

A Future of Continued Collaboration NCC Update October 28, 2026

To answer questions about how NCC, Boone, HPISD and Compass will communicate and cooperate in the future, we point to the past years of regular communication and coordination between NCC and HPISD, and offer our continued commitment to discussing special event scheduling and holding regular meetings about traffic, safety & security, and special events. That's how we've been operating for years, and we are committed to continuing.

Northway engages as an HPISD neighbor at the district level, sending representatives to the HPISD Police Department's regular meetings. Boone & Northway are also in constant contact around special events.

The Traffic Management Plan (TMP) is a narrowly focused part of the overall Specific Use Permit (SUP) and will govern the traffic operations around the NCC site. TMPs are designed to manage on-site traffic flow and to maximize safety at ingress and egress points. They are data-based and incorporate input from stakeholders, and once created, are updated every 2 years, or more often if necessary. These updates will consider any changes in enrollment, traffic patterns, among many other factors.

Current Status:

- NCC's TMP has been sent and approved by the Traffic Engineer for the City of Dallas.
- HPISD's traffic update is complete as of October 16, 2026 and filed with the City of Dallas.
- Both TMPs will inform the process and are available publicly and to the City for review.

At this point in the process, as part of the ongoing discussions, Northway has provided a traffic assessment that provides significantly more detailed information than the average school TMP, including information on pedestrians and cyclists.

The requirement for on-site queuing is a condition of the SUP.

We understand that community members have requested additional analysis. NCC is complying with the requirements of the City of Dallas for traffic studies and analysis,

including those which have been raised by community members, and will continue to do so.

Additionally:

- **Staggered dismissal times:** Compass has agreed to staggered dismissal times, and the TMP will govern them.
- **North parking lot:** NCC plans to use the North parking for school traffic. There may be occasions when the North parking lot is unavailable that require the use of the South lot, which is the backup location.
- **Balancing activities:** Northway & Boone have communicated and worked to manage scheduling of daily traffic and use of Northway's lots for Boone events, including when the church hosted funerals, elections, food distribution, or meals-on-wheels.
- **Coordinating school calendars:** Boone and Compass representatives have agreed to meet annually and coordinate their schedules as practical. School schedule coordination is not typically addressed by SUPs.

We have also been asked to consider several items, including:

- Will NCC agree to a cap on high-attendance event days (i.e., days with total campus population over 500)?
 - *That request would be difficult to enforce – Northway will not turn away people for a funeral or food distribution. Whatever the circumstances of the high-attendance day, we have committed to onsite traffic management to address traffic in real-time.*
- Will you ban traffic overlap between school and church activities?
 - *We have a plan to minimize peak traffic overlap between Boone and Compass carpool operations and church activities like funerals, food distribution, and meals-on-wheels.*
- We're asking for a written, coordinated emergency evacuation plan before this SUP case proceeds further.
 - *Emergency coordination planning efforts among neighboring entities has been ongoing for years. We have plans, but they are internal and not for public release to avoid compromising security.*
- Will classroom distribution by grade level be a binding SUP condition?

- *The SUP will set a cap on total enrollment. Under that cap, managing specific classroom enrollment and grade level distribution is an operational matter for the school.*
- Please provide a full written description of all intended uses of the structure (school, church programming, community use).
 - *The school and church's operation of its buildings is an operational issue not regulated by zoning as long as it is within the usual scope of church or school use.*
- Will HPISD's requested approval authority over future TMP changes be incorporated into the SUP conditions?
 - *Only the City of Dallas has approval authority over TMPs submitted by Northway. Northway and HPISD are working on an agreement that will describe their mutual commitment to the safety of students and require consultation of both parties should one or the other contemplate changes to day-to-day drop-off & pick-up procedures. Safety is our top priority.*