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|--------------------------|--|----------------------|-------------------|
| <b>FILE NUMBER:</b>      | Z201-130(LG)   | <b>DATE FILED:</b>   | November 13, 2020 |
| <b>LOCATION:</b>         | North side of R.L. Thornton Freeway (Interstate Highway 30), east of North Buckner Boulevard |                      |                   |
| <b>COUNCIL DISTRICT:</b> | 7  | <b>MAPSCO:</b>       | 48 D              |
| <b>SIZE OF REQUEST:</b>  | ±16.8 acres  | <b>CENSUS TRACT:</b> | 123.02            |

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**REPRESENTATIVE:** Rob Baldwin, Baldwin Associates

**APPLICANT:** Uplift Education

**OWNER:** Chapel Downs Dallas, LLC

**REQUEST:** An application for a Planned Development District for an open-enrollment charter school use and R-7.5(A) Single Family District uses on property zoned an R-7.5(A) Single Family District.

**SUMMARY:** The purpose of the request is to allow for an open-enrollment charter school by right and develop the site with an open-enrollment charter school serving elementary, middle, and high school grades [Uplift Education].

**CPC RECOMMENDATION:** Denial.

**STAFF RECOMMENDATION:** Denial.

**BACKGROUND INFORMATION:**

- The subject site is currently undeveloped.
- According to the Dallas Development Code, a specific use permit is required to operate an open-enrollment charter school in an R-7.5(A) Single Family District.
- Prior to this request, an application (Z189-233) was submitted to requesting an LI Light Industrial District to allow warehouse use. Staff recommended approval of the LI District. The City Plan Commission recommended denial of the request on September 5, 2019. The applicant did not appeal the denial to City Council.
- An application to 1) delete Chenault Street from N. Buckner Boulevard to East City Limit line and 2) delete Unnamed NE-1 from Chenault Street to IH-30 was approved by CPC and is scheduled for the April 14, 2021 City Council hearing. The request is impacted by the thoroughfare plan amendment.

**Zoning History:** There has been one zoning case in the area within the last five years.

1. **Z189-233** On September 5, 2019, the City Plan Commission denied a request for a Planned Development District for LI Light Industrial District uses on property zoned an R-7.5(A) Single Family District, located on the north line of Interstate Highway 30, east of North Buckner Boulevard. [subject site]

**Thoroughfares/Streets:**

| Thoroughfares/Street                        | Type                | Existing ROW | Proposed ROW                                      |
|---|---------------------|--------------|---|
| East RL Thornton Freeway                    | Freeway             | Varies       | Varies  |
| Chenault Street<br>(not built or dedicated) | Community Collector | None         | Standard-4 lanes-undivided;<br>60 feet (proposed) |

**Traffic:**

The Engineering Division of the Sustainable Development and Construction Department reviewed the proposed zoning and has voiced concerns regarding the traffic circulation situation with this request. The site does pose transportation concerns since it is only accessible from RL Thornton Freeway (Interstate Highway 30). Due to the limitations of the site, public transit cannot be used to access the site, and the site is not accessible to pedestrians since it is located along highway frontage.

**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 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.

The proposed zoning request does not meet the following goals and objectives of the comprehensive plan:

**LAND USE ELEMENT**

GOAL 1.4 COORDINATE PLANNING ACTIVITIES TO BALANCE TRANSPORTATION, LAND USE, INFRASTRUCTURE AND THE ENVIRONMENT

Policy 1.4.2 Develop a multi-modal transportation network.

**Area Plan:**

On March 27, 2013, the City Council adopted the *2-Points to White Rock Lake Area Plan*. The Plan identifies the subject site on the eastern edge of an area identified as Strategic Opportunity Area 6. Area 6 promotes regional employment activities such as medical facilities or education centers that can take advantage of the location's proximity to the interchange at Big Town Boulevard on Interstate Highway 30. The area plan proposes the subject site has business center or corridor land uses, so the proposed project is incompatible with the proposed area plan.

**STAFF ANALYSIS:****Surrounding Land Uses:**

|                  | <b>Zoning</b>                                    | <b>Land Use</b>   |
|------------------|--|---|
| <b>Site</b>      | R-7.5(A)   | Undeveloped   |
| <b>Northwest</b> | PD No. 214 Tracts 1 and Tract 2                  | Single Family, Undeveloped                                      |
| <b>North</b>     | R-7.5(A)   | Single Family   |
| <b>Northeast</b> | TH-2(A)  | Single Family   |
| <b>East</b>      | TH-3(A),<br>RR with DR No. Z101-129 and Z845-374 | Undeveloped<br>Church   |
| <b>South</b>     | R-7.5(A), City of Mesquite                       | Highway, Warehouse  |
| <b>West</b>      | CS, LI and RR                                    | Light Fabrication and<br>Assembly, Retail, and<br>Vehicle Sales |

**Land Use Compatibility:**

Surrounding land uses consist of a single family neighborhood to the northwest, north, and northeast. Undeveloped land and a church are to the east of the site. Extensive freeway right-of-way is located to the south. The City of Mesquite is located further south and consists of warehouse uses. Lastly, light fabrication and assembly, retail uses, and vehicle sale uses are to the west.

The site is currently undeveloped and the proposed open-enrollment charter school use on the property is considered to be compatible with uses to the east and north. The proposed development is not fully compatible with uses located south and west of the property since these properties have been developed with commercial and industrial uses. The lack of transition due to the existing development patterns could pose future issues if Chenault Avenue is not developed in a manner to provide additional accessibility to the proposed school since Interstate Highway 30 is a one way and only accessible by car or bus.

**Development Standards:**

| DISTRICT                                      | SETBACKS |           | Density                        | Height | Lot Coverage | Special Standards                         | PRIMARY Uses                                  |
|---|----------|-----------|--------------------------------|--------|--------------|---|---|
|   | Front    | Side/Rear |                                |        |              |   |   |
| <b>Existing:</b><br>R-7.5(A)<br>Single Family | 25'      | 5'        | 1 Dwelling Unit/ 7,500 sq. ft. | 30'    | 60%          | None                                      | Single family                                 |
| <b>Proposed:</b><br>PD                        | 25'      | 5'        | 1 Dwelling Unit/ 7,500 sq. ft. | 30'    | 60%          | Proximity<br>Slope<br>Visual<br>Intrusion | Open enrollment charter school, single family |

**Parking:**

The Dallas Development Code states 1.5 spaces are required for elementary school classrooms; 3.5 spaces for middle school classrooms; and 9.5 spaces per high school classrooms. The applicant will have 28 elementary classrooms, which means they are required to provide 42 spaces and they will provide at least 42 spaces. The applicant will have 21 middle school classrooms, which means they are required to provide 74 spaces and they will provide at least 74 spaces. Lastly, the applicant will have 24 high school classrooms, which means they are required to provide 228 spaces and they will provide at least 228 spaces. In total, the applicant will be required to provide 344 parking spaces but have 363 spaces for the proposed development (353 regular, 10 accessible spaces). Therefore, the applicant will exceed their parking requirements by 19 spaces.

**Landscaping:**

Landscaping must be provided in accordance with Article X, as amended.

