

**FILE NUMBER:** Z189-268(AU)

**DATE FILED:** September 7, 2019

**LOCATION:** North side of Bruton Road, east of North Masters Drive

**COUNCIL DISTRICT:** 7

**MAPSCO:** 59 D

**SIZE OF REQUEST:** ± 5.69 Ac

**CENSUS TRACT:** 176.05

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**REPRESENTATIVE:** Callaway Architecture

**APPLICANT:** Dr. Vicente Delgado, Golden Rule Schools

**OWNER:** Arturo Garcia

**REQUEST:** An application for the renewal of and an amendment to Specific Use Permit No. 1817 for an open-enrollment charter school use on property zoned an R-7.5(A) Single Family District

**SUMMARY:** The purpose of this request is to allow for the construction of a new building on the eastern portion of the site. The expansion will increase the number of classrooms from 15 to 23. The school will continue to serve students from pre-kindergarten through sixth grade.

**CPC RECOMMENDATION:** **Approval** for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan, traffic management plan, and conditions.

**STAFF RECOMMENDATION:** **Approval** for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan, traffic management plan, and conditions.

## **BACKGROUND INFORMATION**

- The 5.69-acre area of request consists of two lots. There is a 1.85-acre southwestern lot fronting Bruton Road which is currently developed with a 14,993-square-foot building that contains a church use [Nueva Vida / New Life Assembly] and an open-enrollment charter school [Golden Rule Schools]. The existing school currently contains 15 classrooms, pre-kindergarten through sixth grade. The lot also contains two portable classroom buildings, 1,552 square feet and 807 square feet in area.
- The 3.84-acre northeastern lot is a flag lot that has access from Bruton Road and is currently developed with a parking lot that is serving additional parking needs for the existing school and church.
- On November 10, 2010, the City Council approved Specific Use Permit No. 1817 for an open-enrollment charter school, for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan, traffic management plan and conditions. On September 10, 2014, City Council approved an amendment and renewal of SUP No. 1817 for a five-year period with eligibility for automatic renewal for additional five-year periods. The amendment included two new portable buildings for additional classroom space, but the number of classrooms remained 15 as approved with the initial SUP.
- A Certificate of Occupancy for the Nueva Vida / New Life Assembly church was issued on March 2010. A Certificate of Occupancy for the Golden Rule Charter School was issued on January 2016.
- The applicant is proposing the construction of another building for the school on the northeastern lot. The building will be approximately 15,283 square feet in area and will contain eight additional classrooms.

### **Zoning History**

There have been no zoning change requests in the surrounding area in the past five years.

### **Thoroughfares/Streets**

| Thoroughfare/Street | Type               | Existing / Proposed ROW |
|---------------------|--------------------|-------------------------|
| Bruton Road         | Principal Arterial | 100 feet<br>Bike plan   |

### **Traffic**

The applicant submitted a Traffic Management Plan with this request, that includes recommended actions and strategies to manage vehicular traffic and parking, pedestrian activity and travel by all other modes during peak demand conditions for a planned event.

The Engineering Division of the Sustainable Development and Construction Department reviewed the proposed request together with the TMP and determined that the request will not have a negative impact on the existing street system. Compliance with the TMP will be required as part of the Specific Use Permit conditions.

## **STAFF ANALYSIS**

### **Comprehensive Plan**

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

The proposed zoning request meets the following goals and objectives 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.

## **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

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

**Surrounding Land Uses**

|              | <b>Zoning</b>                                          | <b>Land Use</b>                        |
|--------------|--------------------------------------------------------|----------------------------------------|
| <b>Site</b>  | R-7.5(A) Single Family                                 | Church, open enrollment charter school |
| <b>North</b> | TH-2(A) Townhouse                                      | Single family                          |
| <b>East</b>  | R-7.5(A) Single Family with deed restrictions Z845-226 | Single family                          |
| <b>South</b> | R-7.5(A) Single Family                                 | Single family                          |
| <b>West</b>  | R-7.5(A) Single Family                                 | Single family                          |

**Land Use Compatibility**

The 5.69-acre area of request consists of two lots and is zoned an R-7.5(A) Single Family district. The 1.85-acre southwestern lot is fronting Bruton Road and is currently developed with a 14,993-square-foot building that contains a church [Nueva Vida / New Life Assembly] and an open-enrollment charter school [Golden Rule Schools]. The school currently contains 15 classrooms, pre-kindergarten through sixth grade. The lot also contains two portable classroom buildings, 1,552 square feet and 807 square feet in area.

The 3.84-acre northeastern lot is a flag lot and has access from Bruton Road. The lot is currently developed with a parking lot that is serving additional parking needs for the school and church. The applicant is proposing the construction of an additional building to expand the school use on this lot. The building will be approximately 15,283 square feet in area and will contain eight additional classrooms.

The Dallas Development Code prohibits the use of access and parking agreements between two lots in a residential district [Section 51A-4.324(b)(1)]. Therefore, the two lots will be required to provide access and parking separately, as required by code.

Surrounding land uses consist of single family uses on all sides.

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 existing open-enrollment charter school has been operating at this location since 2016 with no indication of having an adverse impact on the surrounding neighborhood. Staff supports the request to renew and amend the existing SUP.

### **Development Standards**

| DISTRICT                                                              | SETBACKS |                                            |                                            | Height                                                                                    | Lot Coverage                            | Special Standards |
|-----------------------------------------------------------------------|----------|--------------------------------------------|--------------------------------------------|-------------------------------------------------------------------------------------------|-----------------------------------------|-------------------|
|                                                                       | Front    | Side                                       | Rear                                       |                                                                                           |                                         |                   |
| <b>R-7.5(A)<br/>and<br/>standards for open<br/>enrollment schools</b> | 25'      | 5'<br>10' other<br>permitted<br>structures | 5'<br>15' other<br>permitted<br>structures | 30'<br>Any height for<br>institutional uses<br>(subject to FAA, RPS<br>and building code) | 45%<br>60% for<br>institutional<br>uses | RPS               |

### **Parking**

Parking will be provided pursuant to the Dallas Development Code, as amended. The requirement for off-street parking for the school is derived by two criteria: 1) the number of classrooms, and 2) the type of institution that serves the students (e.g., elementary, middle or high school). The total number of proposed classrooms determines the number of required parking spaces. The Dallas Development Code requirement for off-street parking for this school is as follows:

- one- and one-half space for each kindergarten/elementary school classroom, and
- three and one-half spaces for each junior high/middle school classroom.

The requirement for off-street parking for church uses is 1 space per 4 fixed seats in the sanctuary or auditorium.

For the southwestern lot, the school is required to provide 23 parking spaces and the church is required to provide 34 parking spaces, thus 73 spaces are required for both uses on this lot. The Dallas Development Code allows institutional uses to share parking in residential districts on the same lot where both uses are located. And specifies that special parking may not account for more than 50 percent of the off-street parking required for each use. According to the site plan, there are currently 52 parking spaces on this lot, thus meeting the code requirements for parking for both uses. The applicant will provide information regarding a parking agreement filed with the Building Official between the school and church.

