

FILE NUMBER: Z201-191(CT) **DATE FILED:** February 2, 2021
LOCATION: Terminus of Caruth Plaza, northwest of Twin Hills Connection
COUNCIL DISTRICT: 13 **MAPSCO:** 26 T
SIZE OF REQUEST: ±9.08 acres **CENSUS TRACT:** 78.22

REPRESENTATIVE: Rob Baldwin, Baldwin Associates

OWNER: Fellowship Bible Church

APPLICANT: The Cambridge School of Dallas

REQUEST: An application for a Specific Use Permit for a private school use on property zoned an RR Regional Retail District and MU-2 Mixed Use District.

SUMMARY: The purpose of the request is to allow for a private school use on the site. [The Cambridge School of Dallas]

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

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

BACKGROUND INFORMATION:

- The site is currently developed with a church use.
- The purpose of the request is to allow for a private school use to operate within the existing church.
- The Cambridge School at 3877 Walnut Hill Road was damaged in the October 2019 tornado that did extensive damage across parts of north Dallas. Since the tornado, The Cambridge School has been operating in a portion of Fellowship Baptist Church as a temporary location. The Cambridge School is also early in the process of permitting a new facility at the southeast corner of Royal Lane and Webb Chapel Road.
- This SUP is requested for a five-year time period with eligibility for automatic renewals so that another school may operate once The Cambridge School has moved to their permanent location.

Zoning History: There have been no zoning cases at in the area over the past five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
North Central Expressway Service Road	Local	-
Caruth Plaza	Local	-

Traffic:

The Engineering Division of the Sustainable Development and Construction Department has reviewed the request and determined that the proposed development will not have a negative impact on the surrounding street system.

STAFF ANALYSIS:

Comprehensive Plan:

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

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

ECONOMIC ELEMENT

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

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

Policy 2.5.1.1 Ensure neighborhoods have access to high-quality public amenities and services such as parks, schools, and libraries.

URBAN DESIGN ELEMENT

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:

Area	Zone	Use
Site	RR Regional Retail MU-2 Mixed Uses	Church
North	MF-1(A)	Multifamily
East	MU-3	Retail
South	RR Regional Retail	Retail/Personal Service
West	MU-2	Retail

Land Use Compatibility:

The property is developed with a church. The purpose of this request is to allow for a private school to operate within the church. Surrounding land uses include: a mix of retail and personal services uses to the west, south, and east of the site with a multifamily development north of the site.

The proposed private school will be comprised of eight middle school classrooms and eight high school classrooms for a total of 16 classrooms. The private school will make up 14,700 square feet of the 103,783 square foot church building.

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.

Staff does not anticipate this use to have detrimental affect on the surrounding areas.

Landscaping:

The request will not trigger any Article X requirements, as no new construction is proposed on the site.

Parking:

The requirement for off-street parking for the school is derived from three criteria: 1) the number of classrooms and 2) the type of institution that serves the students (e.g., elementary, middle or high school). The requirements for off-street parking requires three and one-half spaces for each junior high/middle school classroom and nine and one-half spaces for each high school classroom. At this ratio, the school is required to provide 104 off-street spaces for the proposed 16 classrooms.

The parking requirement for the church use is one space per 333 square feet in floor area if a church has less than 5,000 square feet of floor area and located in a shopping center with more than 20,000 square feet in floor area, otherwise one space for each four fixed seats in the sanctuary or auditorium. If fixed benches or pews are provided, each 18 inches of length of the fixed bench or pew constitutes one fixed seat for purposes of this paragraph. If portions of seating areas in the sanctuary or auditorium are not equipped with fixed seats, benches, or pews, the parking requirement for those portions is one space for each 28 square feet of floor area. Based on the number of pews in the church, the church is required to have 346 parking spaces.

The site is required to have 450 parking spaces and meets this requirement with 551 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 to orange, representing the weakest markets. While the subject site is not located within a designated market type, Category "E" is located to the north and south, and east of the site and Category "A" west of the site.