**Market Value Analysis:**

Market Value Analysis (MVA) is a tool to aid residents and policymakers 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 target intervention strategies more precisely 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

Z201-130(LG)

I). Although the area of request is not within an identifiable MVA cluster, it abuts an “E” MVA cluster located to the north.

## **List of Officers**

### **Chapel Downs Dallas, LLC**

Northfield Development LLC  
Neil Blanchard, President  
KW CADD Holdings LLC  
Kelly S. Walker, Director  
Chapel Downs Dallas Management LLC  
Northfield Development LLC  
Neil Blanchard, President

### **Uplift Education**

Yasmin Bhatia, CEO  
Alexander Berk, Chief Legal Officer  
Deborah Bigham, Chief of External Affairs  
Johnny Deas, Chief Operations Officer  
Anne Erickson, Chief People and Innovation Officer  
Dr. John Gecko, Chief Well-Being and SEL Officer  
James Jahnke, Chief Financial Officer  
Aurora Lora, Chief of Schools  
Dr. Remy Washington, Chief Academic Officer

### **Board of Directors**

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| Cathy Estrada       | Ed Tauriac                |
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**CPC ACTION**  
**March 25, 2021**

**Motion:** It was moved to recommend **denial** of a Planned Development District for an open-enrollment charter school use and R-7.5(A) Single Family District uses on property zoned an R-7.5(A) Single Family District, on the north side of R.L. Thornton Freeway (Interstate Highway 30), east of North Buckner Boulevard.

Maker: Jackson  
Second: Blair  
Result: Carried: 14 to 0

For: 14 - MacGregor, Hampton, Stinson, Johnson,  
Shidid, Carpenter, Jackson, Blair, Jung, Suhler,  
Schwope, Murphy, Garcia, Rubin

Against: 0  
Absent: 0  
Vacancy: 1 - District 10

**Notices:** Area: 500 Mailed: 100  
**Replies:** For: 2 Against: 0

**Speakers:** For: Rob Baldwin, 3904 Elm St., Dallas, TX, 75226  
Brain Nelson, 350 N. St. Paul St., Dallas, TX, 75201  
Anna Meza, 6911 Lacywood Ln., Dallas, TX, 75227  
Vikki Martin, 8230 Claremont Dr., Dallas, TX, 75228  
Edison Senat, 2700 Crystal Falls Dr., Mesquite, TX, 75181  
Deborah Bigham, 6822 Mimosa Ln., Dallas, TX, 75230  
Eddie King, 9611 E. R.L. Thornton Fwy., Dallas, TX, 75228  
Wes Hoblit, 2201 Main St., Dallas, TX, 75201  
For (Did not speak): Elizabeth Crowe, Athens, TX, 75751  
Crystal Ward, 5555 Amesbury Dr., Dallas, TX, 75206  
Dallas Cothrum, 2201 Main St., Dallas, TX, 75201  
Against: Ruth Torres, Dallas, TX, 75222  
Lori Kirkpatrick, 6705 Braeburn Dr., Dallas, TX, 75214  
Lynn Davenport, 9627 Windy Hill Rd., Dallas, TX, 75238  
Against (Did not speak): Diane Tasian, 3831 Turtle Creek Blvd., Dallas, TX, 75219  
Staff: David Nevarez, Traffic Engineer, Sustainable Development & Construction



**APPLICANT'S PROPOSED PD CONDITIONS**

**ARTICLE \_\_\_\_.**

**PD \_\_\_\_.**

PD \_\_\_\_ was established by Ordinance No.\_\_\_\_, passed by the Dallas City Council on \_\_\_\_.

**SEC. 51P- \_\_\_\_ .102.            PROPERTY LOCATION AND SIZE.**

PD \_\_\_\_ is established on property located at the north side of E. RL Thornton Freeway, east of N. Buckner Boulevard. The size of PD \_\_\_\_ is approximately 16.2 acres.

**SEC. 51P- \_\_\_\_ .103.            DEFINITIONS AND INTERPRETATIONS.**

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a residential zoning district.

**SEC. 51P- \_\_\_\_ .104.            EXHIBITS.**

The following exhibits are incorporated into this article:

- (1) Exhibit \_\_\_\_A: development plan.
- (2) Exhibit \_\_\_\_B: traffic management plan.

**SEC. 51P- \_\_\_\_ .105.            DEVELOPMENT PLAN.**

(a) For an open-enrollment charter school, development and use of the Property must comply with the development plan (Exhibit \_\_\_\_). If there is a conflict between the text of this article and the development plan, the text of this article controls.

(b) For all other uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply.

**SEC. 51P- \_\_\_\_\_.106.           MAIN USES PERMITTED.**

(a) Except as provided, the only main uses permitted are those main uses permitted in the R-7.5(A) Single Family District, subject to the same conditions applicable in the R-7.5(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in R-7.5(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the R-7.5(A) Single Family District is subject to DIR in this district; etc.

(b) The following use is permitted by right:

-- Open-enrollment charter school.

**SEC. 51P- \_\_\_\_\_.107.           ACCESSORY USES.**

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

**SEC. 51P- \_\_\_\_\_.108.           YARD, LOT, AND SPACE REGULATIONS.**

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) Except as provided in this section, the yard, lot, and space regulations for the R-7.5(A) Single Family District apply.

(b) For an open-enrollment charter school, parking may be located within a required front yard setback.

**SEC. 51P- \_\_\_\_\_.109.           OFF-STREET PARKING AND LOADING.**

Consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

**SEC. 51P- \_\_\_\_\_.110.           ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**SEC. 51P- \_\_\_\_\_.111.           LANDSCAPING.**

(a) Except as provided in this section, landscaping must be provided in accordance with Article X.

- (b) No residential adjacency buffer is required within a stormwater easement or drainage channel in the area shown on the development plan.
- (c) Plant materials must be maintained in a healthy, growing condition.

**SEC. 51P--\_\_\_\_.112.      TRAFFIC MANAGEMENT PLAN.**

(a) In general. Operation of an open-enrollment charter school must comply with the traffic management plan (Exhibit \_\_\_\_B).

(b) 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, 2022**. 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.

(c) 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.

**SEC. 51P- \_\_\_\_ .113.            SIGNS.**

Signs must comply with the provisions for business zoning districts in Article VII.