For the northeastern lot, the school is required to provide 12 parking spaces. According to the site plan, there are currently 33 parking spaces on this lot, thus meeting the code requirements for parking.

### **Landscaping**

Landscaping must be provided in accordance with the landscaping requirements in Article X of the Dallas Development Code, as amended.

### **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 uncategorized, adjacent properties to the north, west, south and southeast are located within Category H.

**List of Officers**

**Golden Rule Schools, Inc.**

Darrell Pilcher – **Board President**  
Gamaliel Solares – **Board Vice President**  
Sarah Elizondo – **Board Secretary**  
Yolanda Mata – **Board Member**  
Lupita Kassi – **Board Member**  
Dr. Vicente Delgado – **Superintendent / CEO**  
Cesar Hernandez – **Principal**

**Nueva Vida / New Life Assembly**

Arturo Garcia – **Church Pastor**  
Uziel Garcia – **Deacon Board**  
Arturo Villalba – **Deacon Board**

**CPC Action**  
**January 9, 2020**

**Motion:** It was moved to recommend **approval** of the renewal of and an amendment to Specific Use Permit No. 1817 for an open-enrollment charter school use for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan, traffic management plan and conditions on property zoned an R-7.5(A) Single Family District, on the north side of Bruton Road, east of North Masters Drive.

Maker: MacGregor  
Second: Murphy  
Result: Carried: 14 to 0

For: 14 - MacGregor, Hampton, Johnson, Shidid,  
Carpenter, Brinson, Blair, Jung, Housewright,  
Schultz, Schwope, Murphy, Garcia, Rubin

Against: 0  
Absent: 0  
Vacancy: 1 - District 3

**Notices:** Area: 400 Mailed: 63  
**Replies:** For: 1 Against: 2

**Speakers:** None



CITY PLAN COMMISSION RECOMMENDED  
AMENDED SUP CONDITIONS

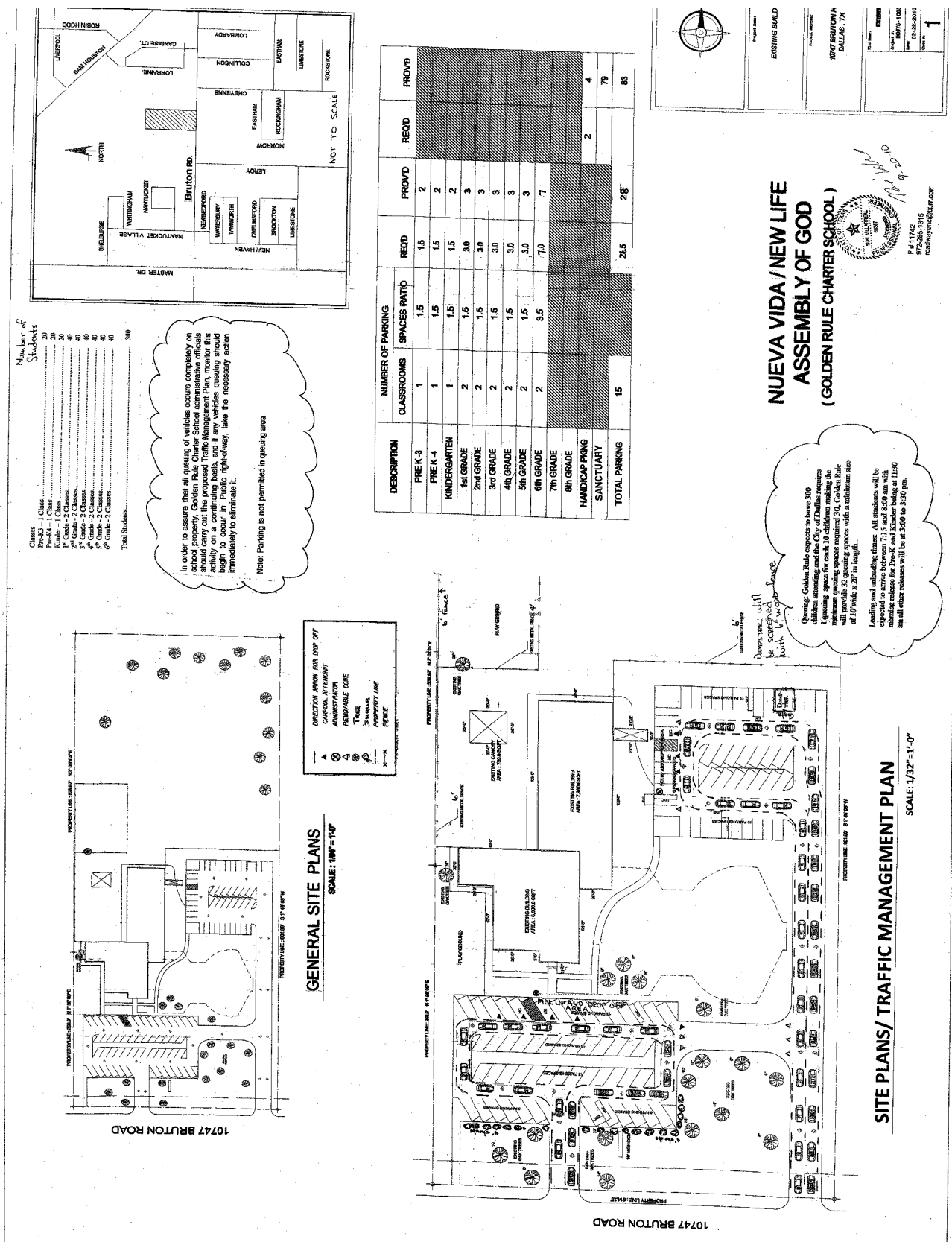
1. USE: The only use authorized by this Specific Use Permit is an open-enrollment charter school
2. SITE PLAN: Use and development of the property must comply with the attached site plan / traffic management plan
3. TIME LIMIT: This specific use permit expires on [September 10, 2019], (five-years from the passage of the ordinance) but is eligible for automatic renewal for additional five-year periods, pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for application for automatic renewal is strictly enforced.)
4. CLASSROOMS: The maximum number of classrooms is 15 23.
5. DROP-OFF/PICK-UP: Drop-off and pick-up areas for students 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 4:30 p.m. Monday through Friday, except for school-related administrative meetings.
7. INGRESS/EGRESS: Ingress and egress must be provided in the locations shown on the attached site plan.
8. PARKING: Parking must be provided in the locations shown on the attached site plan.
9. TRAFFIC MANAGEMENT PLAN:
  - A. In general. The operation of an 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 in the city rights-of-way.
  - C. Traffic study.

- i. The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the Director by November 1, ~~2012~~ 2021. After the initial traffic study, the Property owner or operator shall submit annual updates of the traffic study to the Director by November 1<sup>st</sup> of each year.
  - ii. The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four sample taken on different school days at different drop-off and pick-up times over a two-year period, and must contain an analysis of the following:
    - a. Ingress and egress points;
    - b. queue lengths;
    - c. number and location of personnel assisting with loading and unloading of students;
    - d. drop-off and pick-up locations;
    - e. drop-off and pick-up hours for each grade level;
    - f. hours for each grade level; and
    - g. circulation.
  - iii. Within 30 days after submission of a traffic study, the Director shall determine if the current traffic management plan is sufficient.
    - a. If the Director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.
    - b. If the Director determines that the current traffic management plan results in traffic hazards or traffic congestion, the Director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the Director shall notify the city plan commission.
- D. Amendment process.
- i. A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.