LIST OF OFFICERS

The Cambridge School of Dallas

Board of Trustees

Bob Farrow, Chairman
Carrie Williams, Vice-Chairman
Jason Runnels, Treasurer
Carl Bruce, Trustee
Tal Hicks, Trustee
Greg Hosler, Trustee
Laura McBride, Trustee
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John Owens, Trustee
Mark Peterman, Trustee
Michael Richmond, Trustee
Scott Upfield, Trustee
Blake Woodall, Trustee
Paul Wolfe, Ex Officio

Fellowship Bible Church

Kurt Pressler, Lead Pastor & Elder
Tommy Shelton, Executive Pastor & Elder
Noah Mitchell, Pastor
Kelly Hornsby, Pastor
Cheryl Read, Pastor
Jeff Harmon, Communications Director
Richard Kerry, Pastor
Michael Dembicki, Facilities Director

CPC ACTION
JUNE 3, 2021

Motion: It was moved to recommend **approval** of a Specific Use Permit for a private school use for a five-year period, subject to a site plan, traffic management plan, and conditions on property zoned an RR Regional Retail District and MU-2 Mixed Use District, at the terminus of Caruth Plaza, northwest of Twin Hills Connection.

Maker: Murphy
Second: Carpenter
Result: Carried: 13 to 0

For: 13 - MacGregor, Hampton, Stinson, Johnson,
Shidid, Carpenter, Jackson, Blair, Suhler,
Schwope, Murphy, Garcia, Rubin

Against: 0
Absent: 0
Vacancy: 1 - District 10
Conflict: 1 - Jung**

**out of the room, when vote taken

Notices:	Area: 400	Mailed: 25
Replies:	For: 0	Against: 0

Speakers: For: Rob Baldwin, 3904 Elm St., Dallas, TX, 75226
Against: None

CPC RECOMMENDED SUP CONDITIONS

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 expires on _____ (FIVE years from the passage of this ordinance).
4. CLASSROOMS: The maximum number of classrooms is 16.
5. TRAFFIC MANAGEMENT PLAN:
 - (a) In general. The operation of a private school must comply with the 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.
 - (1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 31, 2023. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1 of each even-numbered year.
 - (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.