**SEC. 51P- \_\_\_\_ .114.            ADDITIONAL PROVISIONS.**

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

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

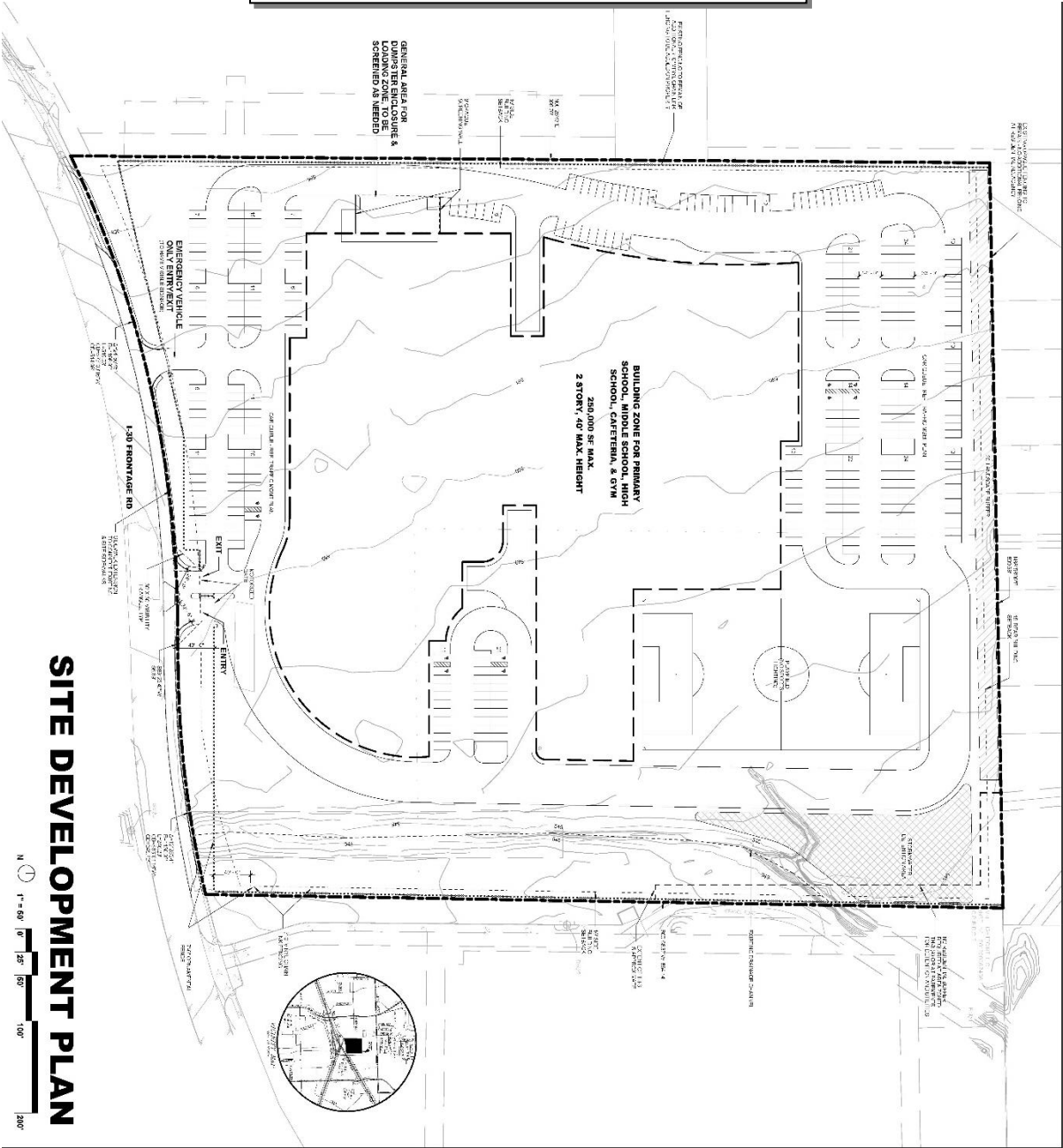
(c) Maximum height of fences in the front yard setback is seven feet.

**SEC. 51P- \_\_\_\_ .115.            COMPLIANCE WITH CONDITIONS.**

(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

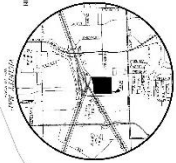
(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.

Proposed Development Plan



SITE DEVELOPMENT PLAN

N 1" = 60' 0' 25' 50' 100' 200'



PARKING SPACES: 18' LONG X 6' WIDE, TYPICAL SPACES  
MAY INCLUDE PARKING, ALLOWABLE NUMBER OF COMPACT SPACES  
MAY BE USED FOR OTHER PURPOSES  
BREAKDOWN CLASSROOMS REQUIRED PROVIDED  
ELEMENTARY K-5 24 1.5 PER 42  
MIDDLE SCHOOL 21 2.1 PER 74  
HIGH SCHOOL 24 2.4 PER 228  
TOTAL 344 353  
HANDICAP 10  
TOTAL 354

| TYPE                | AREA            | PERCENTAGE |
|---------------------|-----------------|------------|
| SITE                | 16.79 ACRES     | 100%       |
| IMPERVIOUS COVERAGE | 731,296 SQ. FT. | 100%       |
| PERCENTAGE          | 100%            | 100%       |

16.79 ACRES  
731,296 SQ. FT.  
PERCENTAGE 100%  
250,000 SQ. FT. MAX. BUILDING

SITE WILL COMPLY WITH ARTICLE X EXCEPT WHERE:  
\* SIDEWALKS TO BE ADDED AT ALL PUBLIC STREET  
\* SIDEWALKS TO BE ADDED AT EAST, SOUTH, AND WEST  
\* PROPERTY EXTENTS SHOWN ON PLAN FOR GENERAL  
\* COMPACT SPACING AS ALLOWED INCLUDED IN THIS  
NUMBER

LUNA PREPARATORY  
CHARTER SCHOOL  
UPLIFT EDUCATION

9743 E. R.L. THORNTON Pkwy, DALLAS TX, 75228

SCALE AS SHOWN ON SITE DEVELOPMENT PLAN 02/24/21

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| <b>Proposed Traffic Management Plan Page 1</b> |
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### Traffic Management Plan

The Traffic Management Plan (TMP) for the Uplift Education Luna IH 30 campus is provided in **Figure 1**. Specific circulation operations for the Primary and the Secondary school scholars have been developed and are provided graphically.

The IH 30 WBFR is currently constructed as three lanes in the segment adjacent to the project site, and the posted speed limit is 45 mph. Vehicle speeds adjacent to the site appeared to be at or above the speed limit as observed during site visits during the AM peak periods.

A right turn deceleration lane is provided for entry to the campus. All motorists entering the campus are to utilize this right turn deceleration lane to enter the campus from IH 30 westbound frontage road.

Once inside the campus, two distinct paths of circulation are indicated: the blue (open arrow) path for the Primary School and the red (solid arrow) path for the Middle and High School operations. For the entering direction, the Primary School line is the inside (left) lane, and the Secondary School (Middle and High School) line is the outside (right) lane. Circulation through the campus to the drop-off/pick-up locations will follow protocol of first in, first served. Uplift Education staff will assist in directing on-site traffic flow and traffic management.

An area where the two distinct car lines cross each other is indicated at the top of the TMP figure. The Primary School motorists must STOP and follow staff directions prior to crossing the Secondary School motorists' vehicle path.

