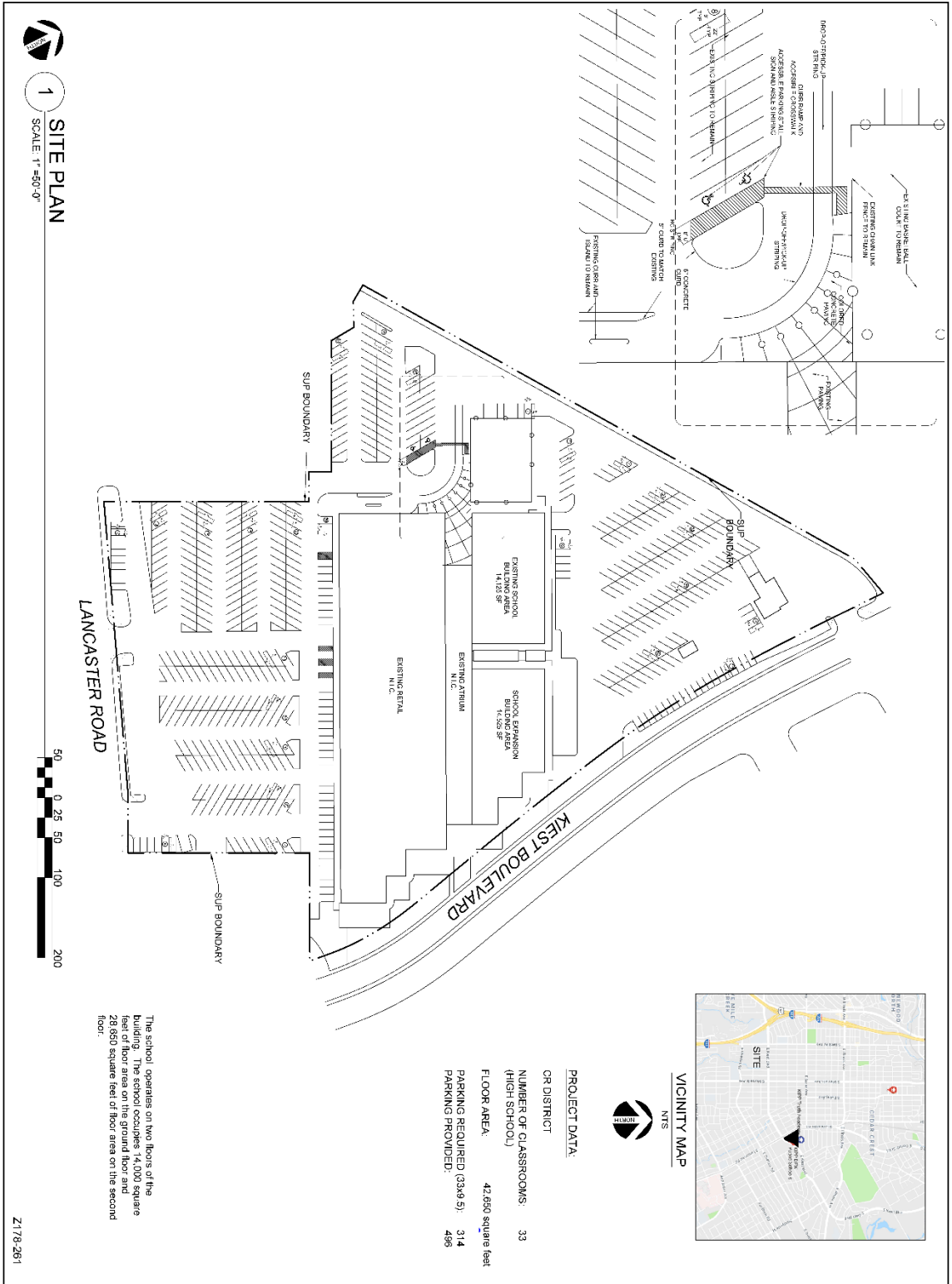
- ii. The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different times over a two-week period, and must contain an analysis of the following:
 - aa. ingress and egress points;
 - bb. queue lengths;
 - cc. number and location of personnel assisting with loading and unloading of students;
 - dd. drop-off and pick-up locations;
 - ee. drop-off and pick-up hours for each grade level;
 - ff. hours for each grade level; and
 - gg. circulation.
- iii. Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.
 - aa. If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.
 - bb. 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.

11. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
12. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules and regulations of the City of Dallas.”

CPC RECOMMENDED SITE PLAN

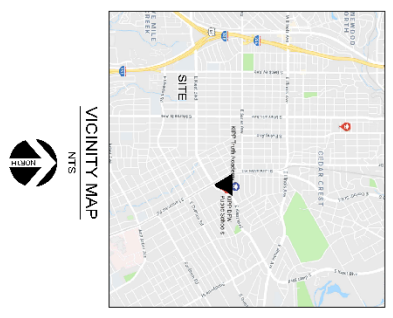


1 SITE PLAN
SCALE: 1" = 50'-0"



The school operates on two floors of the building. The school occupies 14,000 square feet of floor area on the ground floor and 28,050 square feet of floor area on the second floor.