- ii. The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.
- 10. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
- 11. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.



## EXISTING SITE PLAN



## CITY PLAN COMMISSION RECOMMENDED TRAFFIC MANAGEMENT PLAN

KCI Technologies, Inc. | 5021 Lakawana Street, Suite 501 | Dallas, TX 75247 | main: 927.957.3016 | www.kci.com

### MEMORANDUM

**To:** David Nevarez, P.E., City of Dallas

**From:** Beth Ostrowski, P.E. (Tennessee), KCI Technologies, Inc.  
Kyle Jones, P.E., KCI Technologies, Inc. (TBPE Firm #10573)

**Re:** **Golden Rule – Pleasant Grove – Traffic Management Plan**

**Date:** December 16, 2019



### Introduction

This purpose of this memo is to provide a traffic management plan (TMP) for the Golden Rule School – Pleasant Grove campus. The school is located on Bruton Road, west of Cheyenne Road in Dallas, Texas. Specifically, the school is located at 10747 Bruton Road, Dallas, TX 75217, and their phone number is 469-341-5780. The school is currently planned to expand by 176 middle school students. The Pleasant Grove campus includes two vehicular access points on Bruton Road.

The TMP exhibit, attached, consists of a site-specific plan providing guidelines to coordinate traffic circulation during school peak hours. Specifically, this TMP is intended to promote strategies to manage all modes of transportation and maintain student safety at all times.

### Existing Conditions

The following roadway provides access to the Pleasant Grove campus:

- Bruton Road is a two-way roadway that travels in an east-west direction with three lanes in each direction. Bruton Road is divided by a center median in the vicinity of the school. Bruton Road provides connection between Interstate 635 to the east and C.F. Hawn Freeway to the west. The posted speed limit on Bruton Road near the school is 35 mph.

The Golden Rule School – Pleasant Grove campus has a current enrollment of 216 full-time students. The existing enrollment includes 46 Pre-K students either during the morning hours (arrive at 8:00 AM, dismiss at 12:00 PM) or the afternoon hours (arrive at 12:00 PM and dismiss at 3:00 PM). The remainder of the existing enrollment consists

## CITY PLAN COMMISSION RECOMMENDED TRAFFIC MANAGEMENT PLAN

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of elementary students. Elementary school students arrive at 7:30 AM and dismiss at 3:00 PM. The 176 new middle school students will arrive and dismiss on a schedule, staggered from the elementary school, beginning at 8:00 AM and 3:30 PM, respectively. There are no school buses associated with the school, and students arriving on alternative modes of travel are minimal and discouraged by the school.

Field observations of the existing traffic management system at the school were made on a typical weekday during arrival and dismissal periods. The field observations indicate that the majority of traffic entering the school for drop-off/pick-up travel through the eastern access point. These vehicles travel to the northern parking lot, circulate through the parking lot, and exit out the same travel path after drop-off/pick-up. A portion of the exiting vehicles turn toward the southern parking lot and travel through the western access point. This driver behavior is likely due to the southbound egress queue, utilizing the western egress point may reduce egress delay for right-turners; however, it creates conflict between the two travel paths. Additionally, some vehicles enter through the western access point, park in the southern parking lot, and students/parents walk into the school from that location.

Field observations also indicate that existing queuing remains within the internal drives on campus during the arrival period in the morning. Before the dismissal period in the afternoon, vehicles queue along Bruton Road as they wait for students to be dismissed. Field measurements indicate that the maximum queue along Bruton Road spanned from the eastern access drive to a point approximately 575 feet to the east. Photos of existing queues are presented at the end of the report.

According to information provided by school officials, an identification system is in place for dismissal that involves student name signs displayed in vehicles and walkie-talkie communications in order to coordinate students with their vehicles as they arrive. There are two traffic control officers that direct traffic along Bruton Road during arrival and dismissal periods. Four school staff members assist in walking students to/from vehicles during arrival and dismissal periods.

### Turning Movement Counts

In order to provide data for the traffic impact analysis, traffic counts were conducted at the following locations:

- Bruton Road and Leroy Road
- Bruton Road and West School Access



## CITY PLAN COMMISSION RECOMMENDED TRAFFIC MANAGEMENT PLAN

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- Bruton Road and East School Access
- Bruton Road and Cheyenne Road

Turning movement counts were conducted from 6:30 – 8:30 AM and 3:00 – 6:00 PM on a typical weekday in September 2019 by Marr Traffic. From the counts, it was determined that the peak hours of traffic flow occurred from 7:15 – 8:15 AM and 3:15 – 4:15 PM. The existing peak hour traffic volumes are presented on a figure at the end of the report.

### Sight Distance

Sight distance measurements were conducted on Bruton Road at the site access drives to determine if adequate sight distance would be available for motorists making left or right turns from the site accesses. For a 35 mph speed on Bruton Road, the guidelines from *A Policy on Geometric Design of Highways and Streets*, by the American Association of State Highway and Transportation Officials (AASHTO), call for a minimum stopping sight distance of 250 feet as a design value. This is the distance required for a motorist to detect an object in the roadway necessitating a stop and be able to stop before reaching the object.

Subsequently, AASHTO also provides minimum design values for intersection sight distance. For example, the intersection sight distance allows enough time gap for a motorist to turn from the site access drives onto Bruton Road without requiring a motorist on Bruton Road to significantly reduce speed. For example, for a speed of 35 mph, the design value for intersection sight distance for a motorist turning right from a stop is 335 feet. Therefore, it is desirable to provide a minimum of 335 feet looking to the east of the site accesses onto Bruton Road. For a speed of 35 mph, the design value for intersection sight distance for a motorist turning left (across 3 lanes) from a stop is 440 feet. Therefore, it is desirable to provide a minimum of 440 feet looking to the west of the site accesses onto Bruton Road.

According to field measurements, adequate intersection sight distance is available for all turning movements from the site access drives, with one exception. Adequate sight distance is not available for motorists turning right from the East School Access onto Bruton Road. Specifically, approximately 80 feet of sight distance is available due to an existing house located east of the property.

It should be noted that this driveway is existing. Furthermore, during arrival and dismissal periods a traffic control officer will mitigate this issue by directing traffic.