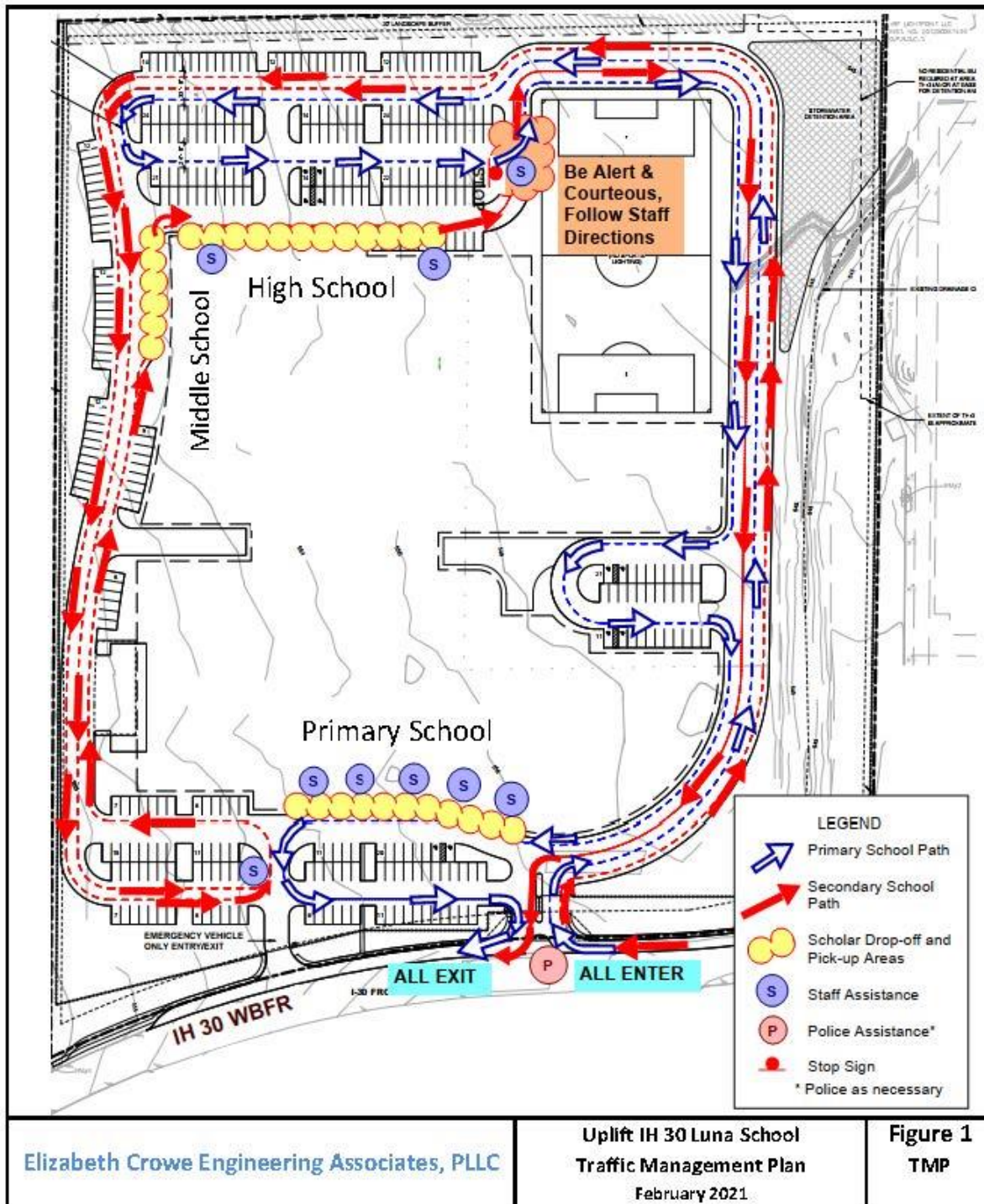
After either dropping off or picking up the scholar(s), motorists will depart the campus via a right turn onto IH 30 WBFR from the school driveway. There are two exit lanes provided from the campus to the frontage road. The outside lane (right side) is provided with an auxiliary lane to assist motorists departing the campus.

The site plan has been designed to accommodate 8,600 linear feet of vehicle queuing space for motorists picking up the scholars. **Table 1** provides the detailed calculations of the queuing storage for Buildout conditions.

*Table 1. Full Buildout Queuing*

| Grade Level            | # of Scholars | Queue Rate Length per Scholar (ft) | Linear Feet of Queuing Storage, LF |                           |                  |
|------------------------|---------------|------------------------------------|------------------------------------|---------------------------|------------------|
|                        |               |                                    | Calculated                         | TMP Provided on Site Plan | Above Calculated |
| PreK                   | 80            | 5                                  | 400                                |                           |                  |
| K - 5                  | 672           | 4                                  | 2,688                              |                           |                  |
| <b>Total Primary</b>   | <b>752</b>    |                                    | <b>3,088</b>                       | <b>3,600</b>              | <b>512</b>       |
| Middle School          | 588           | 3.2                                | 1,882                              |                           |                  |
| High School            | 672           | 3.2                                | 2,150                              |                           |                  |
| <b>Total Secondary</b> | <b>1,260</b>  |                                    | <b>4,032</b>                       | <b>5,000</b>              | <b>968</b>       |
| <b>Total</b>           | <b>2,012</b>  |                                    | <b>7,120</b>                       | <b>8,600</b>              | <b>1,480</b>     |

Proposed Traffic Management Plan Page 2





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| <b>Proposed Traffic Management Plan Page 3</b> |
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For the buildout enrollment of 2,012 scholars, this equates to 4.27 linear feet per scholar. More specifically, the Primary School queuing space of 3,600 linear feet provides 4.79 linear feet per scholar and the 5,000 feet provided for the Secondary School provides 3.97 linear feet per scholar.

City of Dallas staff expressed concern about potential queuing onto the IH 30 frontage road and cited negative examples of queuing conditions at two other charter schools, Family Faith Academy and Life School. **Table 2** summarizes a comparison of charter school on-campus queuing space provisions and the enrollment and resulting ratio of linear space to enrolled student.

*Table 2. Charter School Queue Space Comparison*

| SCHOOL                            | ENROLLMENT<br># STUDENTS | QUEUE LF | LF/STUDENT |
|-----------------------------------|--------------------------|----------|------------|
| FAMILY FAITH ACADEMY (OLD TMP)    | 2,323                    | 620      | 0.27       |
| FAMILY FAITH ACADEMY (NEW TMP)    | 2,323                    | 3,100    | 1.33       |
| LIFE SCHOOL                       | 1,539                    | 3,100    | 2.01       |
| UPLIFT WISDOM PREPARATORY         | 1,600                    | 6,170    | 3.86       |
| UPLIFT LUNA IH 30 (PER SITE PLAN) | 2,012                    | 8,400    | 4.27       |

The Uplift Luna IH 30 campus site plan provides over double the ratio of linear space to maximum number of scholars than the charter school campuses that the City of Dallas cited as having issues.

The operators of Uplift Education have demonstrated that the administrations and teachers/staff at the Uplift Education schools are adept at processing carline operations smoothly and efficiently. The Uplift Education schools utilize passenger identification system for scholar pick-up operations. Each campus maintains an Operations Director to work with the traffic engineer, the parents, staff, and administration to facilitate safe scholar drop-off and pick-up operations.

With the proper traffic management plans in place, the site plan has been designed to accommodate the predicted peak queuing conditions which typically occur during the afternoon pick-up operations.

As the school is not scheduled to open until 2022, the specific hours of school operations are not finalized. Other Uplift Education campuses operate with staggered dismissal times for the Primary and Secondary schools. **Table 2** provides the Uplift Wisdom Preparatory Campus School Hours provided on the school website.