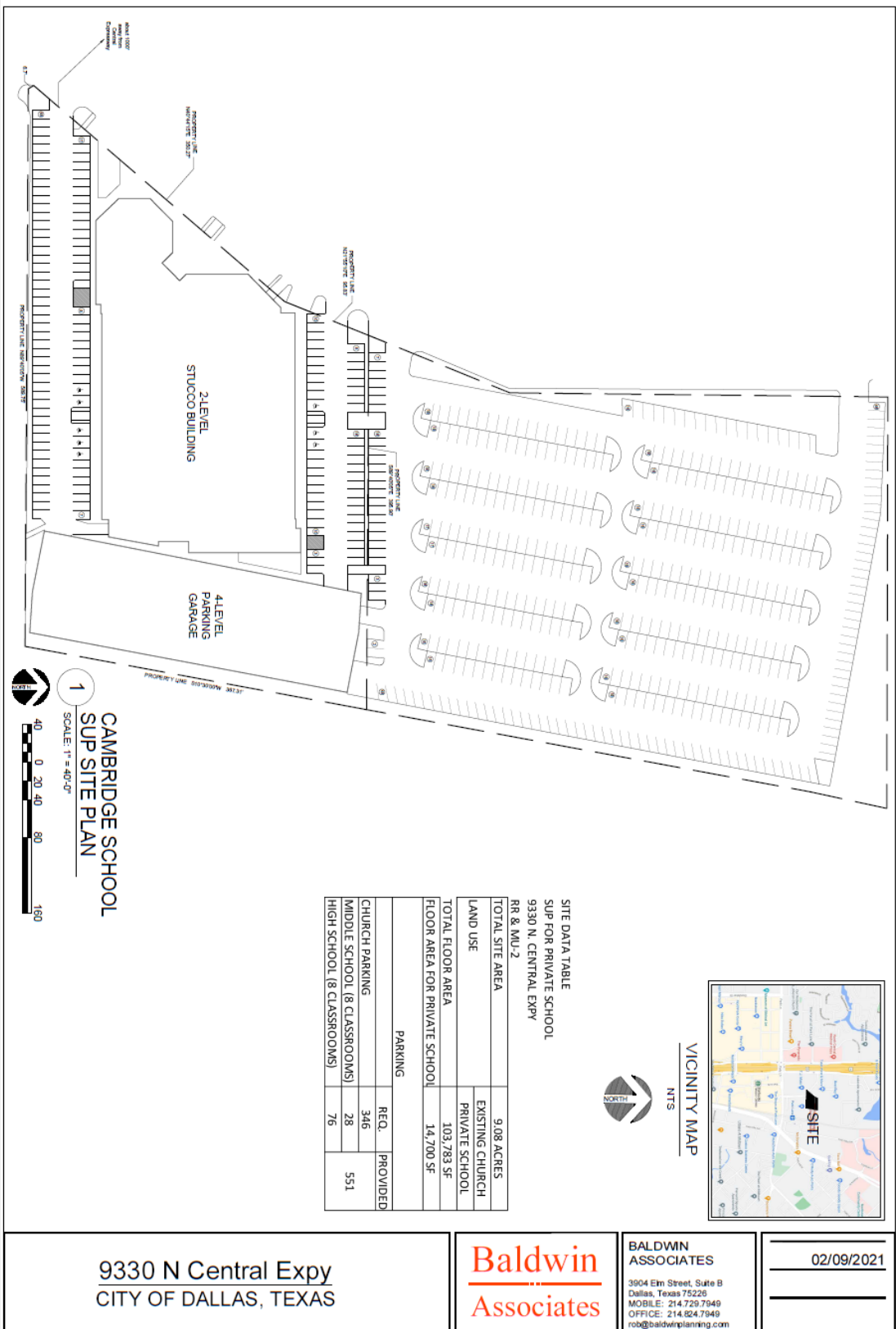
(1) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3).

(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.

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

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

CPC Recommended SUP Site Plan



CPC Recommended Traffic Management Plan



Traffic Management Plan Cambridge School of Dallas

February 23, 2021

Introduction

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth Engineering) were retained to conduct a traffic management plan (TMP) for Cambridge School of Dallas (Cambridge School). The purpose of this TMP is to ensure safe vehicular and pedestrian circulation during peak morning drop-off and afternoon pick-up periods at the new site.

Lambeth communicated and met with Ms. Whitney Messer, Business and Facilities Manager, throughout the process of developing this TMP. Below is general information about Cambridge School.

School:

- Location: Temporarily operating within Fellowship Dallas Church at 9330 N. Central Expressway (US 75), Dallas, TX 75231; Cambridge School is located behind a shopping strip center and it is accessed via the service road through a private street.
- School District: Private School
- School Times: 8:00 AM – 3:00 PM
- Students: Cambridge currently has 14 homerooms and 98 students in 5th through 12th grades, of which all attend in-person.
- Modes of Transportation: Approximately 12% of the students drive and the others are transported by parents or ride with sibling drivers.
- Background Information:
 - Prior Location - The school's prior location was at Northway Church, 3877 Walnut Hill Lane in Dallas, which was damaged by a tornado.
 - Current Location - The school is currently meeting at Fellowship Dallas Church as a temporary, interim location.
 - Future Location - Cambridge has plans to construct a new facility at Royal Lane/Webb Chapel Road.

Zoning:

- Existing Zoning: Regional Retail (RR)
- Proposed Zoning: SUP to accommodate private school

School Access:

Currently, the school is accessed through a private street off the northbound service road for US 75.

Observations:

Traffic observations were conducted for the current, temporary site; for a total of three observations, as shown in table below, the peak observed queue was seventeen (17) vehicles.