## **CITY PLAN COMMISSION RECOMMENDED TRAFFIC MANAGEMENT PLAN**

### **MEMORANDUM**

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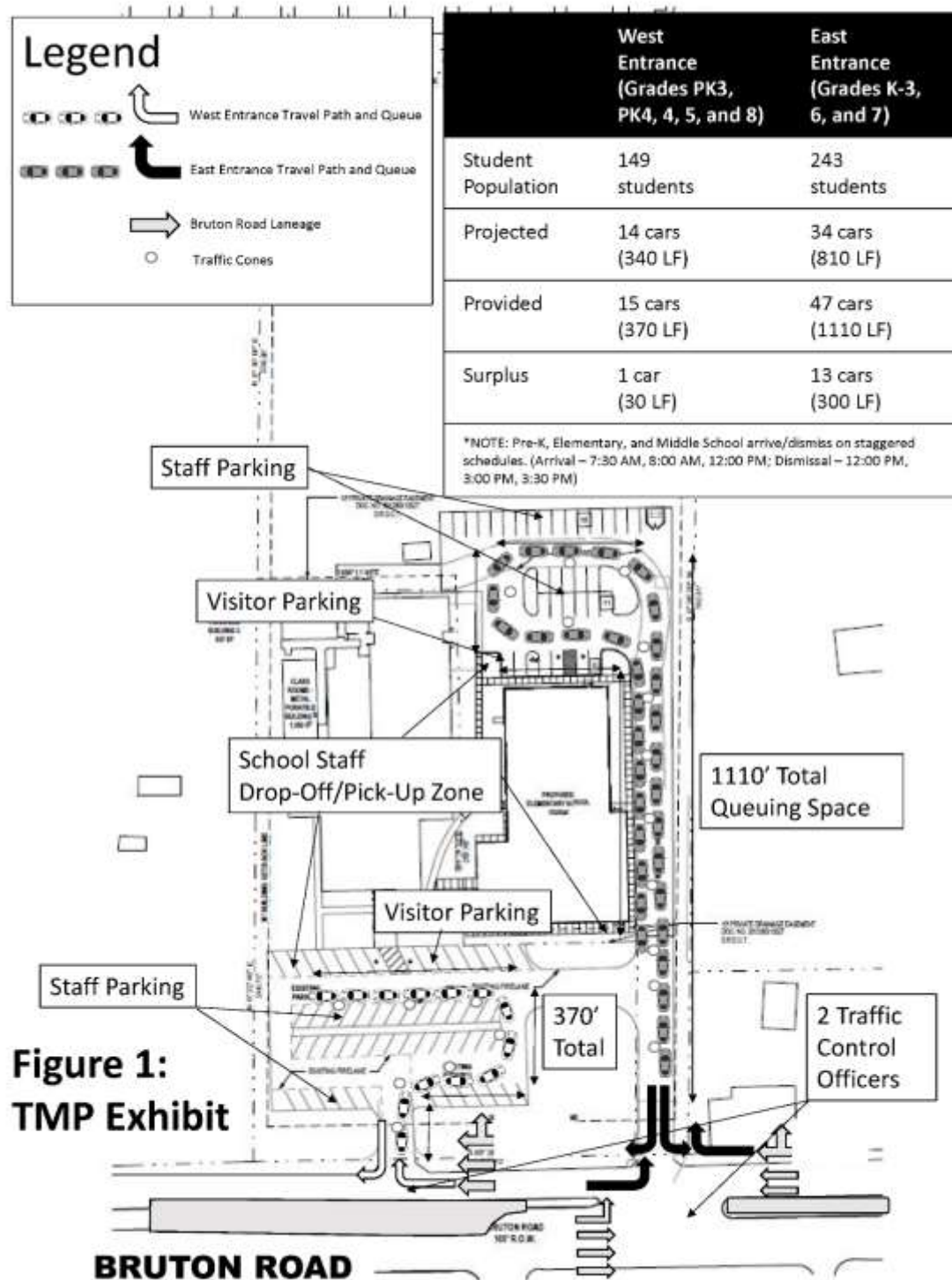
During non-peak hours, motorists turning right have the option of exiting out of the western site access point.

### **TMP Exhibit**

The TMP exhibit is shown on the next page. The TMP exhibit shows the following features of the Pleasant Grove campus:

- Building footprints, curbs, parking, pavement markings, designated student drop-off and pick-up locations.
- School site location and all ingress and egress points of access for motor vehicles or pedestrians.
- On-site traffic circulation, including any temporary traffic control devices.
- Location of school staff assisting with unloading and loading students, as well as location of school crossing guards and/or off-duty deputized officers.

## CITY PLAN COMMISSION RECOMMENDED TRAFFIC MANAGEMENT PLAN



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### Summary Table

TABLE 1: SUMMARY OF TMP

| FEATURE                                             | Existing Conditions                                                                                                                                                           | Projected Conditions                                                                                                                                                                                      |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Student Arrival Time:                               | Elementary - 7:30 AM, 12:00 PM (Pre-K only)                                                                                                                                   | Elementary - 7:30 AM, 12:00 PM (Pre-K only)<br>Middle School - 8:00 AM                                                                                                                                    |
| Student Dismissal Time:                             | Elementary - 12:00 PM (Pre-K only), 3:00 PM                                                                                                                                   | Elementary - 12:00 PM (Pre-K only), 3:00 PM<br>Middle School - 3:30 PM                                                                                                                                    |
| School Enrollment:                                  | PK3 - 21 students<br>PK4 - 25 students<br>KG - 37 students<br>Gr. 1 - 29 students<br>Gr. 2 - 35 students<br>Gr. 3 - 25 students<br>Gr. 4 - 21 students<br>Gr. 5 - 23 students | PK3 - 21 students<br>PK4 - 25 students<br>KG - 37 students<br>Gr. 1 - 29 students<br>Gr. 2 - 35 students<br>Gr. 3 - 25 students<br>Gr. 4 - 21 students<br>Gr. 5 - 23 students<br>Gr. 6,7,8 - 176 students |
| Number of School Staff Assisting Loading/Unloading: | 4                                                                                                                                                                             | 4                                                                                                                                                                                                         |
| Number of Crossing Guards and/or Off-Duty Officers: | 2                                                                                                                                                                             | 2                                                                                                                                                                                                         |
| Storage Capacity:                                   | 530 feet (Eastern Entrance)<br>270 feet (Western Entrance - Not Utilized)                                                                                                     | 1,110 feet (Eastern Entrance)<br>370 feet (Western Entrance)                                                                                                                                              |

As shown in the TMP Exhibit, during arrival and dismissal periods, traffic follows two separate travel paths. The first path is planned to travel through the western site access point and circulate through the southern parking lot. This path provides 370 feet of queuing space that is underutilized in existing conditions. The second path is planned to travel through the eastern site access point and circulate through the northern parking lot. As shown in Table 1, the expansion project will provide 580 feet of added storage capacity for the travel path that enters the eastern site access point. This is due to the northern parking lot being shifted further north than its existing location. The staggered arrival/dismissal schedule (elementary school at 3:00PM and middle school at 3:30PM) along with the added storage capacity should help mitigate existing queueing issues. The existing queueing

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extended onto Bruton Road for 575 feet, therefore the additional storage exceeds the existing off-site queue.