PROJECT DATA:
 CR DISTRICT: 33
 NUMBER OF CLASSROOMS: (HIGH SCHOOL)
 FLOOR AREA: 42,650 square feet
 PARKING REQUIRED (33x8.5): 314
 PARKING PROVIDED: 456



<p align="center">KIPP ACADEMY CITY OF DALLAS, TEXAS</p>	<p align="center">Baldwin Associates</p>	<p>BALDWIN ASSOCIATES 3804 Elm Street, Suite B Dallas, Texas 75226 MOBILE: 214.729.7949 OFFICE: 214.824.7949 rob@baldwinplanning.com</p>	<p align="center">06/06/2022 PROJECT NUMBER CASE NUMBER</p>
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CPC Recommended Traffic Management Plan



Traffic Management Plan Update

Z212-142(MP)

**KIPP Oak Cliff Academy
Dallas, TX**

January 26, 2022

Kimley-Horn and Associates, Inc.
Dallas, Texas

Project Number 064508102
Registered Firm F-928



Traffic Management Plan Update

Z212-142(MP)

**KIPP Oak Cliff Academy
Dallas, Texas**

Prepared by:

Kimley-Horn and Associates, Inc.
12750 Merit Drive, Suite 1000
Dallas, Texas 75251
Registered Firm F-928
Project Number 064508102

Contact:
Scot Johnson, P.E., PTOE
Steven Roberts, EIT
972-770-1300

January 26, 2022



KIPP Oak Cliff Academy Traffic Management Plan

A. School Location

The KIPP Oak Cliff Academy is a public charter high school operating at 3200 S. Lancaster Road in Dallas, Texas. The current enrollment is 330 students, and no change is expected. The school has been in operation since 2019 as part of the shopping center on the east side of Lancaster Road, on both sides of Kiest Boulevard. From 2003-2015 KIPP operated a middle school campus on the same site with 380 students. The high school developed an originating TMP in March 2019, which has been modified as the school managed its enrollment and traffic conditions. The original TMP was due for an update in Fall 2021, and this update should be considered to meet that requirement. The TMP update was delayed to be part of the requested SUP (Z212-142) which included interior changes to address COVID-19 teaching procedures and updating some parking lot details. **Figure 1** shows the vicinity of the site.

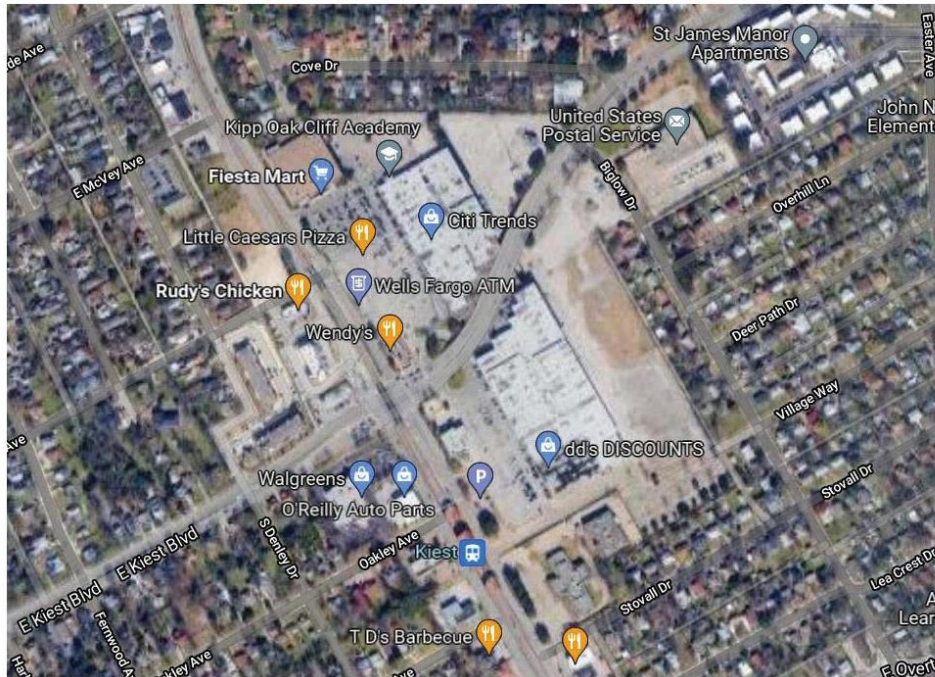


Figure 1 – Area Map

The school is part of the 2-story mixed-use building on the north half of the overall site. The SUP boundaries are shown in the attached site plan. The school has vehicle access to Kiest Boulevard via the large parking lot in the east portion of the SUP area,

with the KIPP driveway intersecting Kiest Boulevard at an existing median opening. At the upper level the school has access through the parking lot of the shopping center to multiple driveways on Lancaster Road (including a signalized full median opening) and another on Kiest Boulevard. The site is directly adjacent to the Kiest Station on the DART Blue Line light rail along Lancaster Road.

B. Observed School Conditions

KIPP Oak Cliff Academy currently operates with 330 students in grades 9-12. Carrying out their responsibility for active management, the school has taken steps to change the function of their originating traffic management plan from March 2019.

The observed TMP operation in 2021 through January 2022 allowed vehicles to enter from the commercial parking lot, circulate through the loading area in two lines, and then exit either back to the Lancaster Road side of the campus or travel east to Kiest Boulevard. Two buses also entered from the Lancaster side, loaded or unloaded, and then exited to Kiest Boulevard.