Table 1. Summary of Observations

Day Observed	Time Period	Peak Queue
Wednesday, January 20, 2021	PM Dismissal	17 Vehicles
Tuesday, January 26, 2021	AM Arrival	10 Vehicles
Tuesday, January 26, 2021	PM Dismissal	17 Vehicles

Traffic Management Plan

Lambeth Engineering met with the school staff, who were assisting students and parents with loading and unloading, several times during the process of developing the TMP. The peak queue of parent vehicles picking up students was observed to be about 17 vehicles. As expected, the peak period of parent vehicles accumulating at the school occurred during the afternoon dismissal period. Most of the traffic clears the campus within 5 minutes once school is dismissed. The current traffic pattern is summarized in the attached exhibit.

Recommendations:**Students**

1. All Students are dropped off and picked up on the northern side of the building.
2. Students waiting for parents to pick them up should remain in the designated area and wait for their parents' arrival.

Parents

3. Parents pick up students in front of the school. They enter through the church's adjacent parking lot and circulate around to pick up students. There is more than sufficient room to accommodate all parents on-site.

Staff

4. Staff should continue monitoring students where parents are picking up students until all students are dismissed.

Summary

Cambridge plans to be at this location on a temporary basis until their new site is constructed on Webb Chapel/Royal Lane. The Cambridge School of Dallas's Traffic Management Plan is designed to provide safe vehicular and pedestrian movement and to accommodate the projected vehicular queues on-site with a surplus of parking and queue space.

If traffic congestion or unsafe movements are noticed, the plan should be reviewed and updated promptly.



- ① **Remain** in your vehicle during carpool.
- ② **Student drivers** will proceed through the carpool line before parking.
- ③ Demonstrate **completion** of current COVID-19 pre-screening for each student.
- ④ Staff will conduct **temperature checks** while students are in vehicle.
- ⑤ Carpool greeter will allow students **entry to facility**.

February 2021

REVIEW AND COMMITMENT

The traffic management plan for The Cambridge School of Dallas, located at Fellowship Dallas Church, 9330 N. Central Expressway, Dallas, Texas, was developed with the intent of optimizing safety and accommodating vehicular traffic queues generated during school peak hours. A concerted effort and full participation by the school administration are essential to maintain safe and efficient traffic operations.

By consent of this TMP submittal, the school administration agrees to the strategies presented herein for which the school is held responsible unless the City of Dallas deems further measures are appropriate.

The school is also committed to continually review and assess the effectiveness of this plan and if warranted, implement changes in the interest of increasing safety and minimizing impacts on the surrounding community.