Further mitigating the existing queues, it is recommended that Golden Rule Charter School implement a standard practice to fully utilize both the east and west entrance during dismissal. The west travel path is currently underutilized. Ideal utilization for each entrance would be thirty percent of parents using the west travel path and 70 percent of parents using the east travel path. Table 2, below illustrates how parents would be distributed:

**TABLE 2: DISTRIBUTION OF PARENTS FOR DISMISSAL**

| Method and School                                                                                                                      |                   | West Travel Path  |                     | East Travel Path  |                     |
|----------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------|---------------------|-------------------|---------------------|
|                                                                                                                                        |                   | Group             | Approximate Percent | Group             | Approximate Percent |
| Sort by Grade*                                                                                                                         | Elementary School | 4th and 5th Grade | 26%                 | K-3rd Grade       | 74%                 |
|                                                                                                                                        | Middle School     | 8th Grade         | 33%                 | 6th and 7th Grade | 67%                 |
| * This may result in siblings being separated, in this scenarios, older siblings should join younger siblings in the East Travel Path. |                   |                   |                     |                   |                     |

It should be noted that the eastbound left-turn lane on Bruton Road into the East Entrance has approximately 60 feet of storage. Per the September 2019 Traffic Impact Study for this school expansion, the maximum peak hour queue is anticipated to be two vehicles (40-50 feet), therefore, the existing storage bay is anticipated to be sufficient to accommodate the projected traffic volumes.

In the event of an emergency occurring during peak arrival/dismissal periods, the school plans to utilize existing procedures to allow emergency vehicles onto the campus. School staff and traffic control officers will direct traffic either off-site, into parking spaces, or off the side of the internal drives in order to clear a path for emergency vehicles to travel.

Due to the relatively low traffic volumes observed making the eastbound u-turning movement at the intersection of Bruton Road at the site access drive, it is not recommended that u-turning movements be restricted at this location. The impact of u-

## **CITY PLAN COMMISSION RECOMMENDED TRAFFIC MANAGEMENT PLAN**

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turning movements on traffic operations at an intersection differs minimally from left turn movements. Therefore, traffic operations at the intersection should remain acceptable with the presence of u-turning movements at the observed rate.

### **Conclusions and Recommendations**

The analyses presented in this memo that safe and efficient traffic operations can be achieved by implementing the following recommendations:

- Maintain existing traffic management plan characteristics, including 4 school staff members, 2 crossing guards, temporary traffic control equipment, and student identification system.
- Maintain and utilize the existing travel paths for both the eastern and western entrance points, as shown in the TMP Exhibit.
- Implement a standard practice to control utilization of each travel path by assigning students to each path by grade level. The recommended distribution strategy is identified above. Goal utilization should be 30% for the west travel path and 70% for the east travel path.
- Shift the front of the dismissal queue for each travel path to maximize storage. For the west path this pushes the front of queue to the west corner of the existing building. For the east path, this pushes the front of the queue to the northeast corner of the building expansion.
- Stagger arrival and dismissal times with as much time between phases as possible to avoid queueing issues.
- Place traffic cones between eastern and western travel paths to separate traffic.
- No parking, standing, or stopping on Bruton Road is allowed. Any observed vehicular queue on Bruton Road should be immediately mitigated.



## CITY PLAN COMMISSION RECOMMENDED TRAFFIC MANAGEMENT PLAN

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Re: Golden Rule School – Pleasant Grove – Traffic Management Plan

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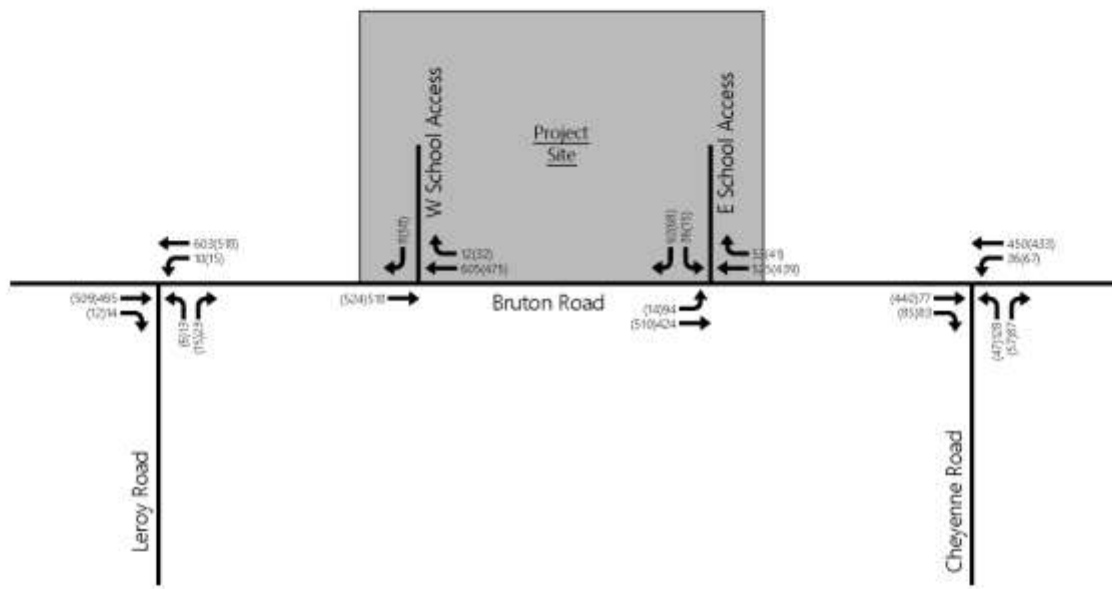
### Existing Conditions Photos



# CITY PLAN COMMISSION RECOMMENDED TRAFFIC MANAGEMENT PLAN

*Golden Rule Dallas Schools - Pleasant Grove - Traffic Impact Study*

*September 2019*



XXX - AM Peak Hour  
Traffic Volumes  
XXX - PM Peak Hour  
Traffic Volumes



Existing Peak Hour Traffic Volumes  
(Not to Scale)

Figure 3.

## CITY PLAN COMMISSION RECOMMENDED TRAFFIC MANAGEMENT PLAN

### SCHOOL TMP REVIEW AND COMMITMENT

The school traffic management plan (TMP) for <School\_Name> 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