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| <b>Proposed Traffic Management Plan Page 4</b> |
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*Table 3. Uplift Wisdom Preparatory School Hours*

| Grade Level      | Start Time | Dismissal Time |           |
|------------------|------------|----------------|-----------|
|                  |            | M, T, Th, F    | Wednesday |
| Pre-Kindergarten | 8:00 AM    | 3:15 PM        | 1:45 PM   |
| Primary School   | 8:00 AM    | 3:35 PM        | 2:00 PM   |
| Middle School    | 8:00 AM    | 4:00 PM        | 2:30 PM   |
| High School      | 8:00 AM    | 4:00 PM        | 2:30 PM   |
|                  |            |                |           |

It is assumed that the Luna Preparatory IH 30 campus will also follow some form of staggered dismissal time between the Primary and the Secondary School levels.

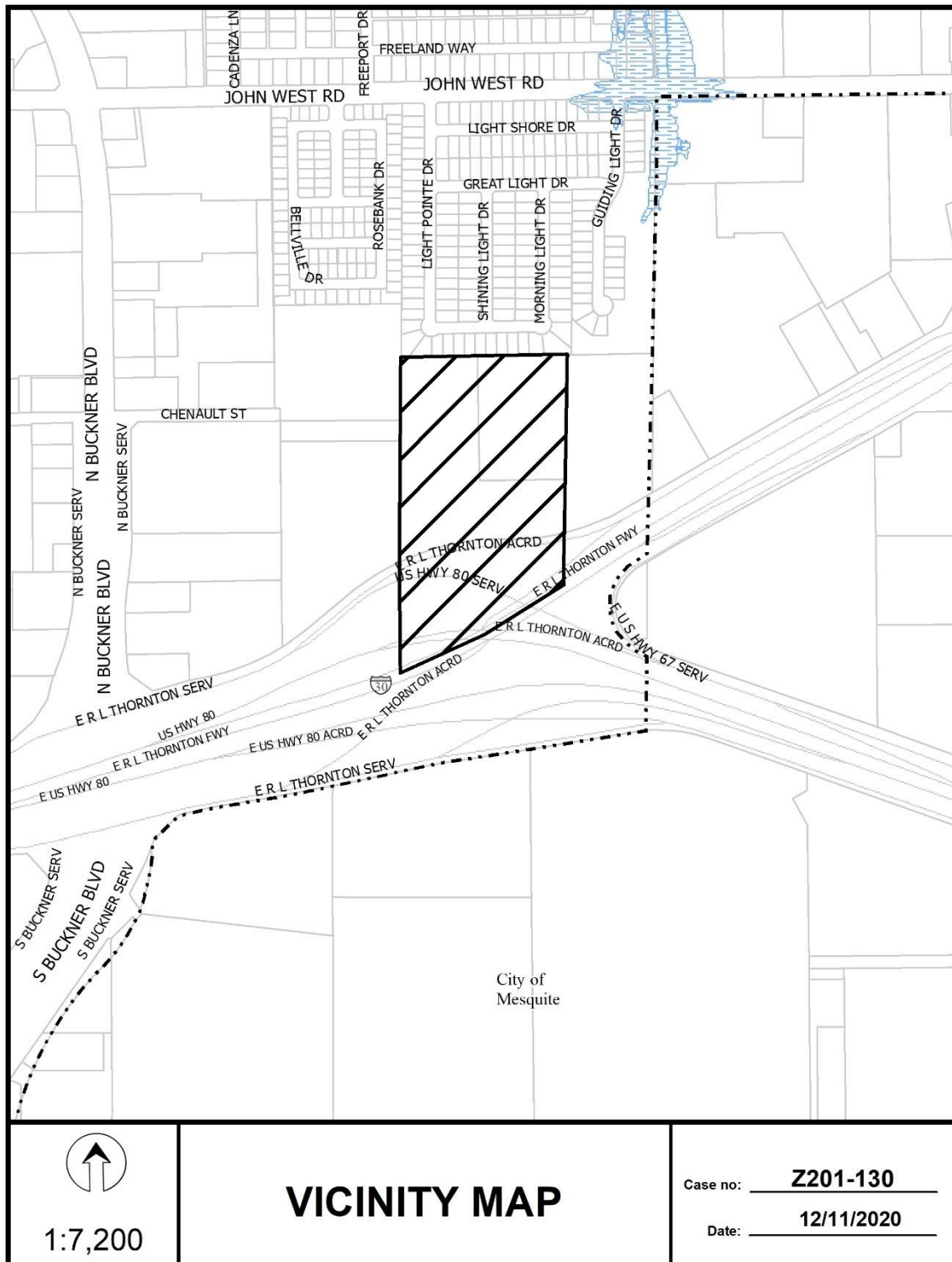
The Uplift Education Operations Director should monitor observance of vehicle circulation and queuing conditions and if necessary, be prepared to remedy any extraordinary queuing conditions outside the campus. Staggering of arrival times for both morning and afternoon operations may provide lessening of peak queuing conditions. The Operations Director and/or school staff should also monitor scholar pedestrian activity outside the campus and adjacent to the IH 30 WBFR.

At the onset of the Uplift Luna IH 30 campus opening in Fall 2022, it is recommended that Uplift Education provide police assistance for traffic control at the school driveway intersection with the westbound IH 30 frontage road during the school peak hours of drop-off and pick-up of scholars. As the school staff and parents grow accustomed to the operations, the police assistance may no longer be necessary. A minimum of two weeks of the initial operations is recommended.

Parents and/or guardians of the Uplift scholars should follow the protocols presented in the Traffic Management Plan for the safety of the scholars, the staff, and the traveling public. Reminder tips for a more efficient and safer car line experience follow. If everyone fully cooperates, car line will go much more swiftly.