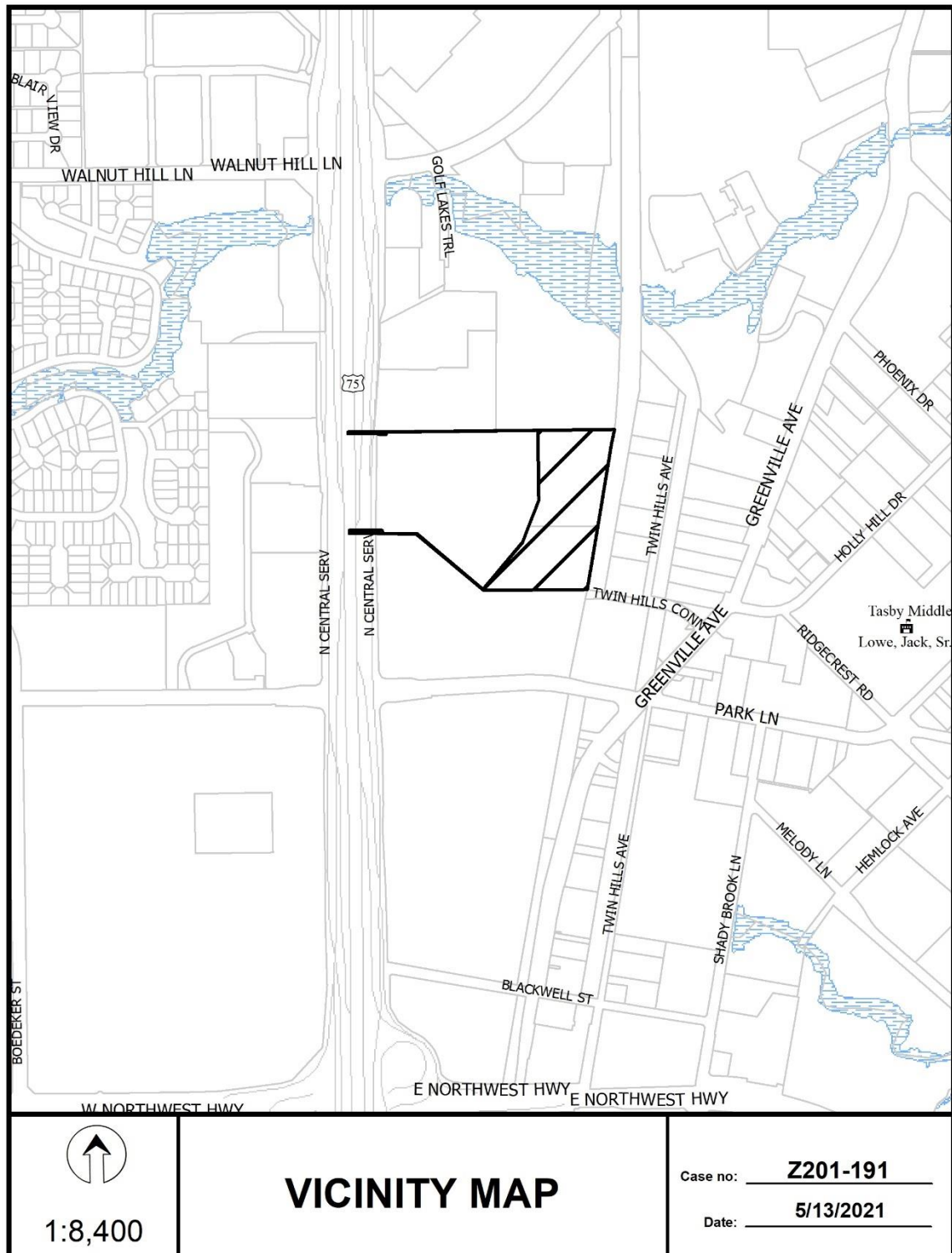
Whitney Messer
Signature

2/23/2021
Date

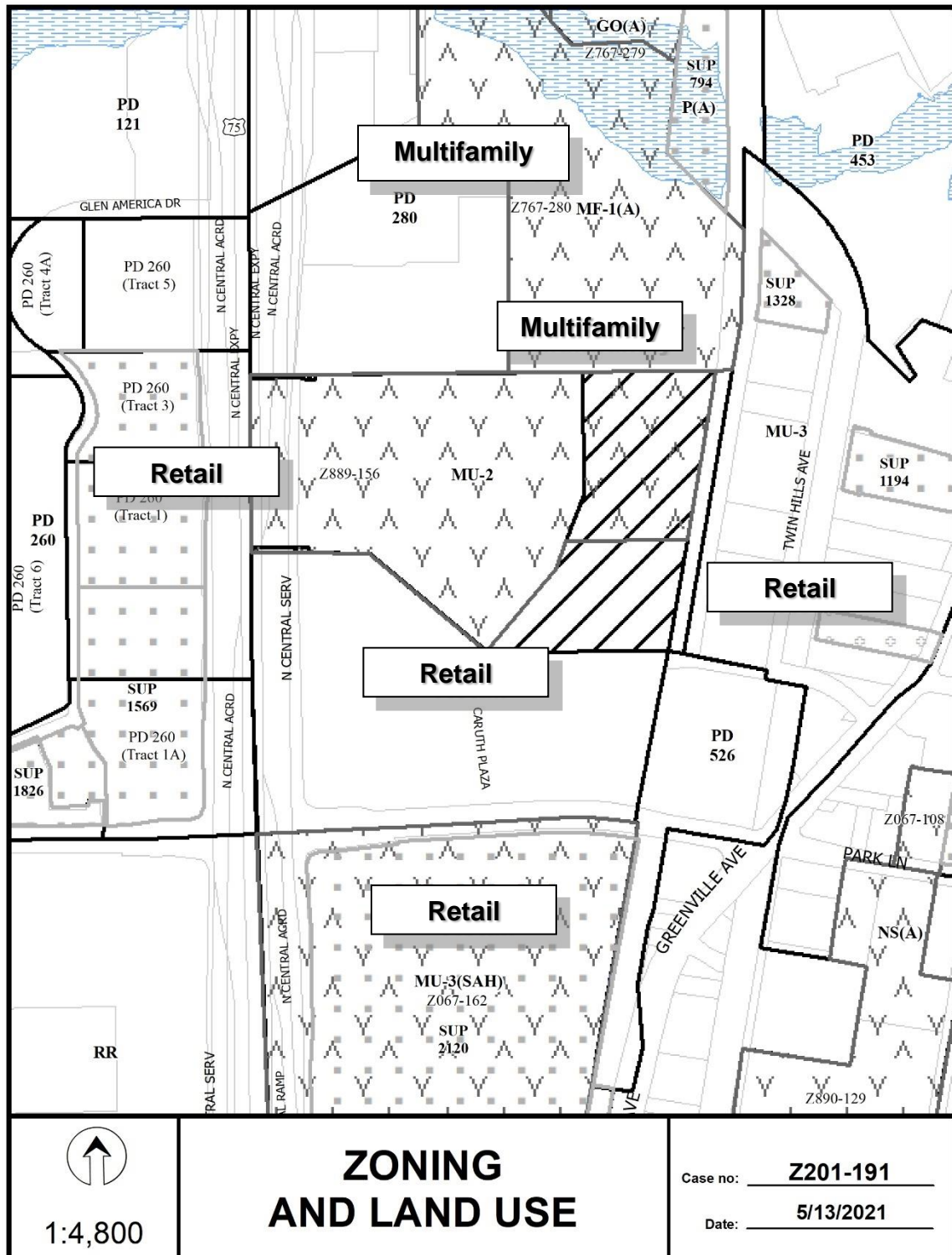
Whitney Messer
Name

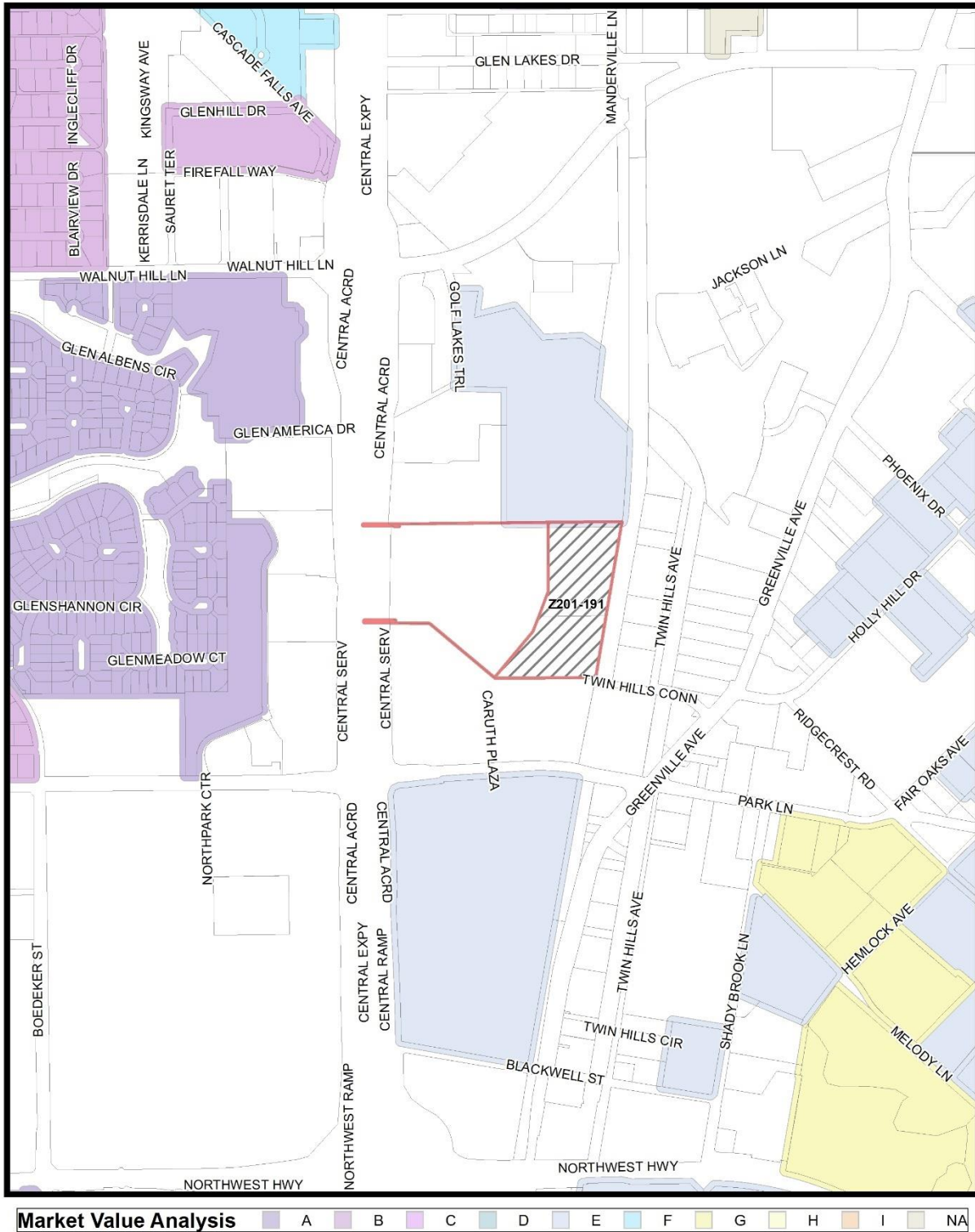
Business & Facilities Manager
Title

END







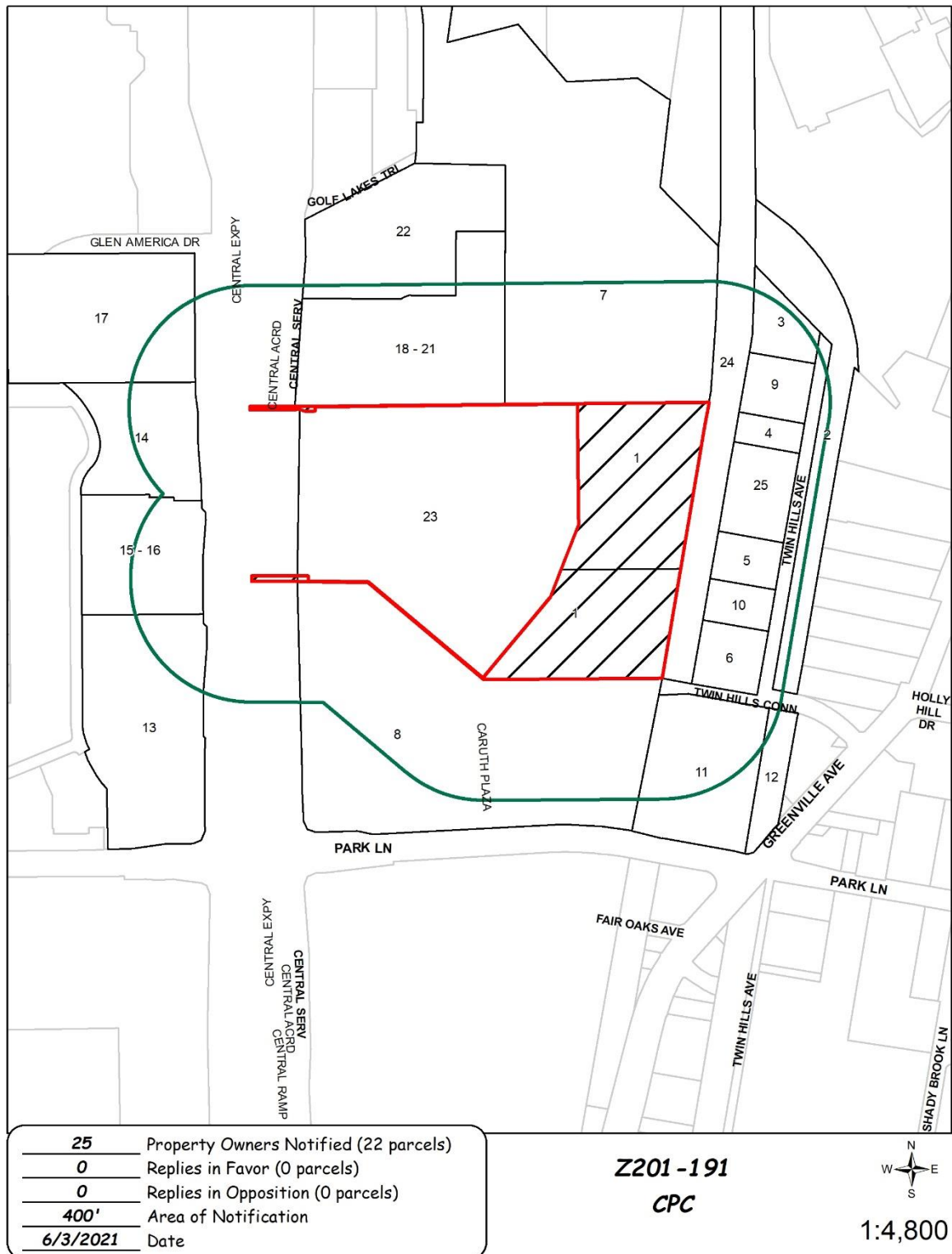


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Market Value Analysis

Printed Date: 5/13/2021

CPC RESPONSE



06/02/2021