11/18/19

Date

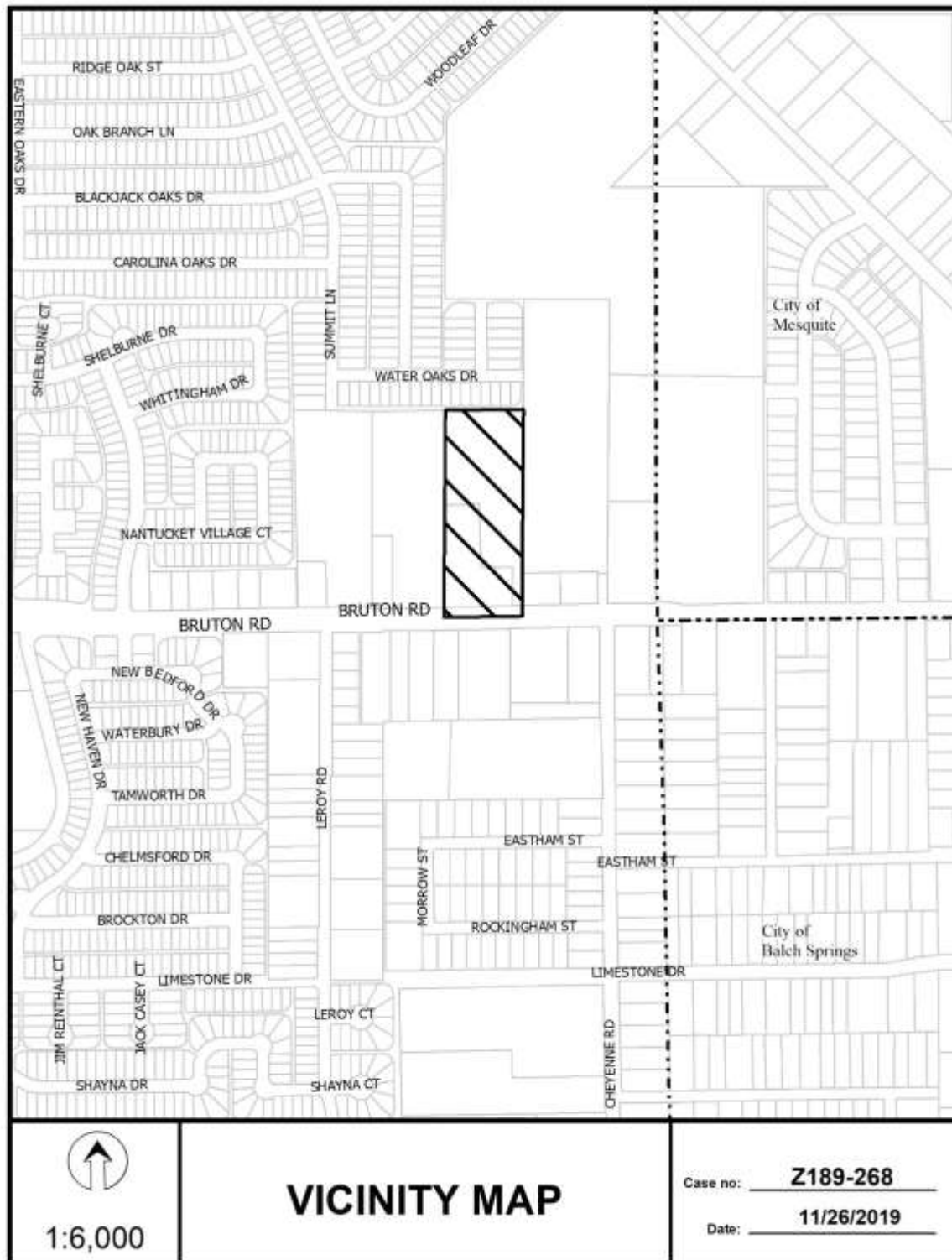
Name:

Cesar Hernandez

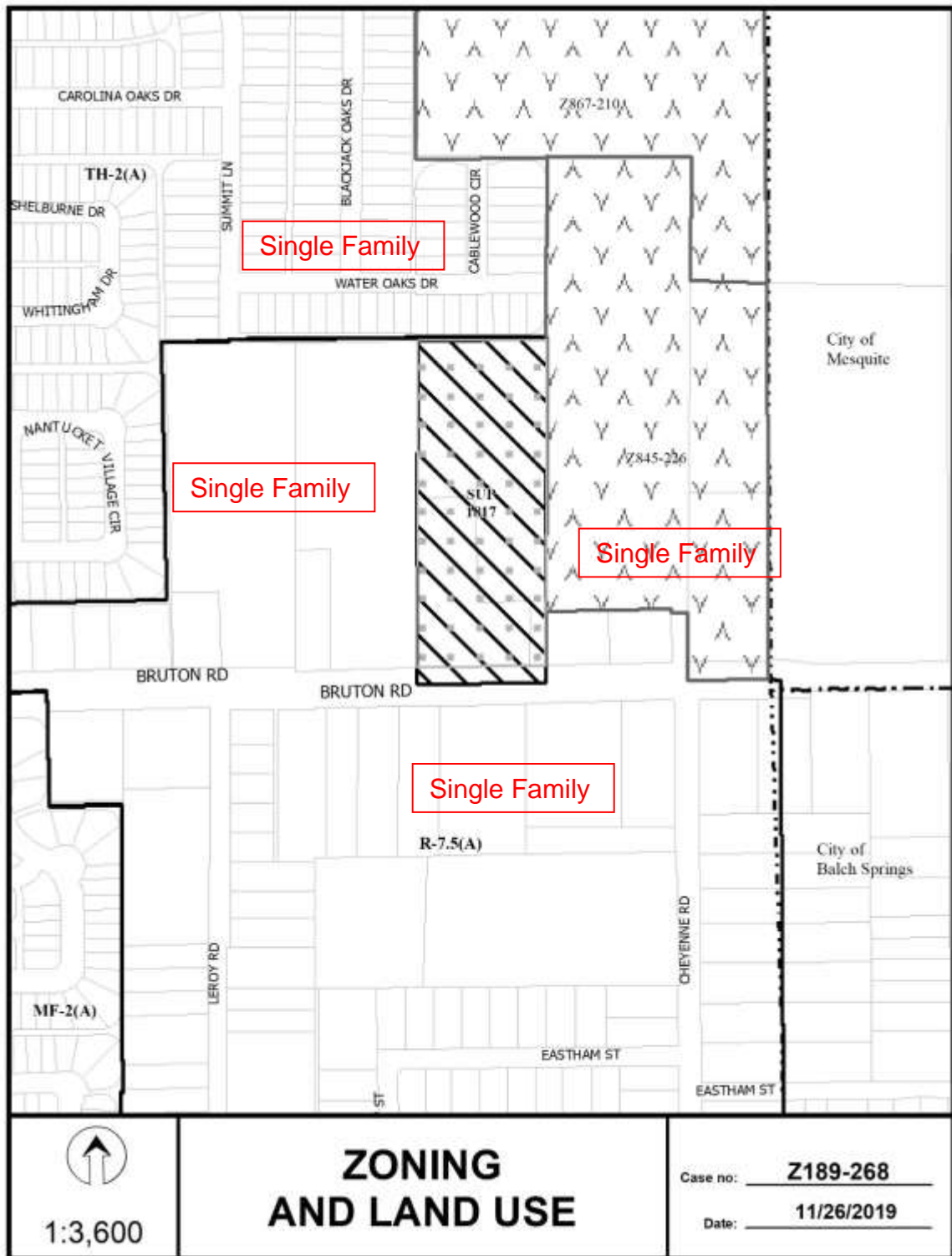
Title:

Campus Principal

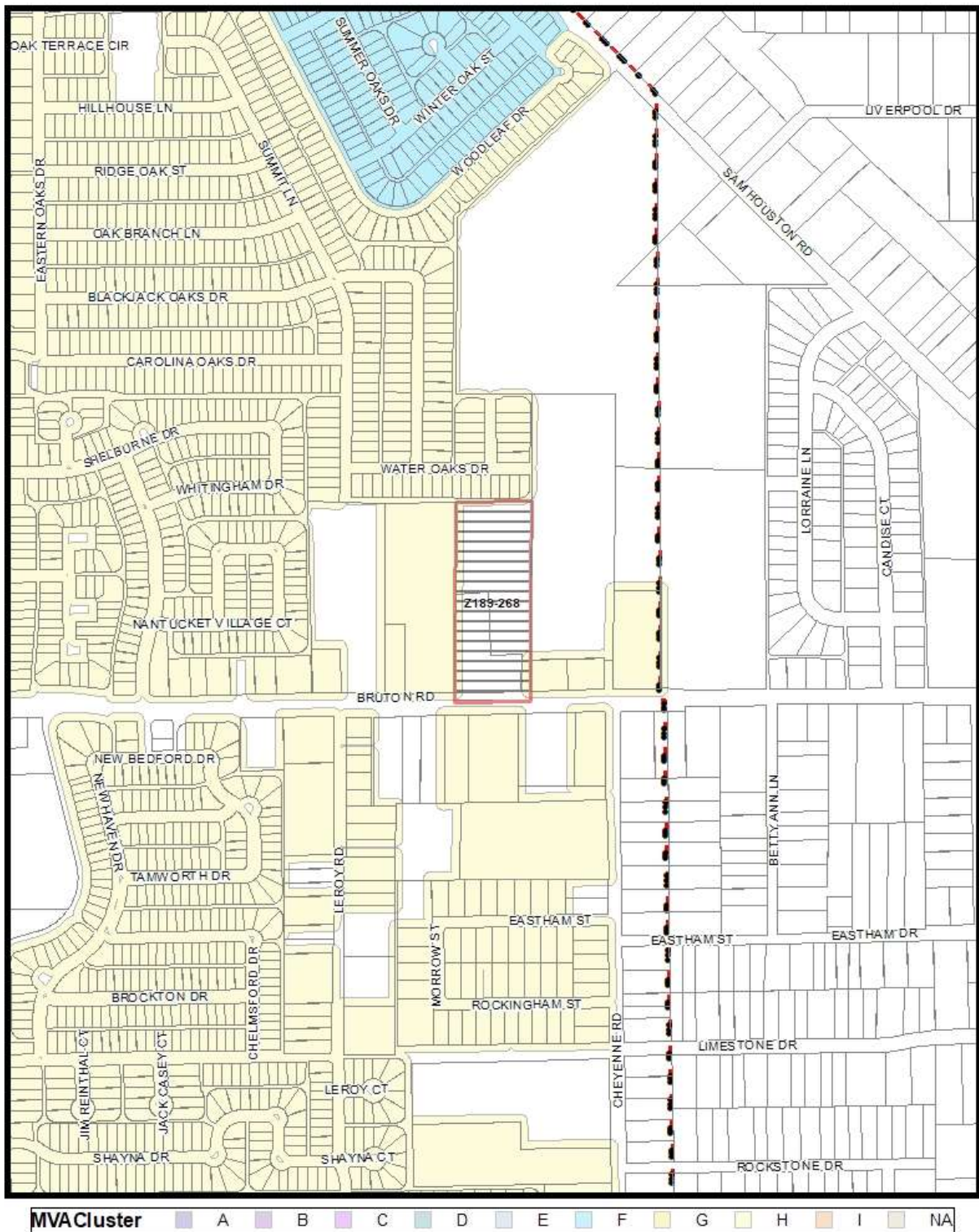








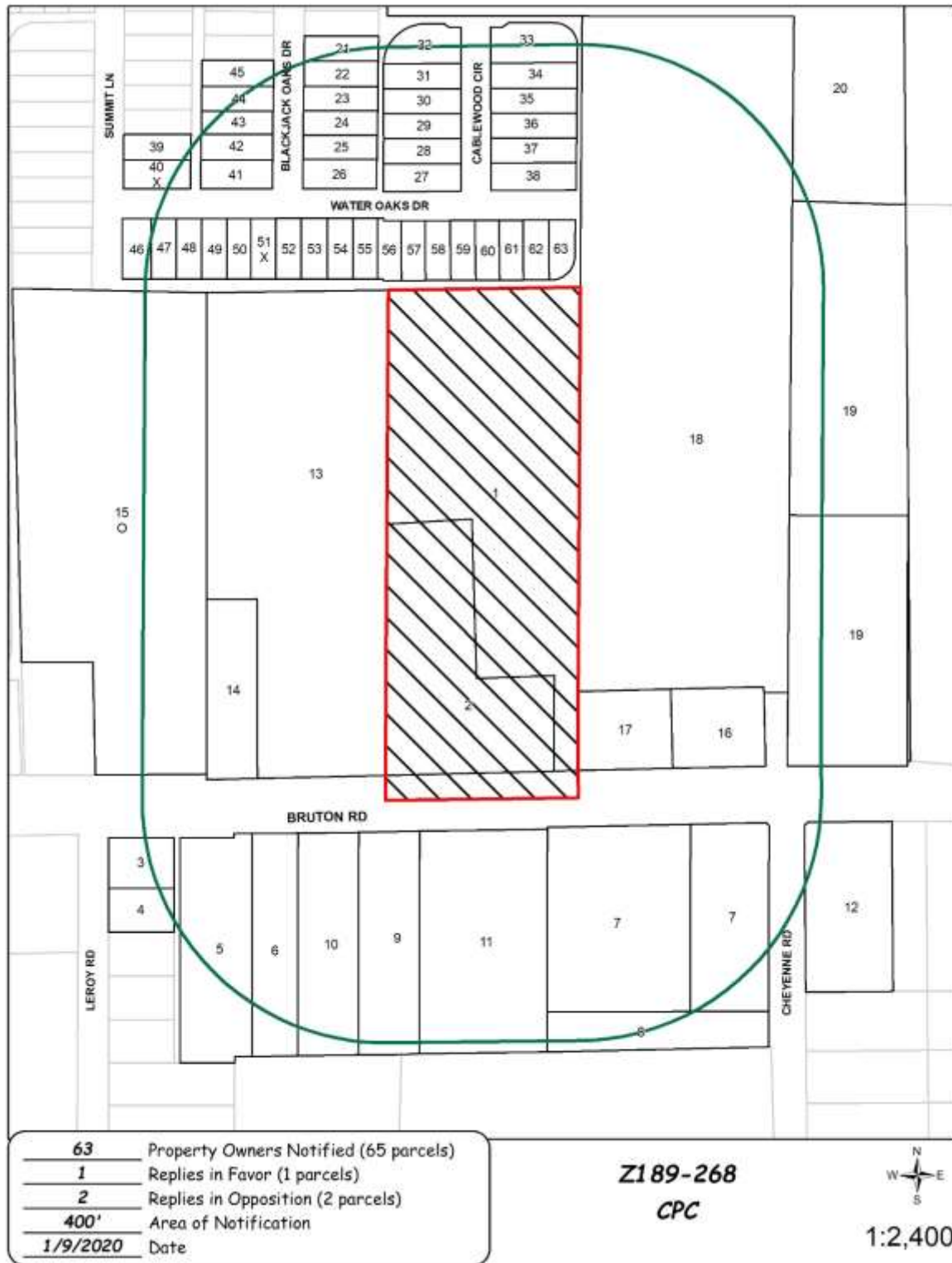




## Market Value Analysis

Printed Date: 11/26/2019

# CPC RESPONSES



01/08/2020

***Reply List of Property Owners******Z189-268******63 Property Owners Notified    1 Property Owners in Favor    2 Property Owners Opposed***