Within the fenced school area, the double-lane loading area provides 277' of stacking space, or enough for 11 vehicles at 23.5' per vehicle. Additionally within the adjacent SUP area, the first commercial parking aisle is also available to school queuing. This aisle has 90-degree parking against the adjacent shops, and angled parking supporting one-way northbound flow towards the school access point. This arrangement allows school queue vehicles to stand in the aisle while allowing other vehicles to pass by in the northern direction. School queued vehicles were also observed shuffling within the queue to allow commercial parking access to the 90-degree parking. This first aisle extending back to the central access driveway of the shopping center is thus able to be shared between the school and commercial uses, resulting in an additional 250' of stacking space being available in a single lane. Any school queue in excess of this area would begin to negatively influence the shopping center area, so the combined stacking distance available at the school is 527', or 22 vehicles of distance.

Approximately 113 students ride the buses, significantly reducing the number of personal vehicles reaching the campus. A limited number of students, approximately 12, regularly drive themselves to school and park in the large parking lot near Kiest Boulevard. Students were also observed walking to reach the DART station. Due to the active nature of the shopping center, the number of students using DART could not be exactly tracked, so a low estimate of 15 is used for this report, roughly 5% of the total population.

The student parking takes place in the large surface lot east of the school's lower level, accessed from Kiest Boulevard. The school is effectively the only user of this parking lot, so there is a large surplus of available parking spaces for the school's uses. The

western or upper parking lot for the school is now secured within a fence with 33 existing parking spaces primarily used by staff and visitors. A gate separates the upper and lower vehicle areas and is closed during non-TMP times.

C. Observed TMP Application

TMP operations were observed on multiple days in December 2021 and January 2022, covering both AM drop-off and PM pick-up time periods.

The arriving and departing school traffic was observed to flow freely through the various access points to the SUP area and the larger commercial corner area. The school traffic did not appear to impact the other commercial traffic using the corner, and no queuing of vehicles was observed on the public streets.

The arriving and departing students are monitored by uniformed security personnel and school staff. As with any high school TMP, no special assistance is needed for individuals exiting or entering vehicles. Cones are deployed within the upper parking lot to define the loading area and control the vehicle exit paths back to the commercial area or out to the lower parking lot and Kiest Boulevard. As noted above, students walked through the shipping area to reach the DART station. Showing the advantaged of the mixed uses within the SUP area, on dismissal some students were observed to do shopping or food pick up at the adjacent businesses before leaving in vehicles.

D. Observed AM Drop-Off

During the AM drop-off period, the longest queue observed was 13 vehicles, occurring at the peak arrival time of around 7:40, just before the start of school. Queues before and after that time generally did not extend out of the fenced loading area, with vehicles able to arrive and unload immediately. Due to the rapid flow of vehicles, the buses were able to arrive and discharge students without delay. The maximum queue of 13 vehicles represents a rate of 1 vehicle in the queue per 14.6 students arriving. This is within the range of drop-off queue formation expected for high schools. **Table 1** shows the observed arrival queue summary. With 22 vehicles of stacking space available, the 13-vehicle queue is well contained within the site.

Table 1. AM Drop-Off Observed Queue Summary

Drop-Off Queuing Summary - Observed - 330 Students								
Group Grades Arriving	Start Time	Students Arriving	Bus/Bike/ Walk/DART	Student Drivers	Parent Drop-Off	Observed Maximum Queue	Available Stacking	Surplus (Deficiency)
High School 9, 10, 11, 12	7:45 AM	330	128	12	190	13 Vehicles 306'	22 Vehicles 527'	9 Vehicles 222'

Observed 1 vehicle in maximum queue per 14.6 students arriving, 23.5' per vehicle

E. Observed PM Pick-Up

During the PM pick-up period before the 4:00 PM dismissal, vehicles are held outside the loading area. The buses arrive prior to 3:50 PM and pass around the vehicle queue to reach their loading area at the north edge of the upper parking lot. After the buses arrive, vehicles are allowed to advance into the loading area, taking up the first 11 vehicles. When students are dismissed, they walk to the buses, the vehicle loading area, or depart through the commercial area for the DART station. Students are matched with vehicles and load using the double lane loading area, which is controlled by the security and school staffers. The buses depart through the eastern parking lot to Kiest Boulevard. The outside lane of pick-up vehicles departs through the lower parking lot to Kiest Boulevard, while the inside lane returns out to the commercial area and its accesses to Lancaster Road or Kiest Boulevard. A limited number of vehicles were observed parking in the commercial area and waiting for students to walk out of the school or complete some shopping. This activity is very short-term in nature and without viewing individual students it is indistinguishable from the normal commercial parking. The commercial center in general has a large surplus of parking available for all uses.

For the PM pick-up period, the longest queue observed was 18 vehicles, occurring just after dismissal time as the loading area began to function at full flow. Queues before and after that time were shorter, with continuous use of the first commercial parking aisle whenever the queue was in excess of 11 vehicles. By 4:15 the queue has dissipated, and the loading area was open to any arriving vehicle. The maximum queue of 18 vehicles represents a rate of 1 vehicle in the queue per 10.6 students arriving. This is within the range of pick-up queue formation expected for high schools and is slightly less than the projection of 1 queued vehicle per 10 students from the 2019 TMP. **Table 2** shows the observed dismissal queue summary. With 22 vehicles of stacking space available, the 18-vehicle queue is close to capacity.