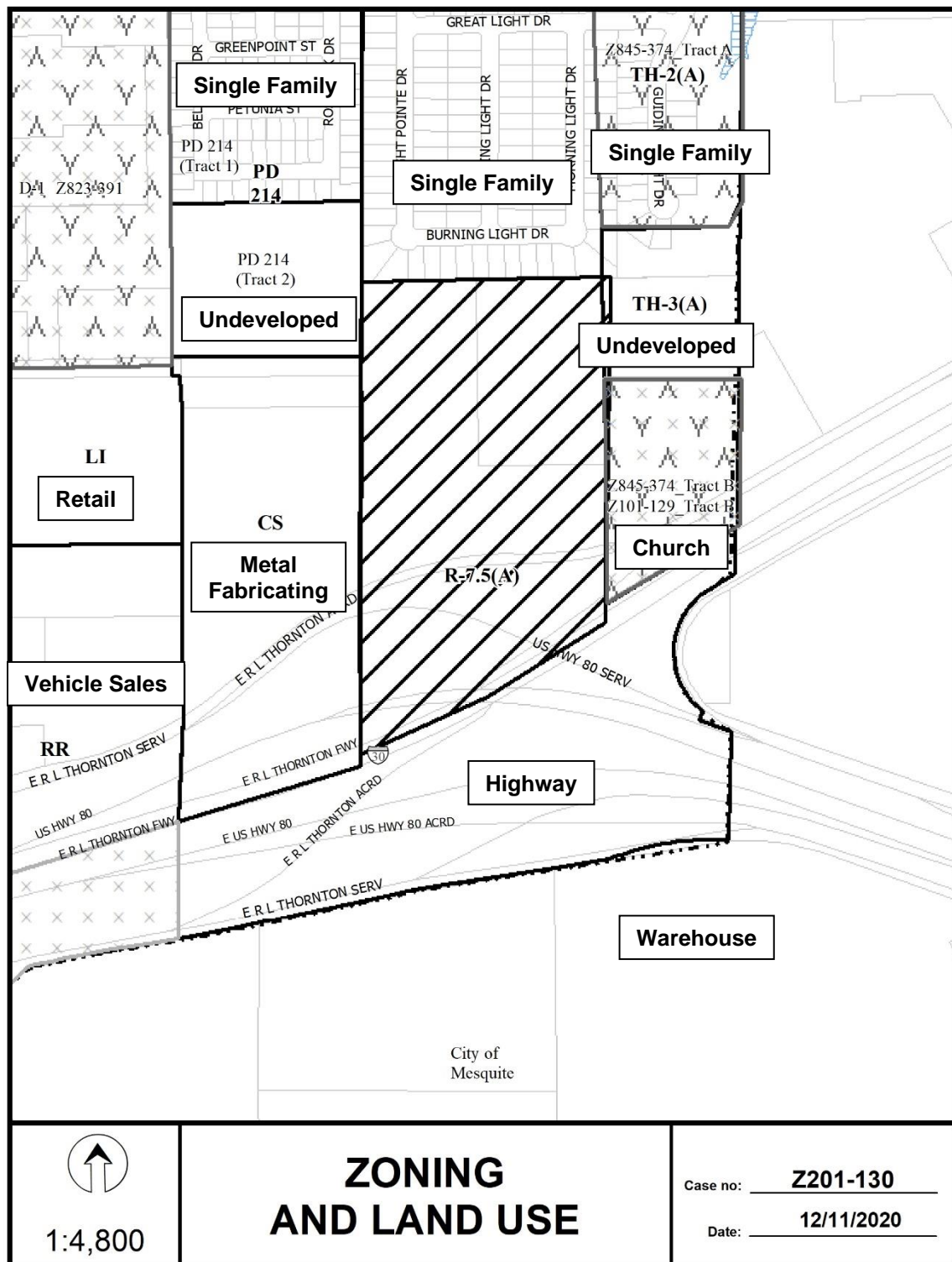
- Follow the directions of Administration, Staff and Police.
- If you are dropping off a scholar, pull forward as directed by staff until they signal scholars to exit your vehicle.
- Scholars should be prepared to immediately exit their vehicles when directed to do so. We understand this will be more difficult for younger scholars the first few weeks of school, so please arrive during times of less traffic to help alleviate traffic during car line.
- Keep your car line number in the window until all occupants have been loaded.
- Handheld cell phone usage is prohibited.
- Do not exit your vehicle unless you are in a parking space.

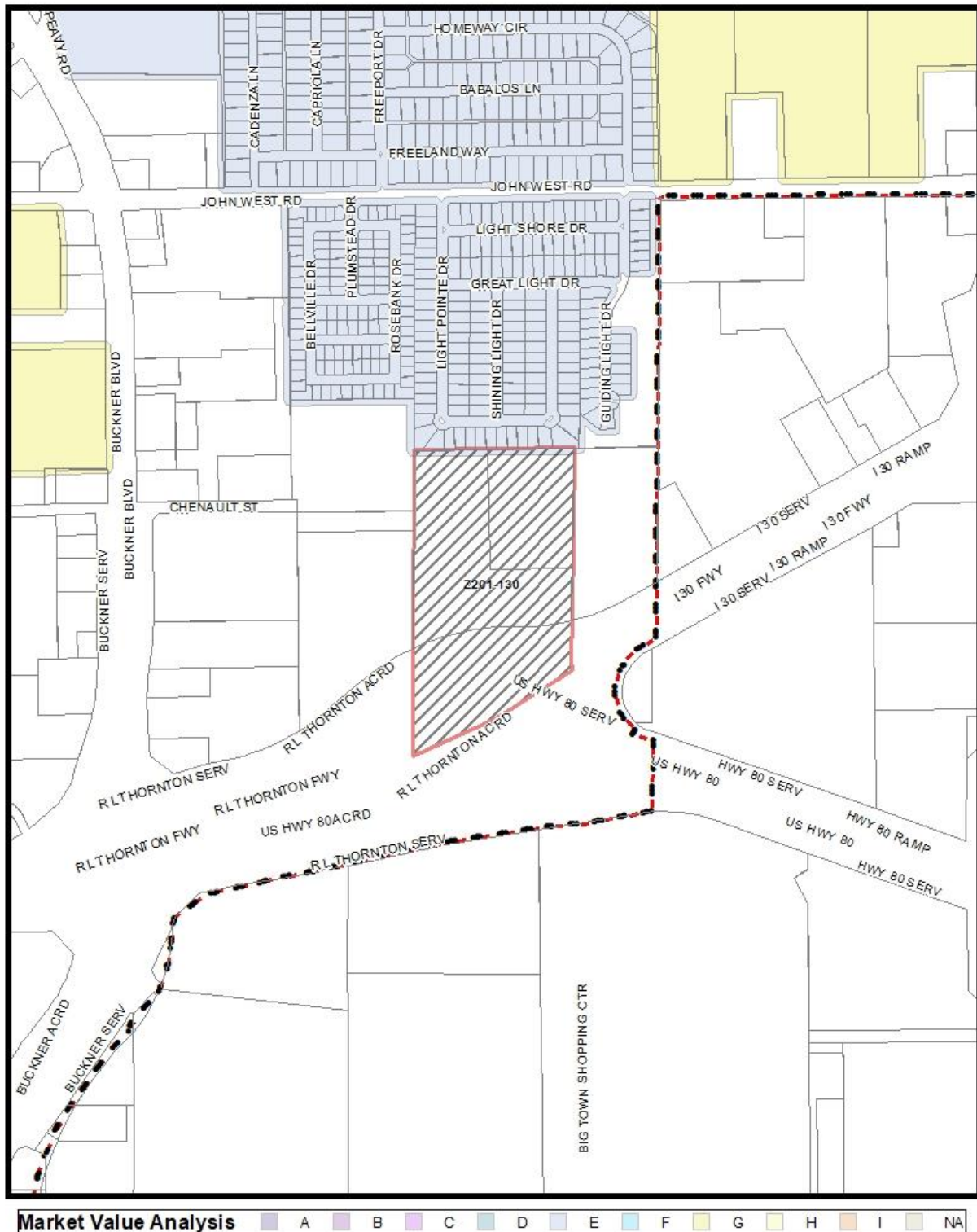
**ABOVE ALL, BE PATIENT.** Set a good example for others by following the instructions; the beginning of the school year is typically a learning experience.