| <b><i>Reply</i></b> | <b><i>Label #</i></b> | <b><i>Address</i></b>   | <b><i>Owner</i></b>              |
|---------------------|-----------------------|-------------------------|----------------------------------|
|                     | 1                     | 10747 BRUTON RD         | GOLDEN RULE SCHOOLS INC          |
|                     | 2                     | 10747 BRUTON RD         | NUEVA VIDA NEW LIFE ASSEMBLY INC |
|                     | 3                     | 2048 LEROY RD           | TURNER THERESA A                 |
|                     | 4                     | 2042 LEROY RD           | HILL CHARLES RAY ESTATE          |
|                     | 5                     | 10612 BRUTON RD         | SAENZ ADALBERTO                  |
|                     | 6                     | 10618 BRUTON RD         | GALLEGOS COSME G &               |
|                     | 7                     | 10822 BRUTON RD         | MACIEL GUADALUPE & PABLO         |
|                     | 8                     | 10822 BRUTON RD         | CARBAJAL AUGUSTINE & VERONICA    |
|                     | 9                     | 10708 BRUTON RD         | RODRIGUEZ JOSE JUAN              |
|                     | 10                    | 10622 BRUTON RD         | FLORES JOSE B &                  |
|                     | 11                    | 10726 BRUTON RD         | RIOS MARTHA M                    |
|                     | 12                    | 10910 BRUTON RD         | GODS WAY NEHEMIAH M B C          |
|                     | 13                    | 10631 BRUTON RD         | ROBERTSON MARY ELLEN             |
|                     | 14                    | 10625 BRUTON RD         | HOLMES JOHNNY & ALICE G          |
| O                   | 15                    | 10601 BRUTON RD         | RICO MARCO A & SARITA            |
|                     | 16                    | 10825 BRUTON RD         | PERALTA FIDELINA CHAIDEZ DE      |
|                     | 17                    | 10807 BRUTON RD         | JENNINGS ALISHA                  |
|                     | 18                    | 10807 BRUTON RD         | HERNANDEZ GERARDO P &            |
|                     | 19                    | 10901 BRUTON RD         | DALLAS DIRECTIONAL DRILLING INC  |
|                     | 20                    | 2501 SAM HOUSTON RD     | MESQUITE CITY OF                 |
|                     | 21                    | 10556 BLACKJACK OAKS DR | GUIDO JUSTO P& DINORA J          |
|                     | 22                    | 10560 BLACKJACK OAKS DR | GIPSON JAMES EARL JR &           |
|                     | 23                    | 10564 BLACKJACK OAKS DR | JONES MARKIANNA                  |
|                     | 24                    | 10568 BLACKJACK OAKS DR | MIMS ALICE M                     |
|                     | 25                    | 10572 BLACKJACK OAKS DR | REYES GUELLERMO & MARIANA        |
|                     | 26                    | 10576 BLACKJACK OAKS DR | OPENDOOR PROPERTY D LLC          |

01/08/2020

| <i>Reply</i> | <i>Label #</i> | <i>Address</i>          | <i>Owner</i>                    |
|--------------|----------------|-------------------------|---------------------------------|
|              | 27             | 2303 CABLEWOOD CIR      | MAYORAL ALBERTO                 |
|              | 28             | 2307 CABLEWOOD CIR      | DOMINGUEZ BERTOLDO &            |
|              | 29             | 2311 CABLEWOOD CIR      | ESTRADA DEMETRIO                |
|              | 30             | 2315 CABLEWOOD CIR      | RODRIGUEZ MERCEDES EST OF       |
|              | 31             | 2319 CABLEWOOD CIR      | WATTS MICHAEL D & WILLETTE B    |
|              | 32             | 2323 CABLEWOOD CIR      | WASHINGTON ANNETTE J            |
|              | 33             | 2324 CABLEWOOD CIR      | WHITE ABIGALE CROSS             |
|              | 34             | 2320 CABLEWOOD CIR      | MONCIBAIS MARTA                 |
|              | 35             | 2316 CABLEWOOD CIR      | DELAROSAMORALES PEDRO ANTONIO & |
|              | 36             | 2312 CABLEWOOD CIR      | WILLIAMS LAKENDRA               |
|              | 37             | 2308 CABLEWOOD CIR      | SOWELL D E                      |
|              | 38             | 2304 CABLEWOOD CIR      | ALEGRIA MAX A & SANDRA E        |
|              | 39             | 2308 SUMMIT LN          | ARNOLD DONALD W & JOY           |
| X            | 40             | 2304 SUMMIT LN          | RIZO FOSTER MORALES &           |
|              | 41             | 10575 BLACKJACK OAKS DR | WILSON MARION E &               |
|              | 42             | 10571 BLACKJACK OAKS DR | WOODRUFF CLAUDIA WHITE          |
|              | 43             | 10567 BLACKJACK OAKS DR | HALL DORRIS JEAN                |
|              | 44             | 10563 BLACKJACK OAKS DR | GONZALEZ FRANCISCO E &          |
|              | 45             | 10559 BLACKJACK OAKS DR | KELLY MILTON CARDELL            |
|              | 46             | 10704 WATER OAKS DR     | MUNIZ MARIA GUADALUPE           |
|              | 47             | 10708 WATER OAKS DR     | PARKER CARLA                    |
|              | 48             | 10712 WATER OAKS DR     | EUCEDA INVESTMENT CORP          |
|              | 49             | 10716 WATER OAKS DR     | MENDOZA PABLO JR                |
|              | 50             | 10720 WATER OAKS DR     | ALFARO JOSE LUIS                |
| X            | 51             | 10724 WATER OAKS DR     | PATTON CHESTER R & DOLLY        |
|              | 52             | 10728 WATER OAKS DR     | SHAW CAROLYN                    |
|              | 53             | 10732 WATER OAKS DR     | JONES BYRON L                   |
|              | 54             | 10736 WATER OAKS DR     | NEIMETZ RANDOLPH S              |
|              | 55             | 10740 WATER OAKS DR     | GAMBLE BRUCE L                  |
|              | 56             | 10744 WATER OAKS DR     | GONZALES ORALIA TUDON &         |
|              | 57             | 10748 WATER OAKS DR     | HEBRON DELORES MAE &            |

Z189-268(AU)

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|--------------|----------------|---------------------|------------------------|
|              | 58             | 10752 WATER OAKS DR | COOPER ANGELA          |
|              | 59             | 10756 WATER OAKS DR | ESTRADA ANDRES LOPEZ & |
|              | 60             | 10804 WATER OAKS DR | CORLEY ROBERT          |
|              | 61             | 10808 WATER OAKS DR | BATTLE TRAVIS J        |
|              | 62             | 10812 WATER OAKS DR | MOORE SARAH J          |
|              | 63             | 10816 WATER OAKS DR | REEVES MAE JEWELL      |