Table 2. PM Drop-Off Observed Queue Summary

Pick-Up Queuing Summary - Observed - 330 Students								
Group Grades Dismissed	Dismissal Time	Students Dismissed	Bus/Bike/ Walk/DART	Student Drivers	Parent Pick-Up	Observed Maximum Queue	Available Stacking	Surplus (Deficiency)
High School 9, 10, 11, 12	4:00 PM	330	128	12	190	18 Vehicles 423'	22 Vehicles 527'	4 Vehicles 104'

Observed 1 vehicle in maximum queue per 10.6 students dismissed, 23.5' per vehicle

F. TMP Changes After January 2022

As of January 31, 2022, the school's TMP will be changed to the plan shown in the attached sheet TMP-1. This TMP will be applied for the spring 2022 semester and subsequent years.

To increase the available stacking space and reduce potential interference with the commercial users, the TMP traffic will be reversed to enter only from Kiest Boulevard to the lower parking area. The vehicle circulation path will travel up to the upper parking lots and use the loading area. When loading is completed, vehicles will only be able to exit to the commercial parking lot and its accesses to Lancaster Road and Kiest Boulevard. Buses will follow the same path, using their loading area at the north edge of the upper parking lot. Staff and visitor parking will continue in upper parking lot and the student parking will continue in the lower parking lot.

The reversal of the flow direction will allow stacking in the long open stretch of the lower parking lot. The available stacking length will be 800' or 34 vehicles and does not overlap with any commercial activity. This is the length of a single stacking lane and does not count the ability to have a double-stacked queue if it is ever found necessary.

G. 2022 TMP Queue Summary

With 800' of stacking distance available, both the AM drop-off and PM pick-up queues will have a large surplus of available space within the site. Assuming larger queues than were observed at 1 per 12 students in the AM and 1 per 10 students in the PM, the resulting queues under the new TMP will be as shown in **Table 3** and **Table 4**. Using the queue generation rates based on the observations, the school has nearly twice the stacking distance needed to accommodate the vehicle queues. There will be no concern with arriving vehicles queuing on the public street. On the departure side, the activity within the commercial area will be reduced to only the exiting vehicles, instead of the pre-2022 activity of both the entering vehicles and half of the exiting vehicles.

Table 3. AM Pick-Up 2022 TMP Queue Summary

Drop-Off Queuing Summary - 2022 TMP - 330 Students								
Group Grades Arriving	Start Time	Students Arriving	Bus / Bike / Walk	Student Drivers	Parent Drop-Off	Projected Maximum Queue	Available Stacking	Surplus (Deficiency)
High School 9, 10, 11, 12	7:45 AM	330	128	12	190	16 Vehicles 376'	34 Vehicles 800'	18 Vehicles 424'

Assumed 1 vehicle in maximum queue per 12 students arriving, 23.5' per vehicle

Table 4. PM Drop-Off 2022 TMP Queue Summary


Pick-Up Queuing Summary - 2022 TMP - 330 Students								
Group Grades Dismissed	Dismissal Time	Students Dismissed	Bus/Bike/Walk/DART	Student Drivers	Parent Pick-Up	Projected Maximum Queue	Available Stacking	Surplus (Deficiency)
High School 9, 10, 11, 12	4:00 PM	330	128	12	190	19 Vehicles 447'	34 Vehicles 800'	15 Vehicles 354'

Assumed 1 vehicle in maximum queue per 10 students dismissed, 23.5' per vehicle

H. Conclusion

The school's TMP plan defines the drop-off and pick-up procedures for the current campus with 330 students. The current TMP was observed to operate well with the cooperation of the commercial users. **TMP-1** shows the modified drop-off and pick-up procedures for the TMP which will be applied after January 2022. In the TMP, the TMP vehicle routes provide an available queue distance within the site that is greater than the projected maximum expected queue for the school's operations. The observations showed that the school traffic does not affect the surrounding street network, and this will continue under the new TMP. The school traffic will never be allowed to queue vehicles in the ROW of any City street or alley, nor will the traffic on any City street be stopped or diverted. The property owner/school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle queue on the City streets. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

In order to ensure that all queuing of vehicles is completely accommodated on school property, the school administrative officials should monitor the current Traffic Management Plan operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

SCHOOL TMP REVIEW AND COMMITMENT	
The school traffic management plan (TMP) for <i>KIPP Oak Cliff Academy</i> was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. A concerted effort and full participation of the school administration are essential to maintain safe and efficient traffic operations.	
By consent of this submittal, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary through a minor amendment.	
	