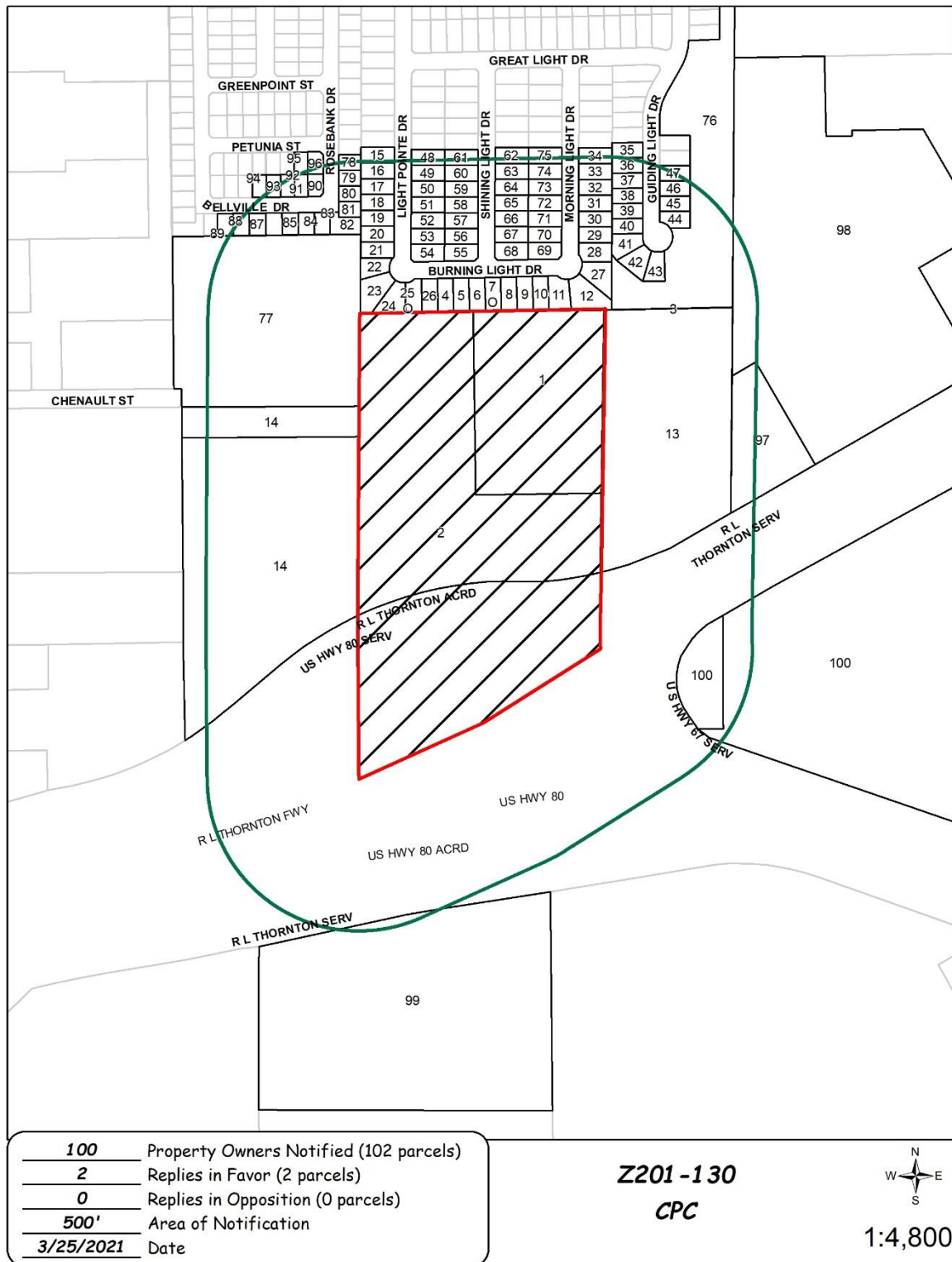




## Market Value Analysis

Printed Date: 12/11/2020

## CPC RESPONSES



03/24/2021

***Reply List of Property Owners******Z201-130******100 Property Owners Notified******2 Property Owners in Favor******0 Property Owners Opposed***

| <b><i>Reply</i></b> | <b><i>Label #</i></b> | <b><i>Address</i></b>   | <b><i>Owner</i></b>                     |
|---------------------|-----------------------|-------------------------|---|
|                     | 1                     | 2200 JOHN WEST RD       | Taxpayer at                             |
|                     | 2                     | 9743 E R L THORNTON FWY | Taxpayer at                             |
|                     | 3                     | 3232 GUIDING LIGHT DR   | SHEPHERD PLACE HOMES INC                |
|                     | 4                     | 2314 BURNING LIGHT DR   | GUERRERO CHRISTIAN &                    |
|                     | 5                     | 2318 BURNING LIGHT DR   | JOHNSON LARRY D                         |
|                     | 6                     | 2322 BURNING LIGHT DR   | BARBOSA ANGEL & LAURA L                 |
| O                   | 7                     | 2326 BURNING LIGHT DR   | Taxpayer at                             |
|                     | 8                     | 2330 BURNING LIGHT DR   | VILLARREAL ADAN ALVARADO & MARIA IBARRA |
|                     | 9                     | 2334 BURNING LIGHT DR   | ALSAKINI MARTHA REYNA                   |
|                     | 10                    | 2338 BURNING LIGHT DR   | HERNANDEZ J JESUS                       |
|                     | 11                    | 2342 BURNING LIGHT DR   | VARGAS EDGAR DAVID FLORES &             |
|                     | 12                    | 2346 BURNING LIGHT DR   | CASTANEDA AROON                         |
|                     | 13                    | 9755 E R L THORNTON FWY | HEARTLINE MINISTRIES                    |
|                     | 14                    | 9611 E R L THORNTON FWY | SEK HOLDINGS INC                        |
|                     | 15                    | 3323 LIGHT POINTE DR    | HERNANDEZ LEOVENY &                     |
|                     | 16                    | 3327 LIGHT POINTE DR    | WILLIAMS TRACIE LEE EST OF              |
|                     | 17                    | 3331 LIGHT POINTE DR    | Taxpayer at                             |
|                     | 18                    | 3335 LIGHT POINTE DR    | HAWKINS MARY                            |
|                     | 19                    | 3339 LIGHT POINTE DR    | ANDRADE YANIRA YAMIL PORTILIO &         |
|                     | 20                    | 3343 LIGHT POINTE DR    | MARQUEZ CARLOS & MARIA                  |
|                     | 21                    | 3347 LIGHT POINTE DR    | Taxpayer at                             |
|                     | 22                    | 3351 LIGHT POINTE DR    | G & M RENTAL PPTIES LLC                 |
|                     | 23                    | 3355 LIGHT POINTE DR    | Taxpayer at                             |
|                     | 24                    | 2302 BURNING LIGHT DR   | TRAN LONG                               |
| O                   | 25                    | 2306 BURNING LIGHT DR   | BASEBANG FRANCIS P                      |
|                     | 26                    | 2310 BURNING LIGHT DR   | Taxpayer at                             |