Reply List of Property Owners***Z201-191******25 Property Owners Notified 0 Property Owners in Favor 0 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	9350	N CENTRAL EXPY	FELLOWSHIP BIBLE CHURCH
2	7000	GREENVILLE AVE	ONCOR ELECTRIC DELIVERY COMPANY
3	7101	TWIN HILLS AVE	SOUTHWESTERN BELL
4	7063	TWIN HILLS AVE	7063 TWIN HILLS LLC
5	7027	TWIN HILLS AVE	GERKEN PROPERTIES INC
6	7007	TWIN HILLS AVE	T H REALTY INC
7	9600	GOLF LAKES TRL	LAKESIDE AT NORTH PARK LLC
8	9100	N CENTRAL EXPY	CARUTH ACQUISITION LP
9	7071	TWIN HILLS AVE	7071 TWIN HILLS LLC
10	7015	TWIN HILLS AVE	Taxpayer at
11	8169	PARK LN	DALLAS AREA RAPID TRANSIT
12	7000	GREENVILLE AVE	ONCOR ELECTRIC DELIVERY COMPANY
13	9101	N CENTRAL EXPY	HR ACQUISITION OF SAN ANTONIO LTD
14	9301	N CENTRAL EXPY	HCP CRS1 NORTH CENTRAL
15	9301	N CENTRAL EXPY	CMK2 NORTH CENTRAL II LLC
16	9301	N CENTRAL EXPY	HCP CRSII NORTH CENTRAL
17	9555	N CENTRAL EXPY	NORTH PARK PRESBYTERIAN CH
18	9400	N CENTRAL EXPY	Dallas ISD
19	9400	N CENTRAL EXPY	ALBERT AMBRIZ DDS
20	9400	N CENTRAL EXPY	TRACIE SALMON
21	9400	N CENTRAL EXPY	SAM SCHLEHUBER
22	9450	N CENTRAL EXPY	NATIONAL RETAIL PROP LP
23	9358	N CENTRAL EXPY	SFERS REAL ESTATE CORP II
24	401	S BUCKNER BLVD	DART
25	7037	TWIN HILLS AVE	Taxpayer at