_____ Signature	_____ Date
Name: <u>James Boyd</u>	
Title: <u>Sr. Director of Construction</u> , KIPP Texas, Inc.	



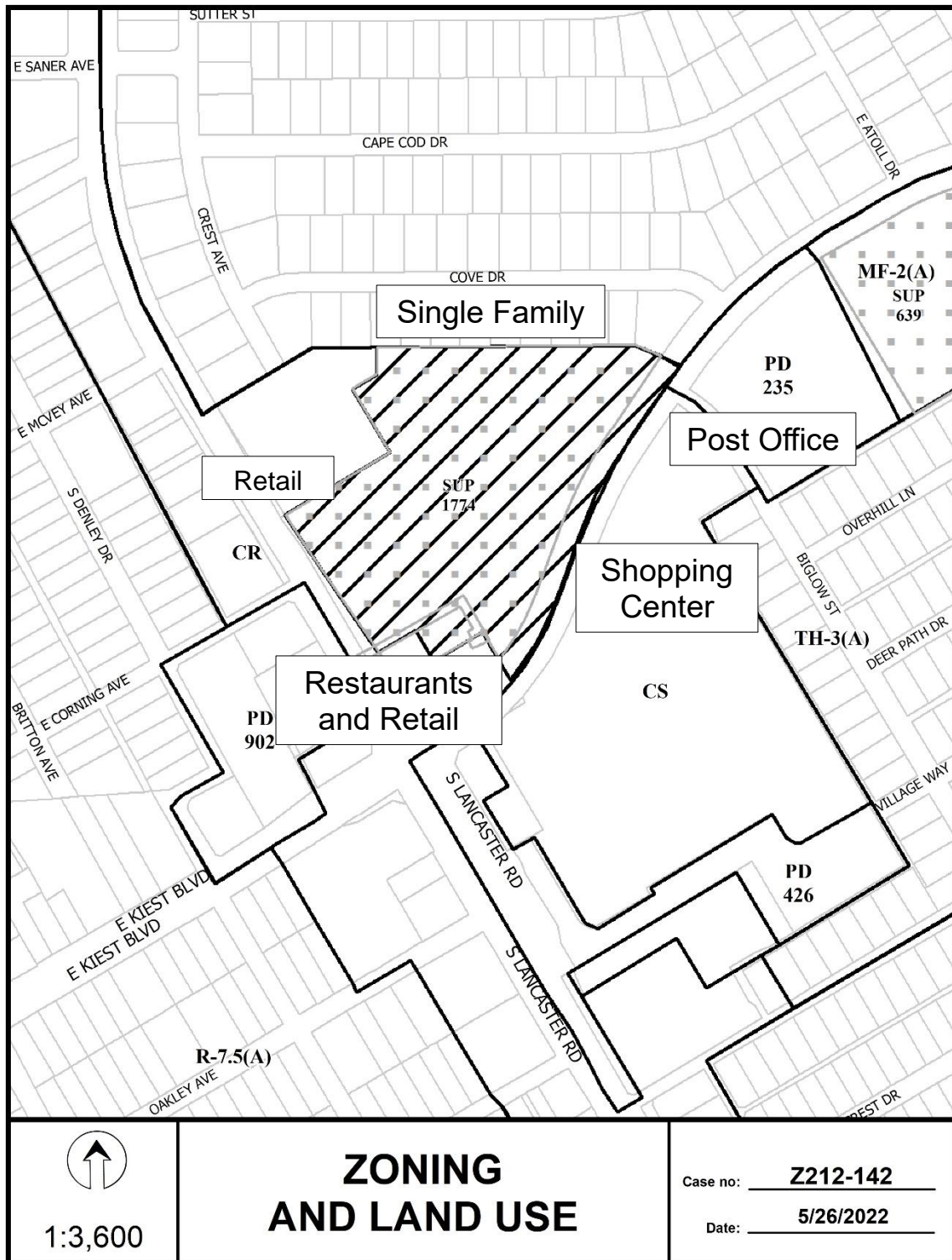