03/24/2021

| <i>Reply</i> | <i>Label #</i> | <i>Address</i>   | <i>Owner</i>                            |
|--------------|----------------|------------------|---|
| 27           | 3352           | MORNING LIGHT DR | MORALES VICENTE                         |
| 28           | 3348           | MORNING LIGHT DR | DIXON JOSEPH LYNN & EVA M               |
| 29           | 3344           | MORNING LIGHT DR | MILLER MELISSA LANE                     |
| 30           | 3340           | MORNING LIGHT DR | LUNA AARON ALONSO                       |
| 31           | 3336           | MORNING LIGHT DR | CORDOVA II HENRY FRANK & VANESSA BAHENA |
| 32           | 3332           | MORNING LIGHT DR | FERRER SAUL & ESTELA                    |
| 33           | 3328           | MORNING LIGHT DR | RODRIGUEZ JUAN C GOMEZ &                |
| 34           | 3324           | MORNING LIGHT DR | GONZALEZ GABRIELA &                     |
| 35           | 3321           | GUIDING LIGHT DR | MCCALL CHANDA L                         |
| 36           | 3325           | GUIDING LIGHT DR | MCBRIDE LARITHA A                       |
| 37           | 3329           | GUIDING LIGHT DR | TRAN CHUNG THANH                        |
| 38           | 3333           | GUIDING LIGHT DR | Taxpayer at                             |
| 39           | 3337           | GUIDING LIGHT DR | Taxpayer at                             |
| 40           | 3341           | GUIDING LIGHT DR | MCCRARY BRYAN                           |
| 41           | 3345           | GUIDING LIGHT DR | TEU KIM LOON                            |
| 42           | 3349           | GUIDING LIGHT DR | EOM KELLY                               |
| 43           | 3353           | GUIDING LIGHT DR | VEGA MARINA                             |
| 44           | 3338           | GUIDING LIGHT DR | JACINTO ANGEL                           |
| 45           | 3334           | GUIDING LIGHT DR | NWEKE IFEANYI VALENTINE                 |
| 46           | 3330           | GUIDING LIGHT DR | CALCANAS ZOILA & MIGUEL BEDOY           |
| 47           | 3326           | GUIDING LIGHT DR | MARES ROBERTO                           |
| 48           | 3324           | LIGHT POINTE DR  | RODRIGUEZ SERGIO T                      |
| 49           | 3328           | LIGHT POINTE DR  | DELEON TOMAS                            |
| 50           | 3332           | LIGHT POINTE DR  | PEREZ JUAN CARLOS & SANDRA MARIBEL      |
| 51           | 3336           | LIGHT POINTE DR  | GONZALEZ MARGARITA                      |
| 52           | 3340           | LIGHT POINTE DR  | ABDULKHALEO AHMED                       |
| 53           | 3344           | LIGHT POINTE DR  | RODRIGUEZ JOSE LUIS AGUERO &            |
| 54           | 3348           | LIGHT POINTE DR  | MEDRANO MARISOL                         |
| 55           | 3347           | SHINING LIGHT DR | BISWA BAL & DEVI                        |
| 56           | 3343           | SHINING LIGHT DR | EMILIANO HECTOR MIGUEL JR & ROSILINA    |
| 57           | 3339           | SHINING LIGHT DR | GARCIA EDWIN GIOVANNY &                 |



03/24/2021

| <i>Reply</i> | <i>Label #</i> | <i>Address</i>   | <i>Owner</i>                          |
|--------------|----------------|------------------|---------------------------------------|
| 58           | 3335           | SHINING LIGHT DR | SOLIS MIGUEL                          |
| 59           | 3331           | SHINING LIGHT DR | GADISON MICHELLE B                    |
| 60           | 3327           | SHINING LIGHT DR | ZAVALA MARISOL D & BERNIA ZAVALA      |
| 61           | 3323           | SHINING LIGHT DR | VELEK DOUGLAS D                       |
| 62           | 3322           | SHINING LIGHT DR | RODRIGUEZ MARIA DEYSI                 |
| 63           | 3326           | SHINING LIGHT DR | EAST DALLAS MANAGEMENT LLC            |
| 64           | 3330           | SHINING LIGHT DR | HINTON JACKIE TERRELL SR              |
| 65           | 3334           | SHINING LIGHT DR | VILLANUEVA GREGORIO &                 |
| 66           | 3338           | SHINING LIGHT DR | CONSTANZA RICARDO A MARTINEZ          |
| 67           | 3342           | SHINING LIGHT DR | Taxpayer at                           |
| 68           | 3346           | SHINING LIGHT DR | BARRIGA ANTONIO MATEOS &              |
| 69           | 3347           | MORNING LIGHT DR | Taxpayer at                           |
| 70           | 3343           | MORNING LIGHT DR | MORALES WILFREDO SOLIS &              |
| 71           | 3339           | MORNING LIGHT DR | NEBA ERIC SUH                         |
| 72           | 3335           | MORNING LIGHT DR | CARMONA JOSE ANTONIO & LOURDES TORRES |
| 73           | 3331           | MORNING LIGHT DR | VALDEZ DANIEL & ANGELA M              |
| 74           | 3327           | MORNING LIGHT DR | CHAVEZ MIGUEL                         |
| 75           | 3323           | MORNING LIGHT DR | ROQUE VICENTE A &                     |
| 76           | 3232           | GUIDING LIGHT DR | BURNETT VICTOR L                      |
| 77           | 1911           | CHENAULT ST      | Taxpayer at                           |
| 78           | 3323           | ROSEBANK DR      | ALEMAN CECILIA L                      |
| 79           | 3327           | ROSEBANK DR      | WILSON PAUL & BENITA H                |
| 80           | 3331           | ROSEBANK DR      | FORD VALERIE SMITH                    |
| 81           | 3335           | ROSEBANK DR      | ABRAHAM THOMAS &                      |
| 82           | 3440           | BELLVILLE DR     | HENDERSON ROBYN                       |
| 83           | 3436           | BELLVILLE DR     | SCKC 3436 BELLVILLE                   |
| 84           | 3432           | BELLVILLE DR     | FOLEY DWYLON VON                      |
| 85           | 3428           | BELLVILLE DR     | LARA LUCIANO &                        |
| 86           | 3424           | BELLVILLE DR     | RODRIQUEZ CARLOS                      |
| 87           | 3420           | BELLVILLE DR     | MOORE LASHAWNDA D ET AL               |
| 88           | 3416           | BELLVILLE DR     | BARRIENTOS JAKE                       |

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| <i>Reply</i> | <i>Label #</i> | <i>Address</i>     | <i>Owner</i>           |
|--------------|----------------|--------------------|------------------------|
| 89           | 3412           | BELLVILLE DR       | AHMED MOHAMED D &      |
| 90           | 3439           | BELLVILLE DR       | ONYIA EMMANUEL O       |
| 91           | 3435           | BELLVILLE DR       | LUBBERT TAMARA S       |
| 92           | 3431           | BELLVILLE DR       | TORRES RAFAEL          |
| 93           | 3427           | BELLVILLE DR       | TEBONG DAVID           |
| 94           | 3423           | BELLVILLE DR       | OBOTENU MOSES          |
| 95           | 2128           | PETUNIA ST         | VAUGHN VERONICA &      |
| 96           | 2132           | PETUNIA ST         | MORA JUAN ANTONIO      |
| 97           | 4789           | IH 30              | EMA CMA PROPERTIES LTD |
| 98           | 2600           | EASTFIELD BLVD     | HEADWAY ESTATES LTD    |
| 99           | 5181           | SAMUELL BLVD       | PROLOGIS               |
| 100          | 9700           | E R L THORNTON FWY | TEXAS STATE OF         |