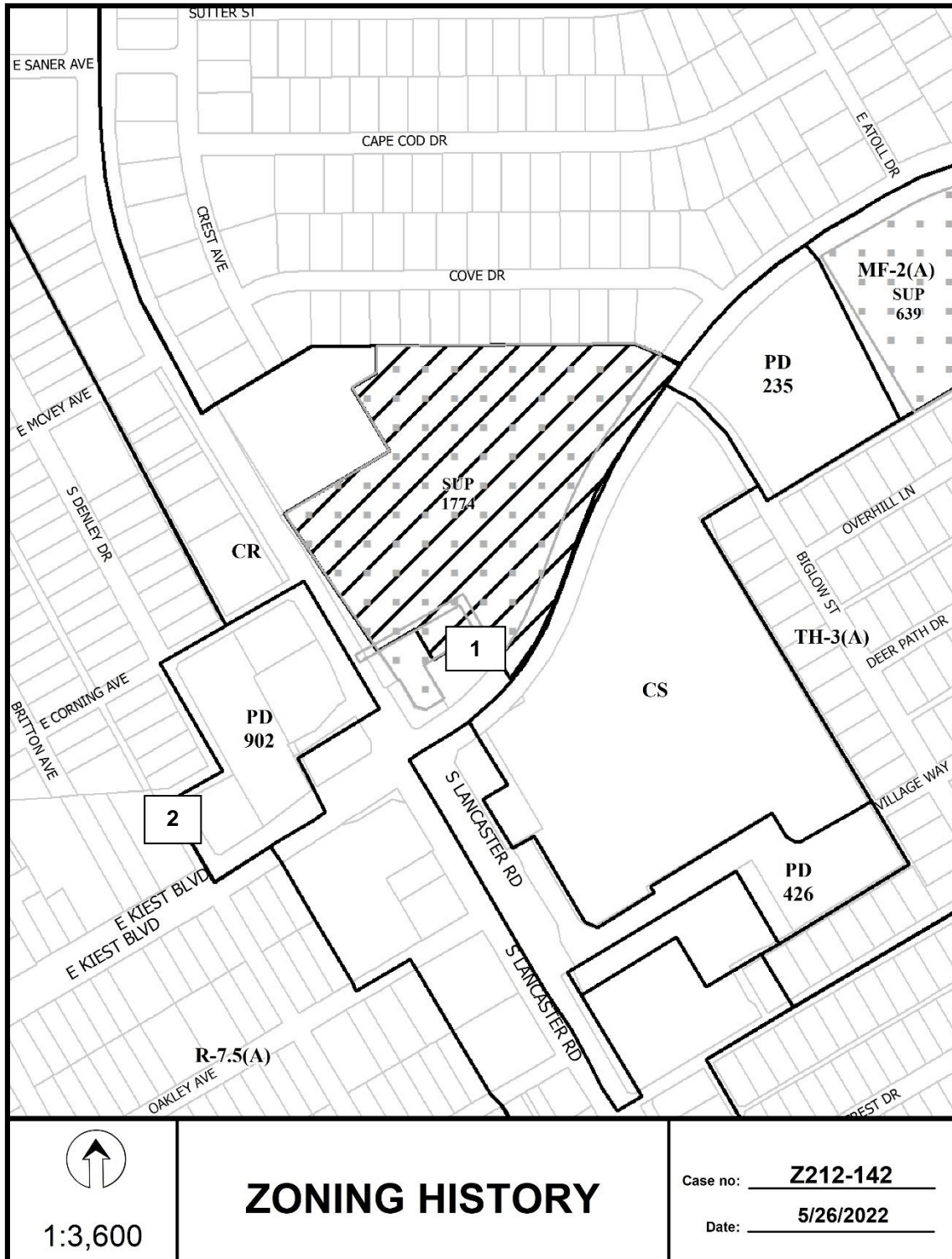
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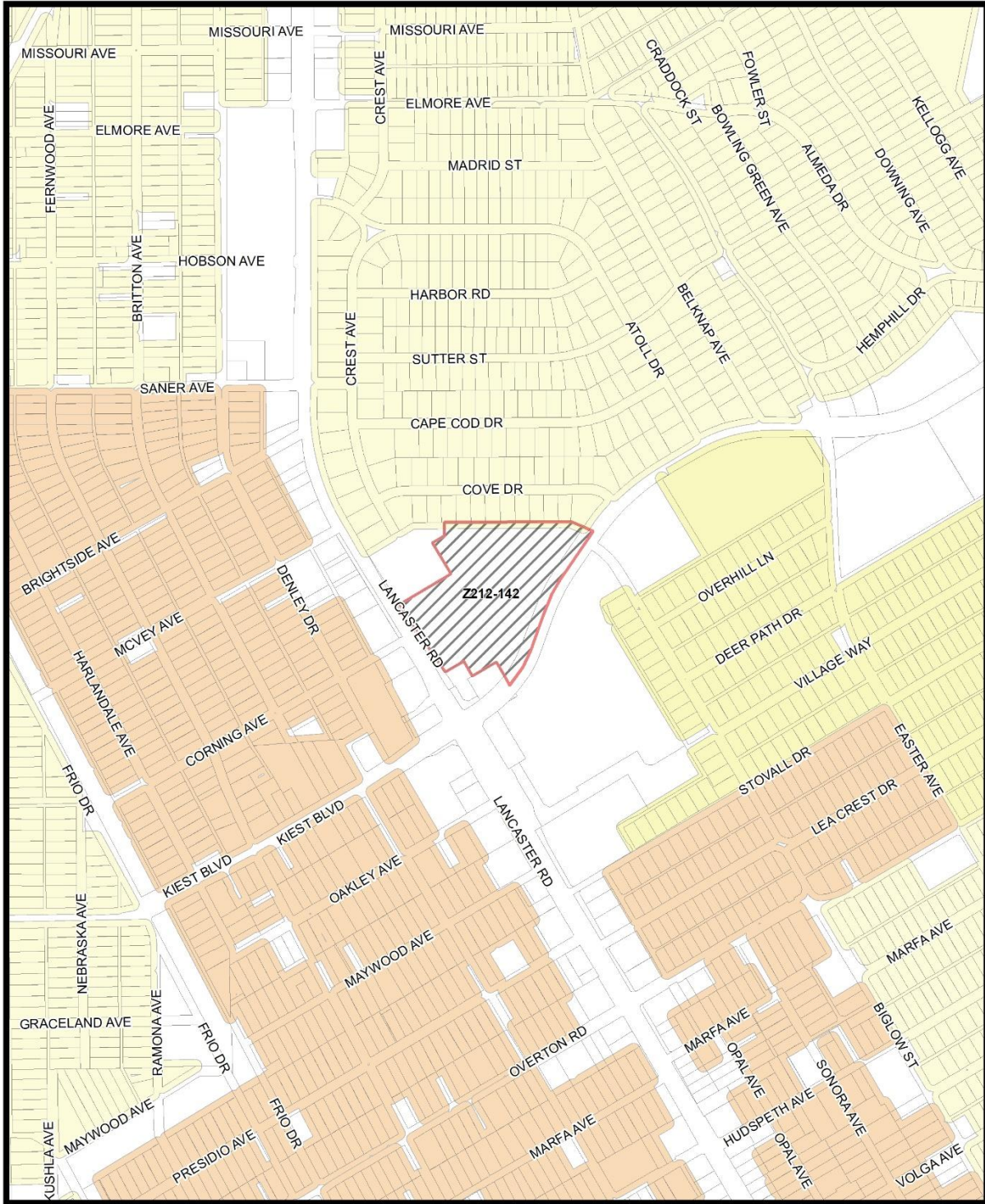
AERIAL MAP

Case no: Z212-142

Date: 5/26/2022







Market Value Analysis

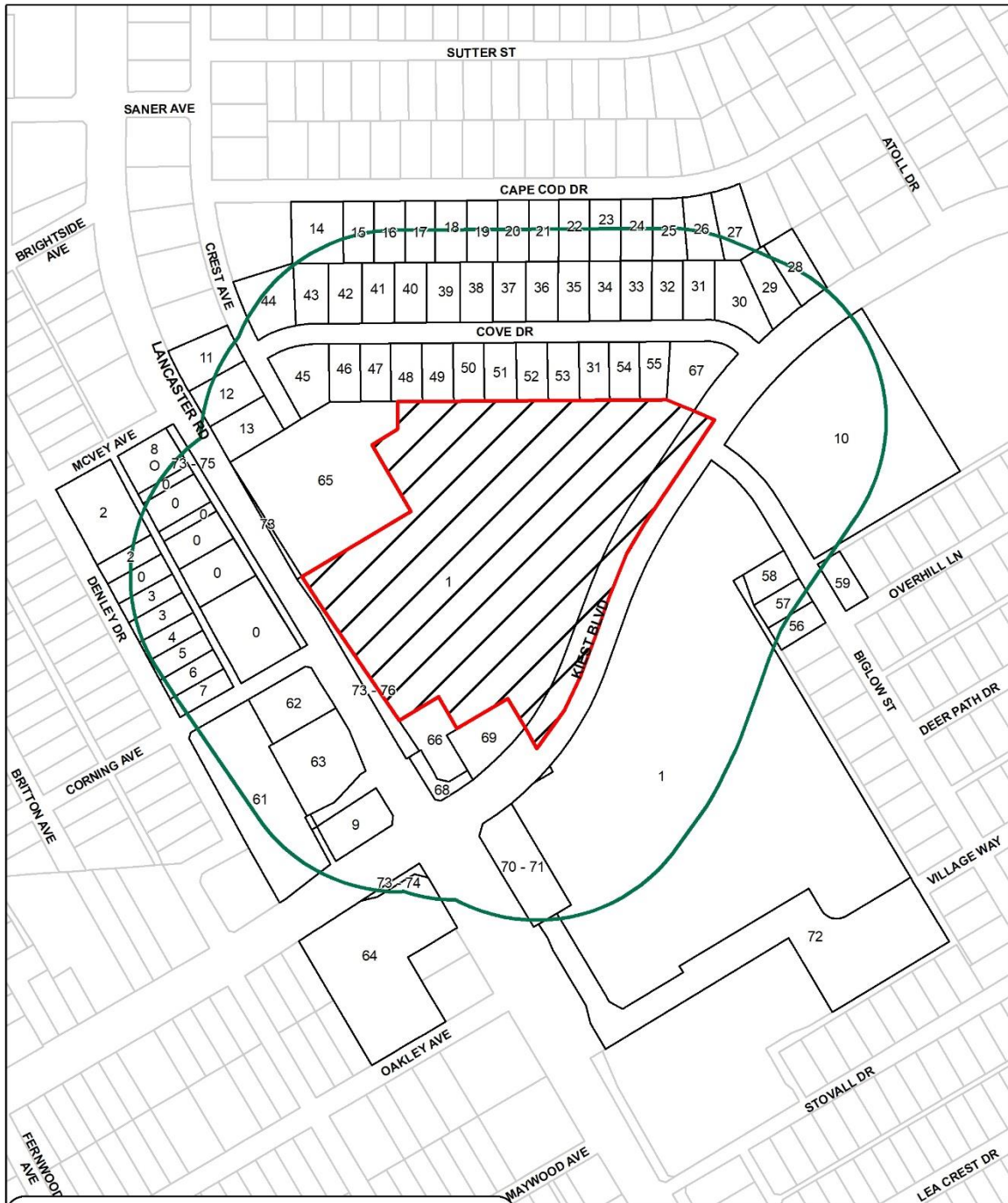
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Market Value Analysis

Printed Date: 6/1/2022

CPC Response Map



76	Property Owners Notified (87 parcels)
1	Replies in Favor (1 parcels)
0	Replies in Opposition (0 parcels)
400'	Area of Notification
6/16/2022	Date

Z212-142
CPC



1:3,600

06/15/2022

Reply List of Property Owners***Z212-142******76 Property Owners Notified 1 Property Owners in Favor 0 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	3050 S LANCASTER RD	WEATHERFORD PLAZA LLC
	2	3018 S DENLEY DR	GREATER SOUTH CENTRAL
	3	3026 S DENLEY DR	WORKS GEORGE W JR ET AL
	4	3034 S DENLEY DR	GUZMAN SARA &
	5	3038 S DENLEY DR	TORRES LEONEL CANTU
	6	3042 S DENLEY DR	MACHADO RIGOBERTO
	7	3046 S DENLEY DR	BROWN GLADYS EST OF
O	8	3005 S LANCASTER RD	539 MOORESTREET LLC &
	9	1441 E Kiest BLVD	DOJO LP
	10	1500 E Kiest BLVD	U S POSTAL SERVICE
	11	2931 CREST AVE	JAMES ZACHARY
	12	3007 CREST AVE	MORALES CABRERA JOSEFA
	13	3011 CREST AVE	HERNANDEZ LUIS DANIEL
	14	1422 CAPE COD DR	ELSTON RUSSELL JR
	15	1426 CAPE COD DR	CR PROPERTYWISE LLC
	16	1432 CAPE COD DR	WILLIAMS JACQUELINE
	17	1438 CAPE COD DR	JOHNSON JIMMY
	18	1444 CAPE COD DR	JOHNSON AARON B
	19	1450 CAPE COD DR	RENDON ANA JANETT
	20	1456 CAPE COD DR	GUY VELMA JEAN
	21	1462 CAPE COD DR	TODD MICHAEL J &
	22	1502 CAPE COD DR	FOSTER ADA L
	23	1510 CAPE COD DR	DCS BUILDERS
	24	1514 CAPE COD DR	MARTINEZ DAVID
	25	1520 CAPE COD DR	TURNER MURLENE
	26	1526 CAPE COD DR	Taxpayer at

06/15/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	1532 CAPE COD DR	RAND BUFORD M
	28	1585 E Kiest BLVD	ARNOLD C M
	29	1581 E Kiest BLVD	MCGRIF CHARLES E
	30	1531 COVE DR	STEELE JONATHAN DWAIN
	31	1527 COVE DR	HENDERSON CHESTER R &
	32	1523 COVE DR	JOHNSON DOROTHY L
	33	1517 COVE DR	CRUZ JOSE & MARIA
	34	1511 COVE DR	LOREDO MARTIN
	35	1505 COVE DR	BAKER JAMES
	36	1455 COVE DR	GUEL ENRIQUE ESQUIVEL
	37	1451 COVE DR	LOPEZ OVIDIO &
	38	1445 COVE DR	FOSTER UTAH
	39	1439 COVE DR	LOPEZ OVIDIO G & AIDE I
	40	1433 COVE DR	NELSON CARRIE
	41	1427 COVE DR	BOLDEN MARY HOLLAND
	42	1421 COVE DR	BRYANT DON WINSTON &
	43	1415 COVE DR	HICKS SONDR A G
	44	1407 COVE DR	Taxpayer at
	45	1410 COVE DR	ALVELAIS BILLIE J
	46	1416 COVE DR	THOMAS CHEMEANA LANEICE &
	47	1422 COVE DR	CASTANEDA SORAYA
	48	1428 COVE DR	HOLT OWEDA
	49	1434 COVE DR	PUMPHREY KENNETH
	50	1440 COVE DR	MCMILLAN TRACI BALDWIN &
	51	1446 COVE DR	LOPEZ OVIDIO G & AIDE IVON
	52	1450 COVE DR	ALVELAIS VICTOR TELLO
	53	1504 COVE DR	WHITE CLARENCE EST OF
	54	1516 COVE DR	GARDNER JULIUS EST OF
	55	1522 COVE DR	HENDERSON CHESTER R &
	56	3117 BIGLOW ST	MALAGON AZUSENA & ERIC MAY CHAN
	57	3113 BIGLOW ST	FRIAS JOE DAVID &

06/15/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	3107 BIGLOW ST	ALSHUWAILY TALIB K
	59	1701 OVERHILL LN	MCNEELY RODNEY
	60	3107 S LANCASTER RD	CITY WIDE COMMUNITY DEVELOPMENT COR
	61	3124 S DENLEY DR	CITY WIDE SERENITY PLACE APARTMENTS LP
	62	3107 S LANCASTER RD	EDWARDS RUDOLPH
	63	3155 S LANCASTER RD	CITY WIDE COMMUNITY DEVELOPMENT COR
	64	3211 LANCASTER RD	MCMWAGS TX 1 LLC
	65	3030 S LANCASTER RD	FIESTA MART INC &
	66	1507 E Kiest BLVD	WENDYS PROPERTIES LLC
	67	1526 COVE DR	DABBS ROY EST OF
	68	1507 E Kiest BLVD	DART
	69	1515 E Kiest BLVD	DENTON ESTA
	70	3200 S LANCASTER RD	CITIBANK TEXAS NA
	71	3202 S LANCASTER RD	WEATHERFORD PLAZA LLC
	72	3304 S LANCASTER RD	DALLAS AREA RAPID TRANSIT
	73	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
	74	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
	75	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
	76	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT